
Los Angeles City Planning

West Los Angeles Community Plan

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DRAFT



**LOS ANGELES
CITY PLANNING**
Community Planning

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Chapter 1

INTRODUCTION AND COMMUNITY PROFILE

READERS' GUIDE

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, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the General Plan Land Use Map is mandatory.

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., LU.1).

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 Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1).

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 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

West Los Angeles is a vibrant community of unique, diverse neighborhoods with thriving employment and cultural offerings. The Community Plan envisions creative opportunities for increased open space, increased walkability, climate resilience, contextual housing options, historic and cultural preservation. Industrial and mixed-use commercial areas are imagined to ensure housing equity in close proximity to job centers and access to quality jobs and elder care facilities. West Los Angeles is envisioned as a significant contributor to economic vitality, social equity, mobility, health, and ecological sustainability for current and future generations.

EMERGING LAND ACKNOWLEDGMENT

We acknowledge that the City of Los Angeles is situated in the ancestral and unceded lands of the: The Gabrielino-Tongva Indian Tribe also known as Yaavitam, the Kizh Nation Gabrieleño Band of Mission Indians, the Fernandefño Tataviam Band of Mission Indians, the San Fernando Band of Mission Indians, Chumash, among others. Within the approximate geography of the West Los Angeles Community Plan, we also recognize that the following tribes and communities have roots in this area: the Chumash and Tongva (Gabrieleno) nation, Kuruvanga, Maaw'nga, and Yaanga tribes/villages. We acknowledge their elders, past, present, and future, for their cultural resilience. They are the original caretakers of this land, with Los Angeles being the home to the second largest community of Native Americans in the U.S. Native American tribes are sovereign nations and our ongoing relationship with each tribe requires the utmost respect, mutual understanding and sensitivity. Further acknowledgement of the specific tribes and villages associated with these nations and areas will be assessed upon tribal consultation.

BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The West Los Angeles Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to: grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as West Los Angeles. Framework's growth strategy for the West Los Angeles Community Plan is focused around commercial centers and mixed-use boulevards while maintaining the stability of residential neighborhoods. The West Los Angeles Community Plan includes large portions of the region's industrial core along Sepulveda Boulevard and Olympic Boulevard west of the 405 and north of the 10 freeway. Preservation and enhancement to these industrial districts will continue to be prioritized for jobs and new industry, while targeted industrial land will be transitioned to other land uses to ensure greater compatibility with the adjacent residential neighborhoods.

Further discussion regarding the relationship between the West Los Angeles Community Plan and the City's General Plan [forthcoming]. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

As part of the Land Use Element, the Community Plan's goals and policies intend to shape positive community change and foster sustainable land use patterns while balancing citywide policies and regional initiatives. The process of developing the West Los Angeles Community Plan was a local multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

Department Racial Equity Commitment

City Planning believes that racial equity is both a journey and destination. As an outcome, racial equity ensures that all people can prosper and reach their full potential regardless of their racial identity. As a deliberative process, racial equity means moving beyond diversity and inclusion by:

- Eradicating societal bias and making neighborhood amenities, public safety, and wealth creation equitable for all residents.
- Identifying the root causes of systemic oppression and actively dismantling institutional and structural racism; acknowledging the particular ways in which anti-Black racism leads to racialized disparities.
- Intentionally making institutional and transformative change to remove structural inequities often placed on Blacks, Indigenous, People of Color (BIPOC), and LGBTQ+ communities.

COMMUNITY PROFILE

The West Los Angeles Community Plan area is located in the western portion of the City of Los Angeles. It is generally bounded by Centinela Avenue on the west, Wilshire Boulevard and Santa Monica Boulevard on the north, National Boulevard, Pico Boulevard, and Exposition Boulevard on the south, and Durango Avenue, Robertson Boulevard, and Canfield Avenue on the east. It is surrounded by the communities of Westwood, Brentwood-Pacific Palisades, Palms - Mar Vista - Del Rey, West Adams-Baldwin Hills-Leimert, and Wilshire; and by the Cities of Culver City, Santa Monica, and Beverly Hills, and the County of Los Angeles.

The majority of the Community Plan area consists of low rolling hills and flat plains, and contains approximately 4,565 acres (7.1 square miles), which is 1.74 percent of the land in the City of Los Angeles. The Community Plan area is intersected by the 405 freeway and the Metro E Line (Expo), D Line (Purple), and the Sepulveda Transit Corridor (Proposed/Completion: 2033-2035).

The Community Plan area includes the neighborhoods of Sawtelle, Sawtelle Japantown, West Los Angeles, Cheviot Hills, Beverlywood, Rancho Park, and Century City. Each community has their own unique identities, yet these share many common goals, as well as local community assets.

Sawtelle Japantown

Sawtelle became a point of entry for the Japanese-American community in Los Angeles during this period and, by the 1920s, a thriving Japanese-American commercial area had developed along Sawtelle Boulevard, to the south of Santa Monica Boulevard. Vegetable farming, gardening, and nursery work provided the livelihood for many Japanese American residents in West Los Angeles prior to their removal to relocation camps during World War II. Japanese-American cultural and social influences are still apparent in Sawtelle today, with Japanese restaurants, shops, and, in particular, long-standing nursery businesses with direct historical ties to the original Japanese-American community that settled in the Sawtelle vicinity. The Sawtelle area has numerous residential front yard Japanese style gardens, characterized by lanterns, bonsai, statuary, and plants native to Japan, such as Japanese maple, pine, bamboo, and aralia; these gardens also reflect the area's Japanese-American heritage.

Low Density, single-family development comprises a majority of the residential land use in the Community. A mix of multiple-family development includes apartments and condominiums at

varying densities and building types (duplexes, small, medium and large complexes and some high rise structures).

Commercial land use consists primarily of strip development on major arterials such as Wilshire, Santa Monica, Olympic, Pico, Sawtelle, Sepulveda, and Westwood Boulevards. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods. The Westfield Century City Shopping Center is a major shopping and entertainment center that attracts customers from West Los Angeles and neighboring communities. Adjacent to the site are high rise office buildings and hotels. The former Westside Pavilion indoor shopping mall will become a Google office campus for creative office space. Most of the community's industrial land use is located between Sepulveda Boulevard and Cotner Avenue, and west of Sepulveda Boulevard in the vicinity of Olympic, Exposition and Pico Boulevards. This development provides an employment base consisting of small, medium and large manufacturing businesses, wholesale/retail distribution outlets, and storage operations.

A civic center providing governmental functions is located in the vicinity of Santa Monica Boulevard west of the 405 Freeway. This center provides administrative and community services for the greater West Los Angeles area and includes a County Courts building, library, post office, police station, and senior center.

WEST LOS ANGELES TODAY:

IS RICH IN HISTORY

Dating back from the early 1900's from the incorporation of the City of Sawtelle, West Los Angeles was known for the construction of the National Home for Disabled Volunteer Soldiers previously referred to as the "Old Soldier's Home" (now known as the Veterans Administration Hospital) along with its supported school house, church, small commercial district, a public meeting hall, and access to interurban rail (street car). The area was largely agricultural, supporting large fields of potatoes, barley, strawberries and lima beans. The area attracted a skilled workforce of Japanese nationals and first born Japanese American farmers and horticulturalists resulting in a thriving Sawtelle Boulevard.

During the 1910-1920's the demand for single family homes builders developed the area with residential tracts generally identified today as "Cheviot Hills" consists of several residential tracts that date from this period: Country Club Highlands (1923); Cheviot Hills (1924); and Monte Mar Vista (1926).

Around the late 1920's and early 1930's, the entertainment industry particularly Fox Studios (now Twentieth Century Fox) established a presence. The Jewish community further expanded the commercial strip along Pico Boulevard along the northeast corner of the plan area (Pico-Robertson neighborhood) with long standing small business and religious buildings catering to the local Jewish population.

Beginning in the 1940s and continuing to the present day, large swaths of multi-family apartments and condominiums of varying styles and sizes were constructed along major streets in the CPA. In many cases, concentrations of multi-family residences extend into the earlier tract developments, creating a marked division between the older single-family residences and the considerably newer and larger multi-family buildings. Commercial uses along primary streets expanded consistently during the 1920s through the 1950s. The development of neighborhood shopping corridors, in particular, Wilshire, Santa Monica, Pico, Sawtelle, and Westwood Boulevards have provided local services to the area's new neighborhoods. Numerous examples of long-standing local businesses, neighborhood theaters, and recreational amenities that were established during this period are located along these corridors.

Currently, West Los Angeles does not have a Historic Preservation Overlay Zone (HPOZ); however the plan area does have six Historic Districts, seven Planning Districts, five Historical Cultural Monuments (HCMs), and 92 individual resources that were identified in SurveyLA. Efforts to expand architectural and cultural surveys that help to elevate people, places, and historic events will help to capture the qualitative and ethnographic stories that have shaped West Los Angeles.

Today, the West Los Angeles Survey Area contains a wide range of residential, commercial and institutional resource types that represent a range of historic contexts and themes.

IS HOME TO UNIQUE RESIDENTIAL NEIGHBORHOODS AND PROMINENT OPEN SPACE

Residential properties account for the majority of the survey area. A small number of intact residential properties, typically single-family dwellings and duplexes in the Craftsman style, which date from approximately 1905 to 1922, were identified for their association with the City of Sawtelle prior to its consolidation with the City of Los Angeles in 1922. In addition, the Cheviot Hills Recreation Center and Hillcrest Country Club are prominent green spaces that serve the West Los Angeles community.

HAS THRIVING COMMUNITY CENTERS

West Los Angeles has several popular visitor serving destinations along seven separate commercial corridors along Wilshire, Santa Monica, Olympic, Pico, Sawtelle, Sepulveda, and Westwood Boulevards.

On Wilshire Boulevard between Centinela Avenue to the west and San Vicente Boulevard to the east is another commercial corridor with various commercial services and high rise offices providing job opportunities and services.

On Santa Monica Boulevard bounded by blocks of Century Park West, Olympic Boulevard to the south, and Century Park East is the Westfield Century City Shopping Center which consists of national retail tenants, restaurants, a theater, and medical clinic. There are also nearby high rise offices and hotels providing regional job opportunities and services.

On Olympic Boulevard between Bundy Drive and Sepulveda Boulevard to the east is a commercial corridor consisting of grocery stores, retail, restaurants, convenience stores and high rise offices.

On Pico Boulevard is another corridor that offers mixed commercial and office uses that will soon be a job center for the media/technology industry, particularly the home to the new Google office campus between Westwood Boulevard to the west and Overland Avenue to the east.

On Sawtelle Boulevard is another corridor that has a long and vibrant Japanese cultural presence rich with neighborhood commercial serving uses including restaurants, retail, market, and offices.

Similarly on Westwood Boulevard is an extension of these neighborhood commercial serving uses.

On Sepulveda Boulevard between Exposition Boulevard to the south and Olympic Boulevard to the north is a mixed commercial/industrial corridor with prominent commercial corner strip malls located along its intersections.

Collectively, these corridors have played a significant role in attracting new jobs and businesses to the West Los Angeles area and greater region. The West Los Angeles area remains a leader in the entertainment, technology, design, fashion, publishing, education, tourism, health, and science industries and has created over 123,214 jobs in the westside plan areas.

HISTORIC DEVELOPMENT PATTERNS

EARLY HISTORY AND DEVELOPMENT	RAILROAD EXPANSION	ECONOMIC DEVELOPMENT & POPULATION BOOM
Pre to Late 1800's	Early 1900s	1920s-1930s
<ul style="list-style-type: none"> - Indigenous Gabrielino/Tongva people inhabited the region for thousands of years; and their traditions and cultural practices are honored by generations living here today. - 1800's, Spanish land grants divide the area into ranchos, including: Rancho La Ballona, Rancho Sausal Redondo, and Rancho Aguaje de Centinela - 1850, California Statehood 	<ul style="list-style-type: none"> - 1904, the Pacific Electric interurban Streetcar boosted commercial development and tourism popularly known as the "Balloon Route" - 1909, the City of Los Angeles enacts first zoning ordinance dividing the City into 27 districts. - 1910, Mainly agricultural and residential lands. 	<ul style="list-style-type: none"> - 1920, influx of skilled Japanese nationals and first generation Japanese American farmers and horticulturalists help commercialize the area. - 1922, The City of Sawtelle consolidated with the City of Los Angeles - 1926 Pico Boulevard dirt road was paved - 1927, Los Angeles City Hall constructed - 1920's-1930's, large

<ul style="list-style-type: none"> - 1888, the construction of the “Old Soldiers Home” (Veterans Administration Hospital) - 1896, Development began in Sawtelle after the purchase of 225 acres south of the “Old Solider’s Home” by two entrepreneurs who formed the Pacific Land Company including a schoolhouse, church, small commercial district, and public meeting hall. - 1899, Sawtelle incorporates as an independent City 		<p>residential tracts were developed by several key community builders.</p>
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MID CENTURY/ POST WAR	CULTURAL DEVELOPMENT & INSTITUTIONS	COMMUNITY REVITALIZATION & EQUITY
1940s-1960s	1970s-1990s	2000s-2020s
<ul style="list-style-type: none"> - 1940’s, large swathes of multi-family apartments and condominiums of varying styles constructed along major streets. - 1950’s, continued expansion of commercial uses on primary streets. - 1950s and 1960s, brought an increase in infrastructural, governmental, and business uses to West Los Angeles that continue to characterize the area today - 1961, The West Los Angeles Branch City Hall 	<ul style="list-style-type: none"> - 1981, Century City North and South Specific Plan - 1992, Sepulveda Corridor Specific Plan - 1997, West Los Angeles Transportation Improvement Mitigation Program Specific Plan - 1997 Westwood/Pico Neighborhood Overlay District - 1999, West Los Angeles Community Plan Update 	<ul style="list-style-type: none"> - 2001, West Wilshire Boulevard Community Design Overlay District - 2018, Livable Boulevards Streetscape Plan - 2020-Ongoing, West Los Angeles Community Plan Update

was opened		
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GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the West Los Angeles Community Plan.

HOUSING

Increase housing opportunities at different affordability levels.

- Expand areas where housing is permitted.
- Increase housing options at all income levels, especially next to transit-rich areas and commercial corridors.
- Introduce a range of new housing opportunities in proximity to local services and top destinations within the community plan area.
- Incentivize the development of new affordable housing units.
- Address homelessness through long-term land use strategies and near-term programs.

ACCOMMODATE GROWTH

Accommodate growth in a strategic, inclusive, equitable, and sustainable manner.

- Concentrate growth in alignment with the General Plan's Framework, concentrating growth in high-intensity commercial centers close to public transit and services.
- Leverage transit investments to expand opportunities for housing, jobs, and community amenities.
- Encourage residential infill that makes efficient use of local infrastructure and contributes to affordable housing supply.
- Elevate design expectations in all new developments.

MOBILITY

Promote a safe, effective, walkable, and multi-modal transportation network.

- Develop walkable and pedestrian-friendly communities.
- Prioritize pedestrian safety and comfort.
- Support streets that encourage human interaction and community building.
- Require expansion of high-quality sidewalks and pedestrian linkages.
- Eliminate parking minimums and manage parking effectively and strategically in key locations.
- Expand dedicated bike infrastructure and connectivity.
- Encourage visitors, employees, and residents to use public transit systems by expanding housing and jobs in transit-oriented areas.
- Support expanding transit infrastructure projects and service.

JOBS & EMPLOYMENT

Support a thriving and inclusive economy.

- Expand employment opportunities in Regional Centers and along commercial corridors by allowing for mixed-use office development.
- Leverage the community's proximity to existing major employers by encouraging synergy through a greater mix of uses and growth of related industries.
- Ensure there is appropriate land dedicated for commercial and industrial uses, including accommodating small-scale manufacturing and emerging green and creative industries.
- Expand opportunities and investments in small and medium size businesses.
- Promote place-making and public realm improvements to enable small businesses to thrive.
- Balance jobs with sufficient housing opportunities in the area.

DESIGN AND COMPATIBILITY

Strengthen neighborhood placemaking.

- Strengthen urban design and form to enhance the public realm and create a sense of place.
- Strengthen design standards to ensure compatibility of new infill development within existing residential neighborhoods.
- Activate commercial corridors with uses and design standards that will create lively places within the community.
- Ensure new construction and rehab of existing buildings incorporate high quality architectural, landscape and environmental design.
- Establish development and design standards that ensure future development is compatible with existing neighborhoods.
- Create buffers and smooth transitions between intense uses and sensitive uses, such as residential neighborhoods and ecological sensitive areas.

COMPLETE NEIGHBORHOODS & LIVABLE COMMUNITIES

Encourage vibrant, healthy, complete neighborhoods.

- Create complete and active neighborhoods through pedestrian-friendly design, a mix of uses in and around employment hubs, and encourage housing.
- Integrate neighborhood serving commercial uses within a ten or fifteen-minute walk of residential neighborhoods.
- Encourage public places for people to gather and interact.)
- Promote neighborhoods with mixed-income housing, jobs, amenities, services, and transit.
- Support convenient and accessible sources of healthy foods in all neighborhoods.
- Foster connections between and within neighborhoods.

INDUSTRIAL

Preserve industrial land and support reimagined 21st century industrial uses.

- Expand areas for adaptive reuse and conversion to joint live/work.

- Retain industrial land where appropriate and support zoning to incentivize and promote green and clean technology.
- Encourage adaptive reuse of industrial buildings to meet evolving needs for creative offices, production, and distribution.

OPEN SPACE

Expand access and connections to open space.

- Incentivize new publicly accessible open space within the community benefits program.
- Expand urban forms of open space, such as small pocket parks, parklets, community plazas, and other similar elements.
- Encourage creation of and access to community spaces - cultural centers, arts centers and open spaces.
- Increase access to existing open space and orient new development with connections towards areas with existing parks, waterways, and bike paths.

CLIMATE CHANGE RESILIENCE

Promote resource protection, resiliency planning and climate change adaptation.

- Concentrate housing and jobs in strategic places to reduce vehicle miles traveled and make the most efficient use of existing public infrastructure systems.
- Promote land use strategies that concentrate housing, jobs, and neighborhood amenities within a 15-minute walk radius where possible.
- Encourage the greening and cooling of neighborhoods through building design, water recapture, and street treatment.
- Encourage new development incorporating sustainable design standards and energy efficient buildings.
- Protect public and private trees, expand the tree canopy, and encourage the greening of corridors and residential neighborhoods.
- Recognize the health benefits of planning for climate change, sustainability, and community resiliency.

TRENDS AND PROJECTIONS (in process)

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2045 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

Population, Housing, and Employment

SCAG's 2045 demographic and socioeconomic forecasts for Los Angeles are based on historic and recent growth trends. Los Angeles City Planning (LACP) refines allocations of the population and housing within the City's 35 communities so that projected growth is directed to community centers, nodes and corridors, consistent with the Framework Element and other City policies. The West Los Angeles Community Plan is designed to accommodate the 2045 population, housing, and employment projections based on assumptions about the amount of development that can reasonably be expected to occur during the life of the plan, given the general plan's designations and policies. Estimates for population, housing units and employment in the West Los Angeles Community Plan are shown in Table 1-1 below:

Table 1-1. Population, Housing and Employment

	Existing Conditions [1][3]	2045 SCAG Projections [2]	Proposed Plan Capacity
Population (persons)	75,737	98,654	These values are currently being refined and will be published in the environmental clearance.
Housing (dwelling units)	39,903	48,404	
Employment (jobs)	123,214	114,669	

[1] U.S. Census Bureau, American Community Survey (ACS) 2017-2021

[2] Los Angeles City Planning, Adjusted SCAG projections.

[3] U.S. Census Bureau, Center for Economic Studies, 2020 LEHD

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan's capacity to absorb any projected increase in population, housing, and employment. A more detailed discussion of population, housing, and employment projections and capacity will be included in the environmental clearance.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the City and West Los Angeles Community Plan community level. The intensity

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 may also influence community development.

GENERAL PLAN LAND USE DESIGNATIONS (in process)

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

COMMUNITY CENTER: Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to public transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

VILLAGES: Villages are characterized by walkable, fine-grained and porous development patterns that serve as historic and cultural designations. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas.

NEIGHBORHOOD CENTER: Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services.

MEDIUM NEIGHBORHOOD RESIDENTIAL: Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented toward the street.

MEDIUM RESIDENTIAL: Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts.

LOW NEIGHBORHOOD RESIDENTIAL: Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented towards the street.

LOW MEDIUM RESIDENTIAL: Low Medium Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is low to moderate scale and buildings are typically oriented towards the street.

LOW RESIDENTIAL: Low Residential areas provide single family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

COMPACT RESIDENTIAL: Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks.

HYBRID INDUSTRIAL: Hybrid Industrial places have a distinct urban form characterized by medium and low scale development with an industrial legacy. High-quality new construction and repurposed structures collectively promote a resourceful approach to urban development that can evolve over time. These areas preserve productive activity and prioritize space for employment, including light industrial, new green industry, commercial, and vertically-integrated businesses, with careful introduction of live-work uses, where appropriate.

LIGHT INDUSTRIAL: Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Residential uses are not allowed.

PRODUCTION: Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, high-quality structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users. Residential uses are not allowed.

INDUSTRIAL: Industrial areas are centers of industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, mining and oil refineries and production. The Industrial designation does not allow residential uses.

OPEN SPACE: Open Space areas provide opportunities for passive and active outdoor recreation, public gathering, and education. These places function to preserve scenic, cultural, or ecologically important areas. While Open Space land is generally natural in character, it can also accommodate public amenities such as bathrooms and community gathering spaces, as well as limited accessory vending.

PUBLIC FACILITIES: Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public utilities, or joint public and private developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the workday.

DRAFT

Chapter 2

LAND USE AND URBAN FORM

The West Los Angeles Community Plan includes three separate communities, both with a broad spectrum of land uses ranging from distinctive residential neighborhoods served by vibrant commercial corridors, and industrial lands. Community life thrives amidst this complex and dynamic place where a range of uses has emerged within a building stock dating back at least a century. The Community Plan Area boasts several notable assets, including the Westfield Century City Mall, Google Office Campus, The Century City Office Towers, 20th Century Fox Studios, Cheviot Hills Recreation Center, Rancho Park Golf Course, Hillcrest Country Club. In addition to local streets, the community is accessed by two major highways (405 and 10 freeway) and light rail (Metro E Line, D Line, and Sepulveda Transit Corridor Line).

The land uses consist primarily of low to medium density residential, with commercial uses concentrated along major corridors: Wilshire, Santa Monica, Olympic, Pico, Sawtelle, Sepulveda, and Westwood Boulevards.

This chapter specifies land use goals and policies that support community-wide objectives while addressing issues unique to West Los Angeles. Plan policies promote land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility and reinforces the neighborhood qualities that contribute to a strong sense of community in West Los Angeles. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use, in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate projected growth while embracing West Los Angeles' unique histories and encourage a more high-quality built environment with opportunities for mixed-income and affordable housing, robust commercial corridors, light industries and employment centers and creating connections to open space amenities to promote an equitable and viable future for generations to come.

HOUSING AND LIVABLE COMMUNITIES

West Los Angeles communities is comprised of many residential neighborhoods rich in cultural and historic character. This Community Plan envisions West Los Angeles as a community that can continue to be a source of various levels of affordable housing for existing residents and future generations, while also remaining connected to its rich history and strong sense of community.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full range of income levels and suitable for various multigenerational household sizes. The Community Plan seeks to direct growth away from established residential neighborhoods and towards commercial corridors served by transit. The Community Plan's policies also seek to preserve and enhance the distinct character, scale and integrity of the established residential neighborhoods. In addition, they support the evolution of homeownership types and access to building generational wealth that many in this community have rightfully sought to earn as an upward social and economic mobility tool.

GOAL LU 1

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED WEST LOS ANGELES THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES FOR ALL .

LU 1.1

Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 1.2

Create zoning tools to provide for a racially, socially, and economically inclusive West Los Angeles through a range of housing and employment options.

LU 1.3

Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to the West Los Angeles communities.

LU 1.4

Support the expansion of uses that provide access to recreation, arts, culture, and entertainment for people throughout the region.

LU 1.5

Encourage enhanced accessibility and amenities for children, seniors, and special needs populations in housing developments.

LU 1.6

Support the creation of new social services sites in high need areas within West Los Angeles and the Westside region that are linked to beaches, parks, community centers, and transit stops.

LU 1.7

Facilitate public community events and outdoor recreation in the underserved communities by reducing administrative and financial challenges such as permitting fees and processes.

GOAL LU 2

SAFE, HEALTHY AND HIGH QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 2.1

Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 2.2

Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 2.3

Promote development that provides greater individual choice in the type, size, price, and location of housing, and incorporates features that facilitate aging in place.

LU 2.4

Promote multigenerational family-friendly neighborhoods with convenient and safe access to schools, parks and community facilities, childcare services, libraries, grocery stores and other neighborhood-serving retail.

LU 2.5

Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces, as well as family-sized units that are suitable for larger families and families with children.

LU 2.6

Support the homeowner's choice to implement reasonable accommodation of alternate housing types inclusive of an Accessory Dwelling Unit (ADU), Junior Accessory Dwelling Unit (JADU), two-unit developments, etc. consistent with State regulations that is thoughtfully designed and located in a manner consistent with the established development patterns of the street block or neighborhood to accommodate their evolving multigenerational family needs. (Also see Urban Form policies).

LU 2.7

Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers, Neighborhood Centers, Hybrid Industrial, Villages, and the Regional Center.

LU 2.8

Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for underserved communities, consistent with the City's Housing Element.

LU 2.9

Expand opportunities for property ownership to lower and moderate income households by supporting the creation of smaller lots and homes for sale.

LU 2.10

Increase opportunities for affordable homeownership for low and moderate income households by expanding homebuyer assistance programs provided by the City.

LU 2.11

Promote development that features universal design elements within various housing types that provide adequate housing units and outdoor amenity spaces for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 2.12

Promote improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and conform with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 2.13

Protect communities, especially communities of color, from practices that undermine intergenerational wealth accumulation and housing stability (e.g., predatory lending) through outreach and education programs as outlined in the City's Housing Element.

LU 2.14

Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near transit.

LU 2.15

Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and reduce the cost of housing.

LU 2.16

Support community land trusts as a tool for producing affordable housing options and other innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 2.17

Coordinate with nonprofits and community-land trusts to take advantage of off-site acquisition options.

LU 2.18

Promote building design that supports the mental and physical health of residents.

LU 2.19

Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 2.20

Prioritize use of surplus public land for development of housing that is predominantly affordable, except where surplus land is not suitable for residential uses.

LU 2.21

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure tenants receive meaningful relocation assistance and compensation.

GOAL LU 3

HOUSING PRODUCTION AND PRESERVATION THROUGH PUBLIC AND PRIVATE ACTION THAT RESULTS IN A HOUSING SUPPLY TO MEET PROJECTED GROWTH

LU 3.1

Foster an equitable and inclusive West Los Angeles, with housing options that can accommodate the fullest range of economic and social needs.

LU 3.2

Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 3.3

Preserve the character of historically significant sites from adverse impacts caused by incompatible and non-conforming uses.

LU 3.4

Expand the areas where housing is permitted to meet projected housing needs.

LU 3.5

Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 3.6

Provide incentives and simplify zoning regulations where possible to expedite the production of housing.

LU 3.7

Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.

LU 3.8

Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 3.9

Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of buildings over five years or older into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for larger households.

LU 3.10

Encourage the creation of residential buildings that can be adaptable over time to accommodate changes in unit types, sizes, living arrangements, and a mix of uses.

LU 3.11

Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 3.12

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any losses to increase the baseline of affordable units in the Westside.

LU 3.13

Support the production and maintenance of public reports on the inventory of condominium conversions and Ellis Act evictions, demolitions, and tenant buyout agreements.

LU 3.14

Ensure that existing oil well sites located in residential areas in the West Los Angeles and South-Pico Robertson area and have well maintained and landscaped front yard setbacks, be enclosed by perimeter fencing (except for the front yard portions), and have well maintained oil equipment at all times. (also see Public Health, Sustainability, and Urban Form policies).

GOAL LU 4

NEW HOUSING OPPORTUNITIES ARE MAXIMIZED NEAR TRANSIT AT DENSITIES THAT SUPPORT A DIVERSITY OF SMALL BUSINESSES, PUBLIC SPACES, AND INCREASED TRANSIT RIDERSHIP.

LU 4.1

Permit greater development scale and density around existing and future transit if a project provides high quality housing that is affordable and accessible to the surrounding community.

LU 4.2

Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 4.3

Encourage higher concentrations of housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools.

LU 4.4

Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography will accommodate this development.

LU 4.5

Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian-oriented areas.

LU 4.6

Provide for livable family-sized housing at higher densities in appropriate locations.

LU 4.7

Consider factors such as neighborhood physical features, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

GOAL LU 5

NEW HOUSING THAT IS LOCATED IN A MANNER WHICH REDUCES VEHICULAR TRIPS AND MAKES IT ACCESSIBLE TO SERVICES AND FACILITIES.

LU 5.1

Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography will accommodate this development.

LU 5.2

Provide for livable family-sized housing at higher densities in appropriate locations.

LU 5.3

Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian-oriented areas, not in low density neighborhoods.

LU 5.4

Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

GOAL LU 6

NEIGHBORHOODS PROVIDE RESIDENTS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT.

LU 6.1

Ensure that neighborhoods include the educational, recreational, and civic facilities necessary for social engagement and empowerment.

LU 6.2

Promote community use of existing facilities at school sites through joint use partnerships between the relevant City departments and the Los Angeles Unified School District (LAUSD) and satellite public/private college university facilities.

LU 6.3

Support the establishment of neighborhood residential corner stores and cafes that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

LU 6.4

Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 6.5

Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare facilities.

LU 6.6

Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare facilities that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 6.7

Promote the clustering of public facilities, such as libraries, parks, schools, and auditoriums in order to establish more integrated community centers.

LU 6.8

Improve resident's access to basic needs and amenities, such as fresh food, household goods, open space, and health and wellness facilities.

GOAL LU 7

ACCESS TO SAFE, AFFORDABLE HOUSING AND SERVICES FOR PEOPLE EXPERIENCING OR AT RISK OF EXPERIENCING HOMELESSNESS.

LU 7.1

Implement the City's continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 7.2

Implement the City's multiple efforts that address individuals and families experiencing homelessness equitably across the City, in a manner that is balanced across all communities.

LU 7.3

Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/ supportive services, and support special needs populations, in appropriate locations with community input.

LU 7.4

Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/ supportive services, and support special needs populations, in appropriate locations with community input.

LU 7.5

Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 7.6

Support efforts and opportunities to increase funding for new social services sites that are linked to public spaces such as parks, plazas, community centers, and transit stops.

LU 7.7

Encourage the creation of new public health infrastructure, such as rest stops with hygiene services including showers, restrooms, and cold drinking water, charging stations, and public wireless internet, along with social services outreach, in spaces that are publicly available.

LU 7.8

Prioritize the development of permanent supportive housing and affordable housing at extremely low and deeply low-income levels for residents transitioning out of supportive housing.

LU 7.9

Ensure a range of supportive housing types and services to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, youth, students, families with children, seniors, veterans, and those formerly incarcerated.

LU 7.10

Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.

LU 7.11

Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets involved in repeated alcohol sales violations.

LU 7.12

Provide a high level of outreach targeted toward people experiencing homelessness to inform them of their rights and opportunities to move into permanent housing with appropriate support services.

LU 7.13

Support the creation of new social services sites in high need areas within the West Los Angeles Community Plan Area that are linked to parks, community centers, and transit stops.

LU 7.14

Facilitate public community events and outdoor recreation in underserved areas by reducing administrative and financial challenges such as permitting fees and processes.

GOAL LU 8

NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 8.1

Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 8.2

Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 8.3

Support the retention of residential units by discouraging demolition of existing buildings unless all necessary building permits have been issued for new construction on the site.

LU 8.4

Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site and offered back to former residents at rent levels previously paid.

LU 8.5

Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 8.6

Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

LU 8.7

Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

LU 8.8

Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 8.9

Promote equitable development and inclusive growth that avoids displacement of those vulnerable to homelessness and prioritizes the needs and rights of extremely low and deeply low-income populations.

LU 8.10

Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 8.11

Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions and identify programs and resources to strengthen right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

COMMERCIAL CENTERS AND CORRIDORS

West Los Angeles contains several community centers and corridors that serve the local community, many of which have enduring character as unique pedestrian environments. A top priority for the community is revitalizing commercial corridors that are currently underutilized and are not providing essential goods and services to community residents. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan encourages the growth of small and large-sized businesses that provide local employment opportunities, generate economic activity and reinforce the sense of community.

West Los Angeles consists of multiple commercial corridors along Wilshire, Santa Monica, Olympic, Pico, Sawtelle, Sepulveda, and Westwood Boulevards. These corridors provide a focal point for shopping, dining, civic, social and recreational activities.

The Community Plan encourages the revitalization of mixed-use commercial corridors and focuses additional housing opportunities along commercial corridors that are well served by transit. The Community Plan encourages mixed-use development that combines multi-family residential units with commercial or industrial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also emphasizes the importance of an equitable distribution of goods and services, which contributes to a community's well-being. Plan policies also support adequate transitions between new development along the corridor and adjacent lower-scale and medium residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors to create a place where residents and businesses come together and community life develops and prospers.

GOAL LU 9

STRONG AND COMPETITIVE COMMERCIAL DISTRICTS THAT BEST SERVE THE NEEDS OF THE COMMUNITY

LU 9.1

Encourage investment and new commercial uses in established commercial areas and existing shopping centers.

LU 9.2

Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants, cafes, and entertainment venues.

LU 9.3

Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 9.4

Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 9.5

Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 9.6

Maximize opportunities for small and local businesses along corridors by providing a variety of sizes of new commercial spaces to help maintain affordability and promote diversity.

LU 9.7

Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 9.8

Support sidewalk vendors that offer fresh food in convenient and appropriate locations and assist them with compliance with the City's Sidewalk Vending Program.

GOAL LU 10

COMMUNITY MIXED-USE CORRIDORS PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES AND NEIGHBORHOOD SERVING USES ADJACENT TO WALKABLE AND ACCESSIBLE RESIDENTIAL NEIGHBORHOODS.

LU 10.1

Accommodate additional housing capacity along and adjacent to key mixed-use corridors while prioritizing ground floor areas for commercial uses and amenities that serve the immediate neighborhood.

LU 10.2

Create an inviting environment characterized by a diverse mix of uses, density, and activated by a diverse mix of uses to anchor the local ecology of businesses and residents.

LU 10.3

Allow for development patterns that create opportunity for small and mid-size businesses and a full range of residential unit sizes.

LU 10.4

Ensure that established neighborhood corridors, such as Sawtelle, Pico, Westwood, National Boulevard continue to provide small commercial spaces for neighborhood serving uses.

LU 10.5

Discourage new stand-alone residential development in Community Center designated areas to support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants and fitness facilities).

LU 10.6

Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 10.7

Encourage a range of uses to support healthy living, provide important goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

LU 10.8

Encourage commercial expansion and commercial nodes along existing major corridors and intersections to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 11.9

Promote a broad range of uses and streetscape improvements.

GOAL LU 11

AREAS SERVED BY TRANSIT SUPPORT A DYNAMIC MIX OF COMMERCIAL ACTIVITY, COMMUNITY SERVICES, JOBS, AND AFFORDABLE HOUSING.

LU 11.1

Promote dense urban development around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities.

LU 11.2

Encourage developments around transit stations to provide commercial tenant spaces along the full length of a building's ground floor frontage.

LU 11.3

Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community's major transit stations.

LU 11.4

Encourage and support mobile sidewalk vending in plazas and along streets surrounding major transit stations to foster a vibrant pedestrian environment, and assist them with compliance with the City's Sidewalk Vending Program.

GOAL LU 12

MEDIUM AND HIGHER DENSITY MIXED USE DEVELOPMENT THAT IS LOCATED APPROPRIATELY WITHIN THE COMMUNITY.

LU 12.1

Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, work and enjoy access to healthy spaces with reduced reliance on the automobile.

LU 12.2

Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the character of the surrounding residential neighborhoods.

LU 12.3

Promote mixed-use projects with affordable units in proximity to transit nodes and corridors and in commercial centers.

LU 12.4

Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores or pharmacies.

LU 12.5

Encourage mixed-income neighborhoods by promoting a range of housing affordability.

LU 12.6

Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs.

GOAL LU 13

ACCESSIBLE RESIDENTIAL COMMUNITIES FOR A BROAD RANGE OF INCOMES AND HOUSEHOLD SIZES WITH INTEGRATED SERVICES AND AMENITIES.

LU 13.1

Promote services and amenities embedded within residential development that respond to community identified needs, such as healthy, affordable, and culturally relevant food options, childcare facilities, and neighborhood serving uses.

LU 13.2

Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.

LU 13.3

Support the development of housing options that can accommodate a range of household sizes and promote multigenerational living in West Los Angeles.

GOAL LU 14

NEIGHBORHOODS WITH AN INVITING URBAN FORM THAT FOSTERS LONG STANDING COMMUNITIES.

LU 14.1

Apply form regulations that encourage medium-scale development reflective of the surrounding community.

LU 14.2

Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts.

LU 14.3

Create strong mid-block pedestrian connections that extend and build upon the existing pedestrian network.

LU 14.4

Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between adjacent neighborhoods.

LU 14.5

Orient lobbies and primary pedestrian entrances as close to adjacent transit portals as possible, to maximize location and encourage transit use.

GOAL LU 15

GROUND FLOOR SPACES ALONG CORRIDORS SUPPORT COMMUNITY LIFE BY PROVIDING A PLEASANT AND ENGAGING SETTING.

LU 15.1

Encourage projects to dedicate ground floor space to uses that generate street level activity, such as neighborhood retail, grocery stores, restaurants, food stands, and local services.

LU 15.2

Design ground floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 15.3

Encourage smaller individual tenant spaces to accommodate a greater number and diversity of businesses or larger spaces that accommodate multiple tenants over spaces that serve a single tenant.

LU 15.4

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed for community amenities, including but not limited to: - shared workspace - afterschool programming - adult education center - fitness center - daycare center - cooking facilities - community office space - indoor recreation and leisure - community health facilities

GOAL LU 16

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 16.1

Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 16.2

Accommodate the needs of employee and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 16.3

Provide public parking near commercial centers to help protect residential neighborhoods from parking encroachment.

LU 16.4

Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

GOAL LU 17

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE RELATED HAZARDS.

LU 17.1

Encourage parking to be located away from the pedestrian right-of-way and behind an active frontage with access taken from the rear of buildings where possible.

LU 17.2

Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

LU 17.3

Discourage new driveways along streets with existing bike lanes when access to a site can be reasonably accommodated from an alley.

LU 17.4

Consider further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 17.5

Discourage projects from providing parking in excess of the minimum required in locations where reliable public transit options exist as a viable alternative to private vehicle use.

LU 17.6

Encourage electric vehicle charging stations to be provided in all new parking facilities.

VILLAGES**GOAL LU 18**

COMPACT AND POROUS VILLAGES WITH INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING AND HISTORIC STRUCTURES.

LU 18.1

Encourage infill development that is context-sensitive and reinforces the village design features of these areas, such as inward orientation and pedestrian passageways.

LU 18.2

Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.

LU 18.3

Support multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

GOAL LU 19

NEIGHBORHOODS THAT FEATURE AND SUSTAIN UNIQUE SCALE, BLOCK PATTERNS, AND CULTURAL DESIGN ELEMENTS. INTERNAL AND EXTERNAL SPACES ARE WOVEN TOGETHER BY A SERIES OF INFORMAL PATHWAYS, GUIDING USERS THROUGH A NETWORK OF VIBRANT COMMERCIAL ACTIVITIES.

LU 19.1

Apply form regulations that encourage pedestrian-scale development and respect the character of areas designated with the Village general plan land use category. Village areas.

LU 19.2

Preserve the fine-grain design characteristics of Villages through narrow building facades and frequent building entrances.

LU 19.3 Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 19.4 Require activated ground floors to support pedestrian activity along key corridors.

LU 19.5

Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

LU 19.6

Regulate the size of individual retail establishments and limit incursion of formula retail establishments to preserve the fine-grained scale and character of small businesses in villages.

REGIONAL CENTERS

GOAL LU 20

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE REGION AND THAT SERVES AS THE HEART OF THE WEST LOS ANGELES COMMUNITY PLAN AREA.

LU 20.1

Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 20.2

Encourage complete neighborhoods that produce new employment and housing opportunities in the Regional Center by producing a variety of uses to create complete, pedestrian-oriented, bicycle-friendly districts.

LU 20.3

Consider commercial and hybrid industrial zones in the Regional Center to support a variety of uses, including civic and government-related services and regional-serving uses for community stakeholders.

LU 20.4

Support hotel tourist-serving land uses in the Regional Center which address the needs of visitors arriving to the West Los Angeles area for business, tourism, conventions, entertainment and trade shows.

LU 20.5

Encourage the redevelopment of underutilized buildings and properties to accommodate the demand for housing and jobs that contribute to a vibrant Regional Center.

LU 20.6

Support the development of major projects within the Regional Center that create livable communities with access to open space, hubs for employment, housing, community-serving facilities, and entertainment uses served by various transit options.

LU 20.7

Support the implementation of new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

JOBS AND ECONOMIC DEVELOPMENT

The West Los Angeles Community Plan recognizes the wide range of jobs and industries located in West Los Angeles as a major economic asset to the local community and region. Jobs generated

by the commercial, creative arts, technology, tourism and hospitality industries provide for an array of potential employment opportunities and career ladder upward mobility in the community plan area. Existing industrial land has become a hub for emerging tech and creative business sectors and has the potential to encourage green technology industries. Commercial corridors present the opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers.

COMMERCIAL CORRIDOR

The Community Plan recognizes the potential to revitalize, strengthen and restore the area's key commercial corridors. The Community Plan seeks to increase job opportunities along commercial corridors and to serve as a major asset for the local community and the City of Los Angeles.

GOAL LU 21

A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 21.1

Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 21.2

Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 21.3

Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 21.4

Support public-private partnerships that help to revitalize small businesses and start up businesses that are recovering from the financial hardships.

LU 21.5

Promote efforts that ensure businesses in West Los Angeles have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

GOAL LU 22

AREAS WITH A RANGE OF COMMUNITY SCALED COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL OFFICES THAT OFFER OPPORTUNITIES FOR SMALL BUSINESSES.

LU 22.1

Foster a wide range of community-serving commercial uses that support legacy small businesses and emerging small businesses.

LU 22.2

Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 22.3

Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

GOAL LU 23

GROUND FLOOR SPACES ALONG CORRIDORS SUPPORT COMMUNITY LIFE BY PROVIDING A PLEASANT AND ENGAGING SETTING.

LU 23.1

Encourage projects to dedicate ground floor space to uses that generate street level activity, such as neighborhood retail, grocery stores, restaurants, food stands, and local services.

LU 23.2

Design ground floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 23.3

Encourage smaller individual tenant spaces to accommodate a greater number and diversity of businesses or larger spaces that accommodate multiple tenants over spaces that serve a single tenant.

LU 23.4

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed for community amenities, including but not limited to: - shared workspace - afterschool programming - adult education center - fitness center - daycare center - cooking facilities - community office space - indoor recreation and leisure - community health facilities.

GOAL LU 24

CLUSTERS OF SPECIALTY RETAIL, COMMERCIAL BUSINESSES, AND INSTITUTIONAL USES AT A NEIGHBORHOOD SCALE WITH A REGIONAL DRAW.

LU 24.1

Encourage specialty commercial uses that provide neighborhood services and have a regional draw.

LU 24.2

Cultivate and facilitate an environment that is supportive of community serving small businesses and create programs for their retention and sustainability.

LU 24.3

Support accessibility to affordable retail options, such as grocery stores and goods and services used on a daily basis.

LU 24.4

Encourage the establishment of neighborhood land trusts in areas with long-standing businesses vulnerable to changes in market conditions to improve local control.

GOAL LU 25

STREET VENDING CONTRIBUTES TO THE VIBRANCY OF THE PUBLIC REALM AND EXPANDS ACCESS TO GOODS AND SERVICES THROUGHOUT THE COMMUNITY

LU 25.1

Recognize the important role street vending plays as a viable enterprise for many residents who provide the community with affordable merchandise and fresh food in a manner that enhances street life.

LU 25.2

Assist sidewalk vendors with efforts to comply with the rules and regulations of the City's Sidewalk Vending Program.

LU 25.3 Support street vending through the provision of cleaning, preparation, and disposal facilities at locations where street food vending is prioritized by the community.

INDUSTRIAL AREAS

Industrial land use in the Community Plan area allows for the production of key goods and services related to the manufacturing, warehousing, transportation, and logistics sectors, as well as emerging industrial sectors, and provides job opportunities for a variety of skill levels. The Community Plan seeks to preserve a strong industrial base in order to promote economic vitality as well as jobs for both the community and the greater region.

Light industrial and hybrid industrial areas serve as transition zones between other residential or commercial sensitive uses. The hybrid industrial areas have the flexibility to accommodate a greater mix of uses such as limited live-work, commercial, or light industrial uses, while prohibiting the more heavier industrial uses.

The industrial areas in West Los Angeles are primarily developed with commercial and light industrial wholesale and manufacturing uses and generally located between Cotner Avenue and Sepulveda Boulevard, and in the vicinity of Exposition Boulevard and Olympic Boulevard, west of Sepulveda Boulevard. Some of these areas have been developed with retail and high-rise offices.

Plan policies support the preservation of established industrial districts, as well as the evolution of hybrid industrial areas to promote a jobs and housing balance. Additionally, Plan policies address design and compatibility concerns between industrial and non-industrial areas, by ensuring appropriate use types and design standards (such as screening and landscaping) for future industrial development projects.

GOAL LU 26

LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 26.1

Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 26.2

Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 26.3

Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 26.4

Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the nearby University of California Los Angeles and worksource centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

GOAL LU 27

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 27.1

Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 27.2

Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 27.3

Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU 27.4

Promote light and hybrid industrial districts that feature clean, port-related services that capitalize on the competitive advantages of port adjacency and water, rail and road transportation infrastructure.

GOAL LU 28

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN WEST LOS ANGELES.

LU 28.1

Encourage new industries locating in West Los Angeles to engage and partner with the local workforce when looking for skilled employees.

LU 28.2

Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 28.3

Encourage local employers to make apprenticeship and paid internship opportunities available to the local workforce.

LU 28.4

Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

LU 28.5

Encourage new development to incorporate public Wi-Fi infrastructure to increase digital inclusion efforts for residents, workers, and students.

GOAL LU 29

EXISTING AND FUTURE INDUSTRIAL DEVELOPMENT AND EMPLOYMENT ARE LOCATED CONVENIENT TO TRANSPORTATION FACILITIES AND SUPPORTIVE OF THE SURROUNDING LAND USES.

LU 29.1

Encourage an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

LU 29.2

Ensure that industrial uses, including cargo container storage facilities, have direct access from major thoroughfares or through industrial areas, not through residential areas.

LU 29.3

Encourage better containment of new and/or expanded industrial uses from other uses by siting them along flood control channels, arterial streets and other physical barriers to the extent feasible.

HYBRID INDUSTRIAL

GOAL LU 30

DIVERSE LAND USES WELCOME SUSTAINABLE NEW AND ADAPTIVE REUSE STRUCTURES THAT ACCOMMODATE A RANGE OF HYBRID INDUSTRIAL AND PRODUCTIVE ACTIVITIES.

LU 30.1

Encourage the development of flexible spaces that can accommodate a variety of job productive industries.

LU 30.2

Ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/work community.

GOAL LU 31

HYBRID INDUSTRIAL PLACES PROVIDE SPACE FOR IN-HOME PRODUCTION, LIGHT INDUSTRIAL AND CREATIVE ACTIVITY, AND NEW INDUSTRIES THAT ENCOURAGE INNOVATION AND BRING FLEXIBILITY AND RESILIENCY TO THE CITY ECONOMY.

LU 31.1

Prioritize space for jobs and employment activity in Hybrid Industrial areas.

LU 31.2

Support the integration of production and employment activities with live/work uses when compatible.

LU 31.3

Create an environment that facilitates innovation, new industry, and start-ups.

LU 31.4

Support the advancement of the cleantech ecosystem and emerging CleanTech corridor.

LU 31.5

Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries.

LU 31.6

Establish the potential for vertical integration of industry and maximize agglomeration benefits by permitting a mix of uses and building forms that facilitate activities throughout a product life cycle.

LU 31.7

Create opportunities for spaces that are affordable and accessible to start-ups, and a range of business sizes and industry sectors.

LU 31.8

Promote building design with high ceilings and interior spaces that can accommodate a wide variety of productive uses, including manufacturing, fabrication, and research and development.

GOAL LU 32

THE HOUSING STOCK REINFORCES AND COMPLEMENTS THE PRODUCTIVE, ENTREPRENEURIAL, AND CREATIVE FOCUS OF HYBRID INDUSTRIAL AREAS.

LU 32.1

Implement live/work housing options that can accommodate a range of job productive activities, and allow units to function as an incubator for new businesses.

LU 32.2

Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units.

LU 32.3

Enhance livability by expanding access to commercial and institutional services and amenities.

LU 32.4

Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.

GOAL LU 33

HYBRID INDUSTRIAL ENVIRONMENTS HAVE DISTINCT VISUAL AND PHYSICAL FEATURES THAT REFLECT AN INDUSTRIAL LEGACY.

LU 33.1

Reuse, protect, and preserve existing structures that characterize the unique form and development patterns present in Hybrid Industrial places.

LU 33.2

Foster the development of durable and flexible buildings that support a range of creative and productive activities, and offer live/work opportunities.

LU 33.3

Encourage retail and restaurant uses in partnership with productive uses to promote extended hours of activity.

LU 33.4

Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.

LU 33.5

Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources.

GOAL LU 34

MARKETS ARE CHARACTERIZED BY ADAPTABLE AND FLEXIBLE STRUCTURES THAT ARE ABLE TO ACCOMMODATE DIVERSE LAND USES, INCLUDING LIVE/WORK, RETAIL, WHOLESALE, AND CREATIVE INDUSTRY.

LU 34.1

Encourage flexible structures that co-locate fabrication, distribution, retail, and living spaces in one building.

LU 34.2

Promote industry clusters and reinforce sub-market economic identities while allowing for residential, hotel, and institutional uses in targeted areas to increase activity throughout the day and night.

LU 34.3

Support active uses and programming that foster economic activity throughout the day and night and extend the area's hours of activity.

LU 34.4

Promote public realm improvements as new development occurs, such as new open space and pedestrian amenities, to support a high-energy street environment.

GOAL LU 35

CENTERS OF COMMERCIAL AND MANUFACTURING ACTIVITY, INCLUDING WHOLESALE, RETAIL, SHOWROOMS, DESIGN, AND PROFESSIONAL OFFICE, THAT ARE WELCOMING TO NEW INDUSTRIES AND BUSINESS MODELS.

LU 35.1

Support the development of new industries with flexible land use categories that allow spaces for mixed uses and the co-location of productive uses and limited living uses.

LU 35.2

Promote jobs-generating uses with work spaces that are flexible and have capacity to house a range of industries over time.

LU 35.3

Allow a combination of residential hotel, live/work, retail, creative office, wholesale, assembly, heavy commercial, light manufacturing, and warehousing, institutional, or urban agriculture to function in close proximity and in the same structure.

LU 35.4

Reinforce the distinct mix of commercial and wholesale uses that characterize the area and support its regional draw.

GOAL LU 36

RESIDENTIAL USES ARE WELL-INTEGRATED WITH COMMERCIAL USES AND HELP TO ENHANCE ECONOMIC VIBRANCY, SUPPORT THE LOCAL INDUSTRY, AND EXTEND HOURS OF ACTIVITY.

LU 36.1

Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to conveniently run a business from within their residence.

LU 36.2

Recognize and foster a community of residents engaged in creative and innovative activity and professions.

GOAL LU 37

UNIQUE ORIENTATION AND PHYSICAL LEGACY OF INDUSTRIAL AREAS IS PRESERVED AND SUPPORTED BY FEATURES SUCH AS MARKET HALLS, ACTIVATED ALLEYS, AND OUTDOOR COMMERCIAL ACTIVITY.

LU 37.1

Apply zoning tools that provide capacity for manufacturing, warehousing, and distribution activity at the ground level, and accommodate residential and commercial activities in the upper levels.

LU 37.2

Encourage innovative methods to incorporate on-site landscaping, as well as open and recreational space on projects with high lot coverage.

LU 37.3

Expand the amount of open space resources with parks, paseos, parklets, and enhanced pedestrian amenities on public streets.

LU 37.4

Increase porosity and connectivity on development sites through a network of pedestrian paths.

LU 37.5

Promote commercial activity and walkability along streets and key alleyways.

LU 37.6

Encourage active ground floor uses and pedestrian improvements to support walkability.

LU 37.7

Recognize the parking needs of the wholesale industry and encourage shared parking facilities that can serve multiple establishments.

LU 37.8

Apply form regulations that reinforce the unique functional characteristics of existing structures, composed of active shopfronts and alleys, interior markets, and bazaars.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities. Additionally, urban form and design strategies can positively support well-being and improve healthy outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of West Los Angeles help shape the daily experiences and social lives of all members of the community.

The West Los Angeles Community Plan Area is made up of various neighborhoods and commercial centers, many with historic and distinctive characteristics with individual resources, state historic

resources, and historic cultural monuments, scattered throughout the area. Commercial corridors, such as Wilshire, Santa Monica, Olympic, Pico, Sawtelle, Sepulveda, and Westwood Boulevards, consist of a wide range of commercial businesses and uses that serve the local community. The Community Plan recognizes these unique characteristics and encourages building design that contributes to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

GOAL LU 38

NEW DEVELOPMENT EMBRACES THE DISTINCT PHYSICAL FORM AND LOCAL CONTEXT OF WEST LOS ANGELES.

LU 38.1

Design larger buildings to distinguish a base, middle, and top by employing changes in massing, fenestration, and building materials.

LU 38.2

Promote building facade design that reinforces the historic development patterns by incorporating elements such as columns or pilasters, and frequent window and door placement.

LU 38.3

Encourage buildings to use design elements such as cornices, window bays, building materials, and fenestration, in a pattern, scale, and proportion that makes the building relatable from the street.

LU 38.4

Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in West Los Angeles.

RESIDENTIAL AREAS

LU GOAL 39

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT PHYSICAL FEATURES AND INTEGRITY.

LU 39.1

Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

LU 39.2

Support residential projects that follow traditional bungalow court and courtyard apartment style architecture and site layout.

LU 39.3

Encourage new infill multi-unit residential development that is consistent with the existing neighborhood building massing and scale.

LU 39.4

Protect existing lower density residential neighborhoods from new construction that is out-of-scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form.

LU 39.5

Protect existing characteristics of the residential neighborhoods through attention to the building orientation, site design, and outdoor amenity space.

LU 39.6

Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 39.7

Encourage the retention of established plantings, including edible landscaping, in residential neighborhoods by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 39.8

Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

GOAL LU 40

RESIDENTIAL COMMUNITIES ARE WELL CONNECTED TO NEIGHBORHOOD SCALE BUSINESSES AND SURROUNDING JOB CENTERS THAT PROVIDE EMPLOYMENT OPPORTUNITIES, COMMUNITY SERVICES, AND AMENITIES FOR THE RESIDENT POPULATION.

LU 40.1

Allow for the strategic location of small-scale neighborhood businesses so that they are safely and easily accessible to the residential community.

LU 40.2 Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community.

GOAL LU 41

A RANGE OF HOUSING OPTIONS AND LIMITED COMMERCIAL OPPORTUNITIES IN APPROPRIATELY SCALED INFILL DEVELOPMENT.

LU 41.1 Allow for development intensities that expand opportunities for housing, while retaining the massing, scale, and any historic architectural defining features of multi-unit residential areas.

LU 41.2

Encourage compact development, offering a range of housing choices with access to small-scale neighborhood businesses to improve access to basic goods and services.

GOAL LU 42

MULTIPLE UNIT HOUSING IS RESPONSIVE TO THE SURROUNDING CONTEXT AND NATURAL TOPOGRAPHY AND IS ARRANGED IN A WALKABLE AND WELL-CONNECTED ENVIRONMENT THAT RESPECTS THE NATURAL TOPOGRAPHY.

LU 42.1

Ensure new development reinforces the existing fine-grain development pattern and building orientation, while appropriately responding to grade changes.

LU 42.2

Treat the relationship of the building to the sidewalk through thoughtful application of architectural features, such as landscaped setbacks, focal entryways, and stoops.

COMMERCIAL AREAS

GOAL LU 43

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 43.1

Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context.

LU 43.2

Ensure that commercial infill projects achieve harmony in design consistent with the exemplary development and draws upon community identifying characteristics or development patterns.

LU 43.3

Enhance the built environment with the application of zoning standards that regulate scale and allow for architectural variety, by promoting quality site and landscape design for new commercial uses that are compatible with prevailing community characteristics.

LU 43.4

Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscape and public outdoor plazas.

LU 43.5

Foster development with new buildings that are oriented to and actively engage the public realm through such features as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking.

LU 43.6

Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 43.7

Encourage the integration of pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.

LU 43.8

Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 43.9

Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 43.10

Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 43.11

Prioritize the installation and maintenance of street furniture, such as bus shelters, benches, trash receptacles, and drinking fountains, including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities, in compliance with ADA standards and universal design principles.

LU 43.12

Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and diverse neighborhood identity or identities.

GOAL LU 44

BUILDING LAYOUT AND DESIGN THAT CREATES A CONNECTION BETWEEN INTERIOR BUILDING ACTIVITY AND THE PUBLIC REALM.

LU 44.1

Encourage buildings to be designed with larger street facing outdoor rooms, situated partially within the mass of the building to provide a comfortable transition between the street and private interior while providing a sense of privacy.

LU 44.2

Support the activation of ground floor spaces and placing or orienting of interior activity toward the street, by locating workspaces, service counters, and seating within partial or full view of the street.

LU 44.3

Apply limits to vehicle entrances to buildings and parking facilities to the minimum number required and encourage the entrances to be sited alongside streets or alleys to avoid disruptions to pedestrian movement along primary corridors.

LU 44.4

Encourage residential and mixed-use projects to design structured parking away from the street and to be wrapped with active frontages and habitable spaces that maintain the pedestrian scale and vitality of the street.

LU 44.5

Implement design strategies that place utilities, storage facilities, and refuse collection away from building facades that front public streets and ensure that all equipment and storage facilities are well integrated into the building design and fully screened from view.

GOAL LU 45

ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE PREVAILING DEVELOPMENT PATTERNS OF WEST LOS ANGELES

LU 45.1

Support new development along commercial corridors and ensure development is of high-quality building materials, with well-designed signature architecture that invites and welcomes people to West Los Angeles.

LU 45.2

Support improvements to existing buildings along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 45.3

Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping.

LU 45.4

Encourage appropriate and contextual building articulation in order to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 45.5

Promote varied and engaging building façades by providing design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

GOAL LU 46

BUILDINGS ARE DESIGNED AND ORIENTED IN A MANNER THAT CONTRIBUTES TO WEST LOS ANGELES' VIBRANT STREETS AND PLAZAS.

LU 46.1

Focus building massing and orientation along major streets, sidewalks and public spaces in order to establish a well-defined setting for street level activity and public life.

LU 46.2

Encourage building design and orientation that establishes a strong, seamless, and active streetwall.

LU 46.3

Design buildings to include features that add visual interest, such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 46.4

Encourage corner plazas for buildings on corner sites in order to foster pockets of gathering and activity.

LU 46.5

Support the configuration of buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm.

LU 46.6

Integrate underutilized alleys into the pedestrian network by activating frontages along alleyways and providing passageways that establish safe connections to parallel streets.

GOAL LU 47

THRIVING COMMERCIAL DISTRICTS WITH IMPROVED DESIGN THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 47.1

Ensure that projects are designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

LU 47.2

Encourage the application of urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 47.3

Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 47.4

Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts.

LU 47.5

Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS**GOAL LU 48**

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 48.1

Support and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles that enhance the built environment.

LU 48.2

Promote high quality industrial upgrades and development that is compatible with adjacent land uses and incorporates sustainable design and landscaping features that support drought tolerant, native planting and low maintenance landscaping.

LU 48.3

Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation and green walls; all of which discourage vandalism and promote a healthy and visual aesthetic that enhances the built environment.

LU48.4

Promote and identify opportunity commercial nodes in industrial and industrial hybrid areas within or adjacent to the Metro Expo Light Rail Line and other transit systems.

CULTURAL AND HISTORIC RESOURCES

The West Los Angeles Survey Area contains a varied and diverse mix of property types representing all periods of its development since the early 1900s. Although there are no Historic Preservation Overlay Zones, the area consists of six Historic Districts, seven Planning Districts, five Historical Cultural Monuments (HCMs), and 92 individual resources that were identified in SurveyLA due to its historical, cultural or architectural significance.

Residential properties include the architectural styles of Spanish Colonial Revival, Tudor Revival, Late American Colonial Revival, Mid-Century Modernism, and Late Modern. Some of which reflect the work of noted architects from the post–World War II period, including A. Quincy Jones, Ray Kappe, Carl Marston, and I.M. Pei. Commercial properties and signage include the architectural style of Mid-Century Modernism, Googie, Corporate International, New Formalism, High Tech (Structural Expressionism), and Brutalism. Industrial properties include the architectural style of Industrial Utilitarian, Art Deco, and Moderne/Streamline. Institutional properties include the architectural style of Mediterranean Revival, Spanish Colonial Revival, and Mid-Century Modernism. Two cultural landscape properties were identified as a Japanese style garden and small park. The seven HCM's are identified as Cultural Monument No. 696- Jones & Emmons Building, Cultural Monument No. 745- Durham House, Cultural Monument No. 746- Pengelly House, Cultural Monument No. 747- Siple House, Cultural Monument No. 829- James Goldstein Office, Cultural Monument No. 1060- Century Plaza Hotel, and Cultural Monument No. 1129- Knudsen House.

The Community Plan seeks to protect and reinforce the building site and architectural features of significant historic places by encouraging preservation, and promoting adaptive-reuse and design guidance for any new potential development.

GOAL LU 49

WEST LOS ANGELES CULTURAL HERITAGE ENDURES THROUGH THE PRESERVATION AND RESTORATION OF CULTURAL INSTITUTIONS AND HISTORIC RESOURCES THAT PROVIDE CONTEXT FOR IMPORTANT SOCIAL AND CULTURAL THEMES THAT HAVE SHAPED THE COMMUNITY.

LU 49.1

Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 49.2

Support demolition delay processes to review and protect individually significant historic resources and districts in West Los Angeles from demolition or adverse alteration.

LU 49.3

Prevent the unnecessary loss of resources of historic significance, special architectural design and features, cultural, or social significance.

LU 49.4

Support existing and future programs that are intended to enhance, restore and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.

LU 49.4

Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 49.5

Promote the restoration and reuse of vacant and/ or deteriorating historic buildings for new uses that benefit the community and reinforce the site's historic and cultural legacy.

LU 49.6

Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 49.7

Apply zoning and policy programs that incentivize the preservation, rehabilitation, and adaptive reuse of historic buildings for a variety of uses.

LU 49.8

Support the allocation of the City's Arts Development Fee Credits in coordination with community-based organizations and artists and engage community residents.

GOAL LU 50

HISTORIC RESOURCES ARE HIGHLIGHTED AND RECOGNIZABLE.

LU 50.1

Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 50.2

Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources.

LU 50.3

Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 50.4

Support efforts to preserve the potential historic resources in West Los Angeles identified through SurveyLA and future comprehensive historic survey efforts.

LU 50.5

Promote community participation and input in cultural and historic preservation efforts.

LU 50.6

Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

GOAL LU 51

ART ENRICHES THE PUBLIC REALM BY INVITING PEOPLE TO CONNECT WITH THE CULTURAL, HISTORICAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 51.1 Support efforts to preserve and restore the rich inventory of murals found throughout West Los Angeles.

LU 51.2 Encourage mural work by local artists along blank building surfaces along alleyways and side streets.

LU 51.3 Encourage new development to incorporate public art along building facades and in outdoor areas.

LU 51.4 Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 51.5 Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

HEALTH, WELLNESS, AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and the health of residents. The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents.

The policies included in this Plan lay the foundation to support healthier communities through a strategy that directs growth in a sustainable manner. The Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation. This Plan envisions a West Los Angeles that is comfortable, accessible, and safe for all as it continues to grow and thrive. In addition, it is important to incorporate design, infrastructure, and services that can remain resilient in the face of changing technologies and climates. In addition, the Plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community. The Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

The following section includes goals emphasizing the need for a resilient urban landscape with strategies that consider pedestrian comfort, safety, and wellness of residents, workers, and visitors, while responding to the specific physical and cultural characteristics of each neighborhood.

GOAL LU 52

A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY WEST LOS ANGELES.

LU 52.1

Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 52.2

Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 52.3

Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 52.4

Facilitate access to affordable, healthy, and fresh food for all West Los Angeles residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 52.5

Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.

LU 52.6

Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

GOAL LU 53

A RESILIENT WEST LOS ANGELES.

LU 53.1

Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 53.2

Seek opportunities to underground utility line infrastructure under sidewalks and public right of way to support disaster preparedness, improve the quality of the urban environment, and reduce barriers to pedestrians.

LU 53.3

Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 53.4

Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 53.5

Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in West Los Angeles that can increase or manage local water supply.

LU 53.6

Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 53.7

Reduce the urban heat island effect by installing cool pavement and cool roofs throughout West Los Angeles.

LU 53.8

Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience.

LU 53.9

Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.

LU 53.10

Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 53.11

Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

GOAL LU 54

LEGIBLE AND COMFORTABLE SPACES TO ENGAGE IN PHYSICAL ACTIVITY, EXPERIENCE NATURE AND FIND RESPITE.

LU 54.1

Promote a pedestrian environment that enhances thermal and visual comfort and provides opportunities for resting and socializing.

LU 54.2

Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.

LU 54.3

Cultivate urban habitat for animals and plants and increase opportunities to experience nature in the West Los Angeles urban environment.

LU 54.4

Provide space for recreational facilities for the health and enjoyment of West Los Angeles workers, residents, and visitors.

LU 54.5

Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors and walkways in West Los Angeles.

GOAL LU 55

NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY.

LU 55.1

Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality, encourage physical activity, and provide all residents with the opportunity to access good jobs.

LU 55.2

Promote new development that integrates sustainable design, green building practices and technologies, green roofs, tree planting, photovoltaic panels, energy storage, low volatile organic compound (VOC) and renewable materials and other features that minimize health and environmental impacts and reduce the heat island effect and greenhouse gases.

LU 55.3

Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high volume pedestrian corridor segments.

LU 55.4

Encourage the use of native and drought-tolerant plants and permeable surfaces in all new development.

LU 55.5

Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, such as insulation, reflective roofs, air sealing and upgrades to energy efficient appliances and heating equipment.

LU 55.6

Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas, bioswales and/or raised planters, and incorporate measures to prevent runoff of hazardous materials.

LU 55.7

Situate new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features, such as skylights, operable clerestory windows and integrated shading systems where possible.

LU 55.8

Expand green spaces that include improved public amenities that facilitate outdoor activities such as sitting, strolling, and conversing, including seating for comfort and landscaping for shade and aesthetics.

LU 55.9

Foster a walkable community that is universally accessible, safe and convenient, and that contains an integrated pedestrian system to promote active living, reduce vehicular conflicts and provide links within the community and to surrounding communities.

GOAL LU 56

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSSES EMERGING GREEN INDUSTRIES.

LU 56.1

Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

LU 56.2

Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

LU 56.3

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

CLEAN-UP AND REMEDIATION

GOAL LU 57

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

LU 57.1

Support the transition of industrial land uses, in close proximity to residential neighborhoods and sensitive uses to minimize the negative environmental and visual impacts to the community.

LU 57.2

Minimize residential-industrial land use incompatibilities, prevent the introduction of new heavy industrial uses and phase out existing heavy industrial uses adjacent to residential neighborhoods.

LU 57.3

Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 57.4

Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential areas and support their removal on a scheduled basis.

LU 57.5

Develop a program that provides relocation assistance and/or a phasing out strategy for incompatible, nonconforming commercial and industrial businesses located on residentially-zoned land.

LU 57.6

Support the relocation of residential households within incompatible industrial districts to more appropriate locations and the relocation of incompatible industrial uses away from residential uses.

LU 57.7

Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities.

LU 57.8

Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

LU 57.9

Avoid siting new residential and other sensitive land uses in close proximity to existing non-conforming industrial uses.

GOAL LU 58

BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

LU 58.1

Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

LU 58.2

Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

LU 58.3

Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

LU 58.4

Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to grading and redevelopment activities to prevent the unintended release of contaminants.

LU 58.5

Collaborate with residents, property owners, non-profit partners, local departments and state agencies to accelerate remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities.

INDUSTRIAL LAND USE COMPATIBILITY AND URBAN FORM

GOAL LU 59

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

LU 59.1

Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

LU 59.2

Support the implementation of prevention measures and design features (e.g., sound walls) that proactively safeguard the community from exposure to noxious activities that emit odors, noise, dust, vapors and toxic or hazardous, substances and materials, and other hazardous nuisances.

LU 59.3

Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU 59.4

Expand the enforcement of existing regulations that prohibit cargo container storage yards near residential zones.

LU 59.5

Prevent the expansion of existing or new cargo container storage yards in close proximity to sensitive uses, including residential areas.

LU 59.6

Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) and CPIO Environmental Standards, if applicable, to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

LU 59.7

Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

LU 59.8.

Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

LU 59.9

Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

GOAL LU 60

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AND COMMERCIAL AREAS.

LU 60.1

Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

LU 60.2

Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 60.3

Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

LU 60.4

Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

GOAL LU 61

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

LU 61.1

Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

LU 61.2

Allow the introduction of limited residential uses in hybrid industrial areas that are not directly adjacent to heavy industrial uses and where existing environmental conditions would not be detrimental to public health.

GOAL LU 62

INDUSTRIAL LAND USES ARE SITED AND DESIGNED IN A MANNER THAT PRIORITIZES THE HEALTH AND SAFETY OF LOCAL RESIDENTS.

LU 62.1

Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 62.2

Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

LU 62.3

Encourage upgrades to street and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 62.4

Promote efforts that ensure businesses in West Los Angeles have access to the City's Bureau of Sanitation and Economic Development implementation programs, such as financial incentives and technical support programs.

LU 62.5

Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

LU 62.6

Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

GOAL LU 63

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC HELP REDUCE NEGATIVE HEALTH IMPACTS OF VULNERABLE RESIDENTS.

LU 63.1

Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems,

double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 63.2

Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 63.3

Increase landscape buffering and enhance noise barriers along freeways throughout West Los Angeles using soundwall design and densely planted vegetation proven to filter particulate matter pollution.

LU 63.3

Discourage freeway widening or the expansion or enlargement of the freeway network through West Los Angeles.

LU 63.4

Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

GOAL LU 64

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS AND REDUCES THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY AND EQUITABLE ACCESS TO GOODS AND SERVICES.

LU 64.1

Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 64.2

Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

LU 64.3

Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 64.4

Encourage front yard design that enables residents to socialize and engage with the surrounding neighborhood.

LU 64.5

Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

GOAL LU 65

NEW DEVELOPMENT IS DESIGNED TO MINIMIZE IMPACTS TO THE ENVIRONMENT AND ENHANCE THE HEALTH AND WELLBEING OF RESIDENTS.

LU 65.1

Design and orient buildings around passive heating and cooling techniques that provide comfortable living environments year-round with minimal energy consumption.

LU 65.2

Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, or garden that provides a connection to nature for the health and wellbeing of residents.

LU 65.3

Encourage building designs that minimize exposure to air pollution by incorporating air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution, especially when located adjacent to a freeway and high traffic arterial roads.

LU 65.4

Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase water infiltration and reduce runoff.

LU 65.5

Strive for the use of native, drought-tolerant plants that support biodiversity in all landscaping.

LU 65.6

Incentivize and lower barriers for indoor recreation facilities like gyms, and community centers that are accessible to the general public.

GOAL LU 66

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 66.1

Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

LU 66.2

Attract new full-service grocery stores that base sales primarily on perishable items, such as fresh produce.

LU 66.3

Establish procedures that streamline the development review and permitting process for grocery stores.

LU 66.4

Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 66.5

Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 66.6

Encourage new developments to provide community gardens.

LU 66.7

Promote the use of front yards, parkways and open space for urban agriculture.

LU 66.8

Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

GOAL LU 67

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN FRIENDLY PUBLIC REALM.

LU 67.1

Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest.

LU 67.2

Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (Also see: Public Realm and Open Space Chapter 4).

GOAL LU 68

ACCESSIBLE AND CULTURALLY RELEVANT SPACES AND HEALTHCARE FACILITIES THAT ENHANCE AND SUPPORT THE OVERALL WELLNESS OF LOCAL RESIDENTS.

LU 68.1 Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 68.2 Support the development of more open and public space opportunities that facilitate space for multiple activities, including those at a safe distance from other users, and an overall more active lifestyle.

DRAFT

Chapter 3

MOBILITY AND CONNECTIVITY

The West Los Angeles Community Plan envisions a thriving mobility system comprising complete streets and an enhanced transit network that provides safe and convenient multimodal options that are easily and universally accessible to all. The Community Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, recreational facilities, and open space. The plan proposes to achieve this via policies addressing a wide variety of topics, including: street design, mass transit, alternative transportation, bicycling, walkability, parking, and goods delivery services.

West Los Angeles' Circulation system is defined by a major freeway (the I-405) and a handful of major corridors (such as Wilshire, Santa Monica, Olympic, Pico, Bundy, Barrington Sawtelle, Sepulveda, and Westwood Boulevards), all of which bisect or border the plan area, providing access through residential areas, to a variety of non-residential areas, including: open space; commercial and regional centers; and other Westside plan areas, such as Palms-Mar Vista-Del Rey and Westwood. The West Los Angeles circulation system is further defined by streets that are laid out along a combination of east-west, north-south, diagonal, and curvilinear patterns.

In terms of public transit networks, West Los Angeles is served by a combination of bus and rail service. Several local Bus Lines provide service along the key arteries of West Los Angeles, including along I-405, Wilshire, Santa Monica, Olympic, Pico, National, Palms, Bundy, Barrington Sawtelle, Sepulveda, Westwood, Motor, Beverly Glen, Monte Mar, Beverly, Century Park West, Constellation, Century Park East. Additionally, the Metro P Line (Purple) operates one station within the plan area in Century City and two additional stations in proximity to the area in Westwood and at the Veterans Hospital station. The Metro E Line (Expo) operates four stations within the Community Plan Area: the Palms, Westwood, Sepulveda, and Bundy stations. At the time of the inception of this Community Plan, the Metro Sepulveda Transit Corridor line will connect the Valley with the Westside Region with a potential connecting line with the Metro E Line at the Sepulveda or Bundy Stations.

This chapter provides goals and policies aimed at enhancing mobility and connectivity, improving the pedestrian experience along commercial centers, enhancing a multimodal transit system, maximizing public transit ridership and reducing noise and pollution from vehicular traffic. Due to its proximity to various fixed rail systems and regional job centers including Century City, the Plan also includes important policies that address access to jobs that support a healthy regional economy, supports a robust tourism industry, and incubates emerging tech and creative businesses. The Plan also encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and the quality of life.

GOALS AND POLICIES

GOAL MC 1

AN INTEGRATED AND SUSTAINABLE WESTSIDE CIRCULATION SYSTEM THAT PROVIDES ACCESS BETWEEN DISTRICTS THROUGH PHYSICAL CONNECTIONS AND INFORMATION.

MC 1.1

Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Westside residents, workers, and visitors about and provide access to a variety of mobility options.

MC 1.2

Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Metro transit system.

MC 1.3

Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.

MC 1.4

Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical and social services, and healthy, fresh food.

MC 1.5

Target critical east-west corridors, such as Wilshire, Santa Monica, Constellation, Olympic, Pico, National, and Exposition Boulevards, for improvements to increase connectivity within the plan area and to surrounding areas such as the coast.

MC 1.6

Target critical north-south corridors, such as Bundy Drive, Barrington Avenue, Sawtelle Boulevard, Sepulveda Boulevard, Westwood Boulevard, Overland Avenue, Beverly Glen Boulevard, Century Park West, Avenue of the Stars, Century Park East, and Robertson Boulevard for dedicated improvements to increase connectivity within the plan area and with the adjoining communities.

MC 1.7

Strengthen pedestrian and bicycle connections to provide access to open space, recreation, and along corridors.

GOAL MC 2

A COMPREHENSIVE TRANSIT SYSTEM THAT CONNECTS REGIONAL CENTERS, COMMUNITY CENTERS, AND NEIGHBORHOOD DISTRICTS THROUGHOUT THE REGION.

MC 2.1

Support major regional rail infrastructure projects, such as the Sepulveda Transit Corridor Line, which will improve connectivity between the Westside and the surrounding region, and beyond, and reduce travel times.

MC 2.2

Expand, improve, and promote the LADOT Commuter Express and CityRIDE services to promote greater accessibility and reduce travel times.

MC 2.3

Establish new LADOT Dash service throughout the day with weekend and night DASH options service to better serve residential, workforce populations, entertainment, and cultural uses throughout West Los Angeles.

MC 2.4

Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.

MC 2.5

Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.

MC 2.6

Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.

MC 2.7

Development within 100 feet of a Metro facility should be reviewed and approved by Metro, including for compliance with the Metro Adjacent Development Handbook.

GOAL MC 3

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 3.1

Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons or persons with various physical abilities and vehicles.

MC 3.2

Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 3.3

Encourage the installation of sidewalks and roadways in areas where the streets are unimproved.

MC 3.4

Implement physical improvements and education programs to ensure safe access throughout all neighborhoods, commercial districts, and public amenities for users of all ages and abilities.

MC 3.5

Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.

MC 3.6

Implement calm street design and enforcement of speed limits to support economic vitality and improve safety.

MC 3.7

Support the collection of safety data and the implementation of data driven safety improvements to best inform future projects and programs in the plan area.

MC 3.8

Facilitate the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 3.9

Maximize safety around schools, child care centers, recreation centers, and libraries for all users of the public realm.

MC 3.10

Employ traffic calming measures along Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in predominantly residential areas.

GOAL MC 4

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER MODES.

MC 4.1

Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all stakeholders.

MC 4.2

Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 4.3

Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 4.4

Expand programs that offer access to carpools and vanpools for Westside workers and students to reduce the commute mode share of single occupancy vehicles.

GOAL MC 5

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL (INCLUDING ELECTRIC SCOOTERS AND ELECTRIC BIKES).

MC 5.1

Encourage improved local and express bus service in West Los Angeles through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, Santa Monica Big Blue Bus, Culver CityBus).

MC 5.2

Encourage the development of quality designed park-and-ride facilities that are strategically located near freeways, high occupancy vehicle (HOV) facilities and transit routes.

MC 5.3

Encourage the provision of safe, attractive and clearly identifiable transit stops with user-friendly design amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

MC 5.4

Support the expansion, wherever feasible, of transportation programs and universally accessible services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit-dependent population.

MC 5.5

Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.

MC 5.6

Improve the travel experience for bus riders by ensuring bus stops provide sufficient and shaded shelter and seating, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 5.7

Ensure that major destinations within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

GOAL MC 6

A SAFE AND INVITING PEDESTRIAN ENVIRONMENT.

MC 6.1

Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.

MC 6.2

Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements.

MC 6.3

Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 6.4

Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.

MC 6.5

Include pedestrian crossing phases at all signalized intersections and eliminate the use of “beg buttons” to ensure dedicated crossing time for pedestrians and reduce conflicts between modes.

MC 6.6

Adjust traffic signals to increase the pedestrian crossing time beyond the minimum required to address the universally accessible needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and community gathering spaces.

MC 6.7

Construct mid-block crosswalks in places with high pedestrian volumes or long distances between crosswalks.

GOAL MC 7

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 7.1

Prioritize safe and comfortable pedestrian crossings at major intersections and along corridors by implementing improvements such as: - leading pedestrian intervals - scramble crosswalks -right turn limitations for vehicles at red lights -raised pedestrian crossings - pedestrian crossing facilities at midblock locations.

MC 7.2

Accommodate sidewalk widening through the reduction of vehicular lanes along street segments with high user volumes, as feasible.

MC 7.3

Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

MC 7.4

Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.

MC 7.5

Improve City response times to address illegal dumping, sidewalk and street cleaning, and pavement repair.

GOAL MC 8

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 8.1

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

MC 8.2

Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways.

MC 8.3

Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 8.4

Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 8.5

Minimize conflicts between cars, buses, freight trucks and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Commercial Centers and Neighborhood Centers.

MC 8.6

Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or transit.

GOAL MC 9

ALLEYWAYS ARE ACTIVATED AND RECONCEIVED AS ATTRACTIVE, GREEN, AND CONVENIENT ROUTES FOR PEDESTRIANS AND CYCLISTS TO MOVE SAFELY AND LEISURELY THROUGH BLOCKS.

MC 9.1

Prioritize improvements to alleyways that provide convenient linkages between neighborhoods, corridors, schools, and parks.

MC 9.2

Improve prioritized alleyways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for goods movement.

GOAL MC 10

A PARKING STRATEGY THAT EFFICIENTLY MANAGES PARKING RESOURCES AND SERVES THE NEEDS OF BUSINESSES AND RESIDENTS WHILE ENCOURAGING NON-VEHICULAR TRAVEL.

MC 10.1

In consultation with local businesses, support the creation of parking management districts in areas of high demand to coordinate the use of shared parking facilities among multiple uses.

MC 10.2

Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 10.3

Prioritize people over cars and allow flexibility in parking requirements to allow for al fresco outdoor dining and parklets to better serve the local business community.

GOAL MC 11

AN EFFICIENT PARKING SYSTEM THAT ENCOURAGES NON-VEHICULAR TRAVEL AND SERVES THE NEEDS OF A RANGE OF USERS.

MC 11.1

Eliminate parking minimums in transit areas to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 11.2

Prioritize short term parking for visitors, then parking for residents, and finally parking for commuters.

MC 11.3

Price parking appropriately to encourage efficient turnover of spaces.

MC 11.4

Promote shared and publicly accessible parking to create a more flexible and efficient parking system that serves multiple users.

MC 11.5

Require that parking be unbundled from purchase price and lease rates in order to create mobility options and to encourage other modes of travel and increase affordability at all levels.

MC 11.6

Include square footage dedicated to above ground parking in the calculation of floor area to discourage over-parking and promote pedestrian friendly design.

MC 11.7

Create a parking management organization to direct efficient use of parking resources and reduce the need for new parking facilities.

GOAL MC 12

A PARKING SUPPLY THAT IS EFFICIENT, SERVES ECONOMIC DEVELOPMENT AND FACILITATES ALL MODES OF TRANSPORTATION.

MC 12.1

Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 12.2

Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

MC 12.3

Support the development of City-owned or other parking structures, where appropriate, and discourage surface parking lots.

MC 12.4

Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 12.5

Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 12.6

Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 12.7

Encourage new construction projects to include charging stations to accommodate zero emissions vehicles (ZEVs) and/ or plug-in electric hybrids (PHEV) in all new public and private development.

MC 12.8

Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

GOAL MC 13

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 13.1

Encourage mixed-use developments in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 13.2

Encourage employers and institutions to provide employee incentives for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking, etc.).

MC 13.3

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 emissions vehicles, such as electric and neighborhood electric vehicles (NEVs).

MC 13.4

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

MC 13.5

Encourage improvements to transit and public facilities that promote alternate power sources such as; electricity, solar, alternative fuels or that meet Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

GOAL MC 14

A SAFE AND INTEGRATED BICYCLE NETWORK THAT PROVIDES ACCESS TO TRANSIT, KEY DESTINATIONS, AND ADJACENT COMMUNITIES.

MC 14.1

Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.

MC 14.2

Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, students, and visitors.

MC 14.3

Support the expansion of Bike Share throughout the plan area and adjacent areas, especially as a means to connect areas that are less served by transit.

MC 14.4

Facilitate the integration of bikes on transit to improve first-last mile connections.

MC 14.5

Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.

GOAL MC 15

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION.

MC 15.1

Support the provision of bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods and employment centers, as well as important non-work designations.

MC 15.2

Incorporate bicycle amenities (e.g. bicycle parking stations, 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.

MC 15.3

Prioritize the completion of a comprehensive bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Westside.

MC 15.4

Ensure that bicycle parking and storage facilities are provided at public facilities and transit centers.

MC 15.5

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

MC 15.6

Encourage residential uses and employers to provide bicycle amenities such as storage, repair stations, and showers to encourage cycling as a convenient and desirable form of transportation.

GOAL MC 16

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY'S QUALITY OF LIFE.

MC 16.1

Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.

MC 16.2

Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 16.3

Ensure that all commercial and industrial development has adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles.

MC 16.4

Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement.

MC 16.5

Support mitigation measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.

MC 16.6

Encourage new construction and installation of Zero Emission Vehicle (ZEVs) infrastructure for freight trucks within industrial areas to support the reduction of Greenhouse Gas emissions and improve air quality.

MC 16.7

Support the implementation and continuous evaluation of the Los Angeles County Strategic Good Movement Arterial Plan (CSTAN) network that helps to assess and inform improved trucking routes and designated areas for truck traffic. (see Implementation Program #P27)

GOAL MC 17

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY.

MC 17.1

Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and mid-street loading to reduce conflicts between modes on streets.

MC 17.2

Encourage the location of loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 17.3

Preserve truck access in industrial areas and balance with pedestrian and cyclist safety to support economic activity.

MC 17.4

Preserve truck access in industrial areas and along the Metro Countywide Significant Truck Arterial Network when not in direct conflict with the safety of pedestrians and cyclists.

Chapter 4

PUBLIC REALM AND OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, social and cultural events, important gathering places for the community, health benefits and higher quality of life. Although new opportunities for traditional parkland and open space are rare, there are ample opportunities for the provision of shared public spaces, such as plazas, greenways, community gardens, and enhanced pedestrian paths. One of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as CicLAvia and the Pick Pico Street Fair.

The largest park that serves the community is the Cheviot Hills Recreation Center, which features barbecue pits, picnic tables, baseball field (lighted/unlighted), basketball courts (lighted/indoor/outdoor), children's play area, community rooms, kitchen, pétanque courts, archery range, tennis courts (lighted), and seasonal pool (outdoor/unheated). The park also includes various cultural programming activities and classes that serve the local and regional community such as preschool, performing arts, educational tutoring, music, science and nature, arts and crafts, hobbies and games, and health training. Additionally, this park includes a public golf course and driving range, and a recreation center located on site. The area also includes other smaller parks such as Stoner Park, Palms Park, Circle Park, Triangle Park, and the Irving Schachter Park.

The Community Plan provides policies that seek to improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment contributing to the vibrancy of West Los Angeles. The Community Plan also promotes a system of safe, well-maintained and connected parks, open space, and recreational facilities and identifies opportunities to expand the amount of high quality public spaces. It also supports efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways. By broadening the application of public realm and open space strategies to include major streets, the Plan envisions a diverse and integrated network of pedestrian pathways, green corridors, paseos, public plazas, green spaces, and landscaped streets that expand the tree canopy to foster social life and support community identity.

GOALS AND POLICIES

GOAL PO 1

A WELL MAINTAINED, ACCESSIBLE, AND HIGHLY UTILIZED OPEN SPACE SYSTEM AND PUBLIC REALM NETWORK THAT SERVES THE MULTIGENERATIONAL NEEDS OF ALL RESIDENTS, FAMILIES, WORKERS, AND VISITORS.

PO 1.1

Support the on-going maintenance and programming of neighborhood serving parks.

PO 1.2

Prioritize the development of public open space in underserved communities to improve access to open space.

PO 1.3

Support funding for recreational programming and ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

PO 1.4

Improve access to existing public spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting, and mobility network connections.

PO 1.5

Support the development of catalytic new parks and reinvestment in existing public spaces. Namely:

- Stoner Park
- Palms Park
- Circle Park
- Triangle Park,
- The Irving Schachter Park;
- and the Felicia Mahood Multi-Purpose Center

PO 1.6

Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.

PO 1.7

Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.

PO 1.8

Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.

PO 1.9

Promote an integrated system of walking paths and bicycle trails in the plan area that connects park and open space facilities with the local and regional system.

PO 1.10

Improve the accessibility of the Cheviot Hills Recreation Center as part of the community's open space network where the public can visit and appreciate a peaceful park-like setting and support the enhancement of the Cheviot Hills Recreation Center with walking paths.

GOAL PO 2

A COMMUNITY WITH AN ABUNDANCE OF RECREATIONAL AND PARK FACILITIES, AND OPEN SPACE THAT SERVES EVERY NEIGHBORHOOD IN WEST LOS ANGELES.

PO 2.1

Prioritize the provisions of new parks, including skateparks, and upgrades to recreation facilities in areas with the greatest need.

PO 2.2

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 2.3

Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 2.4

Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties, decommissioned railroad rights-of-way and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 2.5

Encourage the retention of passive and visual open space which provides a balance to the urban development of the Community Plan Area.

PO 2.6

Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

GOAL PO 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS WITHIN PARKS AND RECREATION AREAS THAT ARE PRESERVED IN A NATURAL STATE, FOR THE PROTECTION OF WETLANDS, PLANT AND ANIMAL SPECIES, AND FOR PUBLIC AWARENESS AND ENJOYMENT.

PO 3.1

Identify and preserve wildlife habitats, wetlands, and ecologically improved areas in a natural state, consistent with the public need, health and safety.

PO 3.2

Promote urban trails and paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3

Protect and preserve the habitat of the unique and/or endangered species of animals and plants that reside in the Ballona Wetlands Ecological Reserve.

GOAL PO 4

PARKS AND CORRIDORS SUPPORT A FUNCTIONAL HABITAT, AND SUPPORT GROUNDWATER RECHARGE WHERE APPROPRIATE.

PO 4.1

Support the ongoing implementation and improvements of those that help provide food and shelter for wildlife, while promoting plant biodiversity in an urban setting.

PO 4.1

Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity.

PO 4.2

Encourage the use of native and drought tolerant plants in landscaping design in the Westwood Neighborhood Greenway to support the habitat and migration of local species.

PO 4.3

Support the evaluation and implementation of planting shade trees that help to clean particulate matter and sustain a healthy environment that reduces heat island effects.

PO 4.4

Encourage funding to prioritize city departments' sustainability initiatives that implement successful strategies to address clean water while providing native habitat for birds, butterflies, and other species next to rail lines and other urban corridors.

GOAL PO 5

THE WESTWOOD NEIGHBORHOOD GREENWAY SERVES AS A NATURAL AND IMPROVED RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS.

PO 5.1

Create a network of linked public spaces along the concrete flood control channel that provides safe and attractive public access to the Westwood Neighborhood Greenway with wayfinding signs, pedestrian paths, and educational opportunities.

PO 5.2

Design urban trails and paths that connect to the Westwood Neighborhood Greenway using pervious paving and native, drought-tolerant, and watershed friendly landscaping to encourage biodiversity and maximize water recapture.

PO 5.3

Utilize connections to the Westwood Neighborhood Greenway as opportunities for placemaking that highlight the history of the community's relationship to other natural habitats and open spaces.

PO 5.4

Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the Westwood Neighborhood Greenway.

GOAL PO 6

AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 6.1

Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 6.2

Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.

PO 6.3

Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 6.4

Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.

GOAL PO 7

A STREETScape THAT MAINTAINS AND CONTRIBUTES TO THE WESTSIDE'S OVERALL URBAN FOREST THAT HELPS REDUCE THE HEAT ISLAND EFFECT, IMPROVES AIR QUALITY, AND ENHANCES AESTHETICS.

PO 7.1

Encourage and promote the retention of trees through education, outreach and incentives offered by the Bureau of Street Services.

PO 7.2

Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods.

PO 7.3

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking and helps to create a sustainable microclimate.

PO 7.4

Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry Goals.

PO 7.5

Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 7.6

Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

GOAL PO 8

A SUSTAINABLE OPEN SPACE NETWORK AND PUBLIC REALM THAT EMPHASIZES HUMAN HEALTH AND COMFORT.

PO 8.1

Encourage design features of both private and public open spaces that reduce polluted runoff, maximize groundwater recharge, and reduce the heat-island effect.

PO 8.2

Encourage the use of native and drought tolerant plant species to improve sustainability.

PO 8.3

Promote a public realm equipped with durable infrastructure, recreational equipment, and landscaping materials that can adapt to changing conditions and community needs.

PO 8.4

Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand opportunities for stakeholder engagement and ensure that public spaces are well maintained.

GOAL PO 9

PARKS AND PUBLIC SPACES ARE ESSENTIAL IN FACILITATING SPACE FOR CHANGING PUBLIC HEALTH NEEDS

PO 9.1

Promote open and public spaces that are flexible and adaptable to serve the health and wellness needs of the community during disasters and other local emergencies.

GOAL PO 10

PUBLIC SPACES THAT HELP MAINTAIN COMMUNITY AND CREATE INVITING SPACES.

PO 10.1

Support and maintain programming of public and publicly accessible private spaces to serve community interests and attract visitors.

PO 10.2

Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce neighborhood identity and inclusion.

PO 10.3

Maintain and expand the use of public spaces as centers of democratic practice.

PO 10.4

Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work in the Westside.

PO 10.5

Enhance the urban environment with increased open space and streetscapes that encourage pedestrian activity.

PO 10.6

Encourage the development of community-initiated and supported open spaces such as community gardens and orchards.

PO 10.7

Plan and design flexible public spaces that can accommodate a range of active and passive activities over time for users of all ages.

GOAL PO 11

PARKS AND AN ABUNDANCE OF GREEN SPACES PROVIDE EACH NEIGHBORHOOD WITH SCENIC NATURAL SETTINGS FOR RECREATION, RELAXATION AND SOCIAL GATHERING.

PO 11.1

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, shaded tree groves for relaxation, and picnic areas for gathering.

PO 11.2

Encourage new development to create public and semi-public open space.

PO 11.3

Improve the safety, visibility and accessibility of parks and open spaces by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing and that adequate lighting is provided at night.

PO 11.4

Coordinate with local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 11.5

Foster a high-quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as drinking fountains and restrooms that are maintained in good condition.

PO 11.6

Ensure that parks are adequately illuminated and secured for safe use in the evenings.

PO 11.7

Pursue opportunities to establish new public parks through partnerships with state and local agencies, and community-based organizations.

PO 11.8

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites, for parks and open space.

PO 11.9

Encourage the use of creative lighting, public art, and seating treatments.

GOAL PO 12

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES THAT PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 12.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, lighting, landscaping, wayfinding, opportunities for street vendors, outdoor lighting and other desirable features that create walkable, pleasant environments.

PO 12.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 12.3

Design plazas and other open spaces as communal gathering places that provide opportunities for markets, street vendors, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 12.4

Facilitate the integration of public art projects and cultural programming into public spaces to reinforce neighborhood identity, inclusion, and belonging.

PO 12.5

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO 12.6

Prioritize space at major intersections for civic plazas that function as highly accessible focal points in the community.

PO 12.7

Encourage new development to provide publicly accessible outdoor amenity space that is designed to transition seamlessly into the public realm.

DRAFT

Chapter 5

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the communities of West Los Angeles. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future 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 in the West Los Angeles Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may 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. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as 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 of Los Angeles, implementation of some 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 (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout West Los Angeles; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout West Los Angeles. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in West Los Angeles have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within West Los Angeles is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM (in process)

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC Ch.1A. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

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. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some 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 (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, 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 and when necessary, to reflect funding limitations.

READER’S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS’ TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan’s objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within West Los Angeles. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily

responsible for implementing the program, as well as any agencies necessary for supporting the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LA-DLA - Los Angeles Designated Local Authority
BOE - Bureau of Engineering	LADBS - Los Angeles Department of Building and Safety
BOS - Bureau of Sanitation	LADOA - Los Angeles Department of Aging
BSS - Bureau of Street Services	LADOT - Los Angeles Department of Transportation
CAO - City Administrative Officer	LADWP - Los Angeles Department of Water and Power
CalHFA - California Housing Finance Agency	LAFD - Los Angeles Fire Department
CalTrans - California Department of Transportation	LAFPC - Los Angeles Food Policy Council
CD - Council District	LAHD - Los Angeles Housing Department
CDD - Community Development Department	LAPD - Los Angeles Police Department
CoDRP - County Department of Recreation and Parks	LAPL - Los Angeles Public Library Development Department
DCP - Department of City Planning	LASAN - Los Angeles Bureau of Sanitation
DOD - Department on Disability	LAUSD - Los Angeles Unified School District
DPW - Department of Public Works	METRO - Metropolitan Transit Authority
DPSS - Department of Public Social Services	NC - Neighborhood Council
DTSC - Department of Toxic Substance Control	OHR - Office of Historic Resources
EMD - Emergency Management Department	RAP - Recreation and Parks
EWDD - Employment and Workforce	SCAG - Southern California Association of Governments

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
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Land Use and Urban Form

P1. LA's Green New Deal-Sustainable City pLAN: Consistent with the City's Green New Deal, the Community Plan supports the pLAN's vision, goals and initiatives aimed at improving the environment, economy and health of communities.	TBD	Mayor's Office
P2. Measure JJJ - Affordable Unit Inventory: The Los Angeles Housing Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	TBD	LAHD
P3. Neighborhood Services and Hybrid Industrial: The New Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties as well as hybrid industrial areas that allow greater flexibility in allowing certain commercial and residential uses.	TBD	DCP
P4. SurveyLA Findings - Cultural/Historic Resources: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout West Los Angeles as a Historic District, Planning District, or individual resource. The Plan applies the Character Frontage District of the New Zoning Code to these historic resources in order to preserve and enhance the historic character of these unique buildings.	TBD	OHR

Mobility and Connectivity

P5. Livable Boulevards Streetscape Plan: The plan encourages streetscape enhancements to Pico Boulevard, Motor Avenue, Centinela Avenue, and Venice Boulevard. The Streetscape Plan will be implemented as new projects, both publicly and privately financed, are constructed over time.	TBD	DCP, BOE, LADOT
P6. Exposition Corridor Streetscape Plan: The plan encourages streetscape enhancements to Bundy Drive, Olympic Boulevard, Sepulveda Boulevard, National Boulevard, and Palms Boulevard. The Streetscape Plan will be implemented as new projects, both publicly and privately financed, are constructed over time.	TBD	DCP, BOE, LADOT
P7. West Los Angeles Transportation Improvement and Mitigation Specific Plan: The plan helps mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements, in addition to completing required project specific mitigations. The Specific Plan assesses a one-time TIA fee on qualifying new development and identifies a comprehensive set of transportation improvements that are funded in part by the fee revenue.	TBD	DCP, BOE, LADOT

PROPOSED PROGRAMS

Program	Policy
Coordinating	Reference Agency
Number	Description

Land Use and Urban Form

P8. Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses, labor organizations and nearby University of California Los Angeles for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	TBD	LAUSD, EWDD, LAHC
P9. Code Enforcement: Identify funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.	TBD	B&S
P10. Consolidate Oil Operations Away From Residential: Encourage the City to work with petroleum operators, CalGEM and other applicable local government agencies to develop a program for the consolidation of surface oil extraction and related operations and the possible elimination of oil wells, in particular those located within residential neighborhoods.	TBD	CalGem, Petroleum Administrator, Council Office, DCP
P11. Economic Development/Revitalization: Partner with the City Council, Mayor's Office, Economic and Workforce Development Division (EWDD) and other relevant public and private agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial centers in West Los Angeles in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.	TBD	EWDD, CAO
P12. Entertainment and Sit-Down Restaurant Attraction: Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA's commercial districts.	TBD	EWDD, CDD, Council Office
P13. Housing for Multigenerational Families and Households: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of family size units in new development to meet the needs of the community.	TBD	LAHD
P14. Incentives for Emissions-Reducing Uses: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks.	TBD	DCP, Mayor's Office
P15. No Net Loss Program: Work with LAHD, Council Office, City Attorney and other relevant City Agencies to develop strategies to prevent the loss of affordable units, covenanted or not, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to increase affordable housing and minimize displacement of residents.	TBD	LAHD
P16. Non-Conforming Industrial Uses: Work with Council District 5 and 11 to create a program	TBD	Council

and secure funding to assist non-conforming industrial businesses located within residentially zoned neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of an appropriate site in a nearby industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.		Office
P17. Oil District Amendments: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/ or prohibit new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health (in addition to noise, water quality and geologic impacts) in proximity to residential and sensitive uses and to further address community concerns.	TBD	Mayor's Office, DCP
P18. Revocation Process: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	TBD	LACP, LAPD
P19. Small Business Assistance Programs: 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.	TBD	CAO, EWDD
P20. Supportive Housing: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness.	TBD	LAHSA
P21. SurveyLA Findings - Eligible Historic Resources: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of West Los Angeles identified in the findings of the Los Angeles Historic Resources Survey.	TBD	OHR
P22. Tenants' Right of Return: Encourage the Los Angeles Housing Department to develop new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.	TBD	LAHD
P23. Use of Vacant Lots: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	TBD	CAO, Mayor's Office

Mobility and Connectivity

P24. Alternative Fuel Vehicles: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	TBD	Mayor's Office
P25. Pedestrian and Transit Amenities: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.	TBD	LADOT, BSS
P26. Safe School Routes: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools.	TBD	LAUSD, LADOT, Metro, Caltrans

P27. Traffic Calming: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of “through traffic” by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)	TBD	LADOT, BOE
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Public Realm and Open Space

P28. Clean Neighborhoods: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of trash and debris.	TBD	BSS
P29. Great Streets Initiative: Prioritize funding in order to implement the program’s strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.	TBD	Mayor’s Office
P30. Joint Use of Recreational Facilities: Establish joint-use agreements with other public and private entities to increase recreational opportunities in West Los Angeles, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in West Los Angeles.	TBD	RAP
P31. Neighborhood Green Streets: Prioritize funding to develop a network of well-landscaped pedestrian routes along West Los Angeles City’s less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community’s open spaces, recreational centers, and the Westwood Neighborhood Greenway.	TBD	LADOT, BOE, BSS, BOS
P32. People Street - Pedestrian Plazas and Parklets: People Street is a program of the Los Angeles Department of Transportation that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups and businesses in West Los Angeles to apply for plaza or parklet projects at key locations that enhance social life and strengthen community identity.	TBD	LADOT
P33. Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements along the major corridors throughout West Los Angeles. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.	TBD	LADOT, BOE, BSS
P34. Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces: Pursue conversions of former CRA-owned and surplus City-owned property, abandoned rail lines, and other underutilized easements and rights-of-way in West Los Angeles for community uses incorporating bike and pedestrian paths, greenways, community gardens, and/or park space.	TBD	TBD