
Los Angeles City Planning

**WESTCHESTER -
PLAYA DEL REY**
Community Plan

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DRAFT

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**LOS ANGELES
CITY PLANNING**
Community Planning

TABLE OF CONTENTS

Chapter 1: Introduction & Community Profile	3	Chapter 5: Implementation	100
Readers' Guide	3	The Implementation Process	100
Plan Vision	4	Goals and Policies	101
Background and Relationship to Other Plans	5	General Plan Land Use Designations	101
Community Profile	6	Zoning Regulations	102
Guiding Principles	9	Community Benefits System	102
Trends and Projections	11	Community Plan Amendments	102
Chapter 2: Land Use & Urban Form	16	Implementation Programs	103
Goals and Policies	16	Sources of Funding	103
Housing and Livable Communities	17	Reader's Guide to the Future Implementation	103
Commercial Centers and Corridors	27	Acronyms for Agencies	104
Villages	35	Future Implementation Actions	105
Jobs and Economic Development	36	Established Programs	105
Industrial Areas	39	Proposed Programs	106
Hybrid Industrial and Markets	42		
Urban Form	46		
Cultural and Historic Resources	54		
Adjacency to Los Angeles International Airport (LAX)	57		
Hyperion Treatment Plant	59		
Coastal Zone	60		
Health, Wellness, and Sustainability	65		
Chapter 3: Mobility & Connectivity	78		
Goals and Policies	78		
Chapter 4: Public Realm & Open Space	91		
Goals and Policies	91		

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

The Westchester - Playa Del Rey community is rooted in the early history of the modern aerospace industry as well as the post WWII economic boom.

Today, beyond its proximity to LAX, the community is characterized by academic anchor institutions, major job centers, large industrial sites, growing transit access, and natural ecological resources such as the Ballona Wetlands, Coastal Bluffs, and beaches.

As we look to the future, the community envisions Westchester - Playa Del Rey as an economically thriving, socially equitable, and ecologically sustainable and resilient place for all those who may live, work, or play in the area.

The Westchester - Playa Del Rey Community Plan Update seeks to allow for a diverse mix of land uses, increase housing opportunities (especially affordable housing), encourage sustainable and resilient building design, ensure appropriate transitions between higher and lower scale buildings, and support robust multi-modal transportation access and greater pedestrian friendly design.

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 Fernandeno Tataviam Band of Mission Indians, the San Fernando Band of Mission Indians, Chumash, among others. Within the approximate geography of the Westchester-Playa Del Rey Community Plan, we recognize that the following tribes and communities have roots in this area: the Chumash and Tongva (Gabrieleno). 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 Westchester - Playa Del Rey 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, Housing, Mobility, Open Space, Health, 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 Westchester - Playa Del Rey. The Framework Element's growth strategy for the Westchester - Playa Del Rey Community Plan is focused around commercial centers and mixed-use boulevards, while maintaining the stability of residential neighborhoods. The Westchester - Playa Del Rey Community Plan includes large portions of the region's industrial core along its northern and southern borders. Established industrial districts will continue to be prioritized for jobs and industry, while targeted industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Moreover, in compliance with State Law the City has adopted a Housing Element for the next eight year cycle. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. On June 29, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element of the General Plan identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City's housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City. Alongside the Housing Element update, the City undertook a targeted update to the Safety Element and technical amendments to the Health Element.

Further discussion regarding the relationship between the Westchester - Playa Del Rey 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 Westchester - Playa Del Rey 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

Westchester - Playa Del Rey has a unique history and a wide variety of community assets. Westchester - Playa Del Rey is rooted in the early history of the aviation industry and the economic boom that occurred during and after WWII. Today, the plan area is characterized by single family neighborhoods and a handful of multifamily residential, commercial, and industrial areas. The area is also home to a number of ecological resources including the Del Rey Lagoon, coastal bluffs, dunes, the Ballona Wetlands, and Playa Del Rey. Additionally, the plan area hosts critical infrastructure, such as the Hyperion wastewater treatment plant (located in the southwestern part of the plan area) and the SoCalGas gas storage facility (located in the northwestern part of the plan area).

In terms of transportation, the plan area is further defined by its proximity to: Los Angeles International Airport; various highways, including I-405, I-105, and SR 1; as well as various METRO K line rail stations, including Westchester/Veterans station, LAX/Metro Transit Center, Aviation/Century, and Aviation/LAX.

WESTCHESTER - PLAYA DEL REY TODAY:

RICH IN HISTORY

The Westchester - Playa Del Rey community has two designated Historical Cultural Monuments (HCMs) in the plan area – the Loyola Theater in Downtown Westchester, and the Dickenson and Gillespie building in Playa Del Rey. SurveyLA identified 6 historic districts, 2 planning districts, and 62 individual resources within the plan area.

UNIQUE RESIDENTIAL NEIGHBORHOODS

Most residential development in Westchester - Playa Del Rey dates to the 1940-60's, during WWII and the post-war economic boom. A few residential historic districts were identified in SurveyLA, which are characterized by garden apartment complexes and Mid-Century Modern apartment buildings. No single family residential historic districts were identified in SurveyLA, due to significant alterations to many of the potentially eligible residences. However, by way of this plan update, the proposed comprehensive approach to zoning will evaluate the application of frontages and massing standards, to address prevailing patterns of development.

THRIVING COMMUNITY CENTERS

Westchester - Playa Del Rey has a few significant commercial areas, including regional and community centers. Regional centers include Century Boulevard - 98th street (which is adjacent to LAX and is characterized by high-rise hotels, offices, and parking structures), Howard Hughes Regional Center (characterized by major retail, entertainment, and mixed-uses), and Playa Vista (also characterized by major commercial and mixed-uses). Community centers include Downtown Westchester and Loyola Village, which are both characterized by retail and mixed-use. Most commercial resources are located on major thoroughfares such as Sepulveda Boulevard, Manchester Avenue, Loyola Boulevard, La Tijera Boulevard, and Century Boulevard.

HISTORIC DEVELOPMENT PATTERNS

EARLY HISTORY [INSERT IMAGE]	EARLY DEVELOPMENT [INSERT IMAGE]	MID CENTURY/ POST WAR [INSERT IMAGE]	Modern Era [INSERT IMAGE]
Pre Mid 19th Century	Late 19th Century - Early 20th Century	Mid 20th Century	Late 20th Century - Present
<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. - In the early 1800s, Spanish land grants divided the area into ranchos, including: Rancho La Ballona, Rancho Sausal Redondo, and Rancho Aguaje De Centinela - Centinela Adobe constructed in 1834, in Inglewood, just outside of the eastern boundary of the plan area (now the oldest remaining building in the area) 	<ul style="list-style-type: none"> - From 1886-89, dredging to create 'Port Ballona' begins, stalls, and is then abandoned - In 1902, the Beach Land Company purchased and began subdividing over 1000 acres in Playa del Rey. - The Redondo Beach via Playa Del Rey Pacific Electric trolley line opens, connecting visitors from Downtown LA to the beach. - Waste treatment facility first opens at Hyperion Treatment Plant site in 1925 - LA's first municipal airport, Mines Field, begins operation in 1928 (which went on to become LAX) - Oil discovered in the area in 1929, production grows in the following decades - Loyola University moves to Westchester in 1929 	<ul style="list-style-type: none"> - In 1938, Ballona Creek channelized by Army Corps of Engineers, to control flooding - Hughes Aircraft manufacturing plant opens in 1940 - From 1941-1946, a planned community of 10,000 people was developed in Westchester, for World War II defense workers - In 1946, commercial airline service begins at LAX - Loyola Theater built, and Westchester High School opens, in 1948 - In 1950, shipbuilder Henry Kaiser builds thousands of prefabricated homes at a factory in Westchester - Pann's Restaurant opens in 1958 - Dinah's Family Restaurant opens in 1959 - Theme Building at LAX opens in 1961 - In 1964, I-405 opens 	<ul style="list-style-type: none"> - In 1981, Hughes airfield, the longest private runway in the world, ceases operations - Playa Vista (Area D) Specific Plan adopted in 1985 - Otis College of Art and Design relocates to Westchester in 1997 - Westchester-Playa del Rey Community Plan Update (2004) - In 2011-2012, Google and Snapchat opened offices in Playa Vista and Venice; other tech firms soon followed to the area

GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Westchester - Playa Del Rey 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.

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 AND 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 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 Westchester-Playa Del Rey 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 Westchester-Playa Del Rey Community Plan are shown in Table 1-1 below:

Table 1-1. Population, Housing and Employment, Updated September 2023

	Existing Conditions [1][3]	2016 2045 SCAG Estimates Projections [2]	2045 SCAG Projections [4]	Proposed Plan Capacity
Population (persons)	64,448	58,754	75,148	These values are currently being refined and will be published in the environmental clearance.
Housing (dwelling units)	30,084	26,436	34,712	
Employment (jobs)	46,605	46,987	53,349	

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

[2] Los Angeles City Planning, Adjusted SCAG estimates

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

[4] Los Angeles City Planning, Adjusted SCAG projections (This figure represents the expected projected population, housing, and employment for the plan area)

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 Westchester-Playa Del Rey 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.

REGIONAL CENTER: Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to High Rise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale.

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 work day.

Chapter 2

LAND USE AND URBAN FORM

The Westchester-Playa Del Rey Community Plan Area is characterized by auto-oriented low-scale residential neighborhoods (dating back to the Post WWII economic boom), and a variety of community assets, including natural ecological resources, academic anchor institutions, and major job centers. The Community Plan Area, like the rest of the City, faces a variety of challenges, especially regarding economic sustainability, affordable housing, homelessness, equity, and fossil fuel dependency. Many of these challenges are related to land use and zoning to varying degrees.

The Westchester-Playa Del Rey Community Plan Area has a wide range of land uses that are distributed unevenly. The core of the plan area is low residential land use. Medium residential land uses are located in northwest, northeast, southeast, and southwest pockets of the plan area. Commercial land uses are located in Loyola Village, Downtown Westchester, Howard Hughes Regional Center, and Playa Vista. Industrial land uses can be found in the southeast of the plan area, adjacent to LAX. Open space land use is located primarily in the western part of the plan area.

This chapter's land use goals and policies seek to foster an economically thriving, socially equitable, and ecologically sustainable and resilient community for all those who live, work, or visit Westchester-Playa Del Rey.

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 following land use and urban form policies inform an equitable growth strategy for land use planning that will take into account projected growth trends while valuing the distinctive history of Westchester-Playa Del Rey. The policies promote outcomes that result in a high-quality built environment with opportunities for future mixed-income and affordable housing, robust mixed-use commercial corridors, adaptive reuse, hybrid industrial, light industrial, and green tech industries, as well as connections to open space areas and coastal resources. The policies also aim to provide situational guidance that safeguard current multi-generational households, promote compatible development, while reducing displacement, and discouraging the loss of apartments covered by the City's Rent Stabilization Ordinance (RSO). Additionally, the policies also support opportunities that enhance building design, expand safe multimodal access, and foster a physical environment that is pedestrian-friendly.

HOUSING AND LIVABLE COMMUNITIES

The Community Plan envisions Westchester-Playa Del Rey as an affordable and liveable community for all. The goal of the Community Plan is to generate more housing options and more affordable housing. The Community Plan promotes policies that support a wide variety of housing choices throughout the plan area, distributed across multiple land uses. These policies steer growth toward mixed-use corridors, transit hubs, and already developed commercial areas. The Community Plan encourages more affordable housing by maintaining existing affordable units, encouraging the creation of new affordable units, and ensuring that any existing affordable units that do get redeveloped are replaced.

The Community Plan's policies seek to preserve and enhance the distinct design, scale, and integrity of residential neighborhoods. The plan allows for a wider variety of land uses in order to encourage greater livability, by giving people the opportunity to work and conduct business close to where they live, particularly within walking and biking distance. Plan policies support a range of homeownership types as well as access to building generational wealth. Finally, policies also aim to ensure adequate transitions between low-scale, residential neighborhoods and areas zoned for greater intensity uses.

GOAL LU 1

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED WESTCHESTER-PLAYA DEL REY FOR ALL THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES.

LU 1.1

Foster an equitable and inclusive Westchester-Playa Del Rey, with housing options that can accommodate the fullest range of economic and social needs.

LU 1.2

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

LU 1.3

Create zoning tools to provide for a racially, socially, and economically inclusive Westchester-Playa Del Rey through a range of housing and employment options.

LU 1.4

Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to the Westchester-Playa Del Rey communities.

LU 1.5

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

LU 1.6

Encourage projects with community benefits and programming that enhance accessibility and amenities for children, seniors, and special needs populations in housing developments.

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 consideration for 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

Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, coastal resources, parks, and recreational facilities.

LU 2.5

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

LU 2.6

Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.

LU 2.7

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.

Family-sized housing units are typically two to three bedrooms and include additional features essential for families, such as: spaces where family members can gather for meals and other activities; spaces where children can play or do homework; and spaces for outdoor play and recreation.

LU 2.8

Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to areas with corresponding general plan land use designations that include: Regional Centers, Community Centers, Neighborhood Centers, and Hybrid Industrial where buffers may help in transitioning an evolving area.

LU 2.9

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 2.10

Promote building design that supports the mental and physical health of residents, such as open air spaces, gardens, areas for outdoor recreation and exercise activities.

LU 2.11

Support the homeowner's choice to implement reasonable accommodation of an Accessory Dwelling Unit (ADU) and/or Junior Accessory Dwelling Unit (JADU) 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 that address ADUs/JADUs*).

LU 2.12

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 2.13

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

LU 2.14

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

LU 2.15

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 2.16

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.

GOAL LU 3

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

LU 3.1

Permit greater development scale and density around existing and future transit for projects that provide high quality housing that is affordable and accessible to the surrounding community.

LU 3.2

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 3.3

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 3.4

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

LU 3.5

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

LU 3.6

Encourage higher concentrations of housing around transit where residents can benefit from greater access to jobs, schools, parks and recreational facilities, neighborhood amenities, health and social services, and coastal resources.

LU 3.7

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.

LU 3.8

Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs, including small and medium sized commercial businesses and live-work units where appropriate.

GOAL LU 4

HOUSING PRODUCTION AND PRESERVATION THROUGH PUBLIC AND PRIVATE ACTION THAT RESULTS IN A HOUSING SUPPLY TO MEET PROJECTED GROWTH IN A MANNER THAT IS SAFE, LIVABLE, AND AFFORDABLE TO A FULL RANGE OF INCOME LEVELS.

LU 4.1

Retain existing housing and provide for the development of new housing to meet the diverse economic and housing needs of current residents and the projected population of the Westchester-Playa Del Rey Community Plan Area.

LU 4.2

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

LU 4.3

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

LU 4.4

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

LU 4.5

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

LU 4.6

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

LU 4.7

Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of buildings 25 years or older into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for larger households.

LU 4.8

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 4.9

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 4.10

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 Westchester-Playa Del Rey Community Plan Area.

LU 4.11

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

GOAL LU 5

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

LU 5.1

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

LU 5.2

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 the Los Angeles Community College District (LACCD).

LU 5.3

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 5.4

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 5.5

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 5.6

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

LU 5.7

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

GOAL LU 6

ACCESSIBLE, HEALTHY, AND SAFE HOUSING OPPORTUNITIES AFFORDABLE TO LOWER INCOME HOUSEHOLDS.

LU 6.1

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 multiple transit options.

LU 6.2

Support community land trusts as a tool for producing affordable housing options.

LU 6.3

Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 6.4

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

LU 6.5

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 6.6

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 6.7

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 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

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 7.5

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 7.6

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 7.7

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 7.8

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 7.9

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 7.10

Support the creation of new social services sites in high need areas within the Westchester-Playa Del Rey Community Plan Area that are linked to jobs, parks and recreational facilities, coastal resources, community centers, and transit stops.

LU 7.11

Facilitate public community events and outdoor recreation in Westchester-Playa Del Rey's underserved communities 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

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 8.2

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 and/or private actions.

LU 8.3

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 8.4

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 8.5

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 8.6

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 8.7

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 8.8

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 8.9

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

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

GOAL LU 9

RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 9.1

Preserve the residential massing and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 9.2

Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores).

LU 9.3

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 9.4

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 9.5

Ensure that active, idle, and/or plugged oil well sites located in residential areas 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. (pending further citywide guidance)

LU 9.6

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.

COMMERCIAL CENTERS AND CORRIDORS

Westchester-Playa Del Rey includes several community and regional centers that serve both local and regional communities.

Downtown Westchester (located by Sepulveda Boulevard and Manchester Avenue) and Loyola Village (located by Loyola Boulevard and Manchester Avenue) are commercial centers that serve as focal points for dining and shopping. The Plan envisions these areas as vibrant mixed-use communities that enhance existing uses with additional opportunities for housing, shopping, recreation, and job generating uses.

Westchester-Playa Del Rey has three Regional Centers: Playa Vista, Century Boulevard, and Howard Hughes Regional Center. These Regional Centers are economic anchors in the community, offering a great deal of economic and job opportunities for the area. Playa Vista is an established mixed-use area that provides significant housing, office, shopping, and recreation opportunities. Century Boulevard provides extensive hotel and office use opportunities. The Howard Hughes Regional Center provides housing, office, and recreation opportunities. These areas are characterized by high intensity uses and building forms, and will continue to provide the community and region with diverse live, work, and play opportunities in the short and long term. The Plan policies for the Regional Centers provide for additional development opportunities and encourage more housing opportunities, complete neighborhoods, strengthen existing uses, and encourage accessibility, connectivity, pedestrian and multimodal infrastructure.

A primary goal of the Westchester-Playa Del Rey community is the revitalization of its major corridors that are underutilized. Much of Sepulveda Boulevard, La Tijera Boulevard, and Manchester Avenue historically have been reserved for single-family and multi-family residential uses. Commercial and mixed-used opportunities on the major corridors historically were also permitted every $\frac{1}{2}$ - $\frac{3}{4}$ of a mile along each corridor. The community plan policies expand opportunities for mixed-use development along the full extent of the major commercial corridors, offering opportunities to create additional housing opportunities with an emphasis on affordable housing, well designed buildings, and a pedestrian-oriented environment.

The Community Plan allows for a greater mix of uses and intensities in job centers, transit centers, and major mixed-use corridors. The Community Plan encourages mixed-use development that combines multi-unit residential with commercial ground floor spaces. These ground-floor commercial uses are also encouraged to accommodate small to medium-sized businesses that can provide local employment opportunities, generate economic activity, and further foster a sense of community identity and livability. Design-wise, such projects are encouraged to pursue well-designed sustainable buildings, and to enhance the pedestrian experience along the street as much as possible by encouraging active street frontages with features such as outdoor dining, landscaping, street trees, and street lighting. Additionally, the plan policies support appropriate transitions between new, higher-scale development along the corridors and existing, lower-scale residential development in areas adjacent to the corridors.

Policies in this section identify priorities for mixed-use development – along both major corridors as well as existing commercial areas – that help foster a place where residents, businesses, and community life can prosper.

GOAL LU 10

A REGIONAL CENTER VITAL TO THE ECONOMY OF THE REGION AND THAT SERVES AS THE HEART OF THE WESTCHESTER-PLAYA DEL REY COMMUNITY PLAN AREA.

LU 10.1

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

LU 10.2

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 10.3

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 10.4

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

LU 10.5

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

LU 10.6

Foster improved cohesiveness between the Playa Vista Regional Center, the Ballona Creek, and the Ballona Wetlands Ecological Reserve through opportunities for well-designed development on parcels along Jefferson Boulevard and Lincoln Boulevard, that provides a desired commercial-residential mix of uses with public viewing of the Ballona Creek and Wetlands (e.g. restaurants, promenades, observation decks, etc) and easy access to the recreational opportunities of the Ballona Wetlands, Ballona Creek Bike Path, and the various beaches fronting the Pacific Ocean.

LU 10.7

Pursue a comprehensive way finding system in the Regional Center that facilitates legible and consistent guidance for pedestrians to connect to commercial destinations and transit portals, such as the Metro K Line and the LAX Automated People Mover (APM).

LU 10.8

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 10.9

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.

GOAL LU 11

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 11.1

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

LU 11.2

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 11.3

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

LU 11.4

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 11.5

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

LU 11.6

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 11.7

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

LU 11.8

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

LU 11.9

Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 11.10

Prioritize mixed-use developments instead of 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 11.11

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).

LU 11.12

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.

GOAL LU 12

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

LU 12.1

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 12.2

Create an inviting environment characterized by a diverse mix of uses, density, and activated urban development, that serves local businesses and residents.

LU 12.3

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

LU 12.4

Ensure that established neighborhood corridors, such as 87th Street in Downtown Westchester, Lincoln Boulevard in Loyola Village, and Culver Boulevard in Playa Del Rey, continue to provide small commercial spaces for neighborhood serving uses.

LU 12.5

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 12.6

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 12.7

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 12.8

Encourage the commercial expansion along Manchester Avenue, Lincoln Boulevard, Sepulveda Boulevard, and La Tijera Boulevard to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 12.9

Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance Westchester-Playa Del Rey around Manchester Avenue, Lincoln Boulevard, Sepulveda Boulevard, and La Tijera Boulevard.

LU 12.10

Revitalize and strengthen Manchester Avenue, Lincoln Boulevard, Sepulveda Boulevard, and La Tijera Boulevard as the prominent commercial centers of the community providing shopping, civic, social and recreational activities.

LU 12.11

Strengthen the connection between the Westchester-Playa Del Rey commercial corridors and Playa Del Rey Beach and Dockweiler Beach through coordination with the Coastal Commission to implement streetscape improvements that provide physical design connections between Playa Del Rey Beach, Culver Boulevard, Jefferson Boulevard, and Manchester Avenue, such as street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.

LU 12.12

Foster improved integration between Playa Del Rey Beach and the coastal beach improvements and activities through opportunities for well-designed development at Playa Del Rey Beach that provides a desired commercial-residential mix of uses with public viewing of the pacific ocean (e.g. restaurants and observation decks).

GOAL LU 13

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

LU 13.1

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 13.2

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

LU 13.3

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

LU 13.4

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 13.5

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

LU 13.6

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 13.7

Encourage and support mobile sidewalk street 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.

LU 13.8

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 massing and scale of the surrounding residential neighborhoods.

GOAL LU 14

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

LU 14.1

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 14.2

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 14.3

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

LU 14.4

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

GOAL LU 15

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

LU 15.1

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 15.2

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

LU 15.3

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

LU 15.4

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

LU 15.5

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 15.6

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

VILLAGES

GOAL LU 16

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

LU 16.1

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

LU 16.2

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

LU 16.3

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 17

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 17.1

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

LU 17.2

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

LU 17.3 Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 17.4 Require activated ground floors to support pedestrian activity along key corridors.

LU 17.5

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 17.6

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.

JOBS AND ECONOMIC DEVELOPMENT

Westchester-Playa Del Rey has a wide range of jobs and industries that offer an array of employment opportunities, which is a major economic asset to both the local community and westside region. Existing industrial land adjacent to LAX supports the transportation and warehousing industry. However, some industrial land has the potential to support alternative uses, including emerging businesses in the sustainability industry. Existing major corridors present an opportunity for the creation of more attractive, mixed-use streets that foster diverse retail and service uses.

COMMERCIAL CORRIDORS

The Community Plan recognizes the potential to revitalize and strengthen the area's key commercial corridors. The Community Plan seeks to increase job opportunities by promoting development opportunities for mixed-use corridors that serve as a major asset for both the local community as well as the City of Los Angeles. The Plan policies promote commercial corridors that support complete neighborhoods, robust business opportunities, small businesses, public accessible open space, and ground-floor commercial activation in commercial and mixed-use developments.

GOAL LU 18

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

LU 18.1

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 18.2

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

LU 18.3

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 18.4

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

LU 18.5

Promote efforts that ensure businesses in Westchester-Playa del Rey have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

GOAL LU 19

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

LU 19.1

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

LU 19.2

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

LU 19.3

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

GOAL LU 20

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

LU 20.1

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 20.2

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 20.3

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 20.4

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 21

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

LU 21.1

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

LU 21.2

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

LU 21.3

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

LU 21.4

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 22

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

LU 22.1

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 22.2

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

LU 22.3 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. Such industrial preservation areas have been identified with the 'Production' General Plan Land Use designation, and are mainly concentrated to the east of LAX.

Hybrid industrial areas serve as transition zones between heavy industrial areas and more sensitive residential or commercial areas. The industry sectors in these hybrid areas have transitioned over time from a legacy of light or heavy industrial uses to institutions in the scientific, technological, creative, and emerging industry uses. These hybrid industrial areas accommodate an evolving mix of uses, including live-work, neighborhood-serving commercial, office, and light industrial, providing services and employment opportunities while prohibiting noxious industrial uses. Adaptive-reuse and rehabilitation of existing buildings is also an important feature of these areas, allowing for more flexibility in uses and supporting sustainable development. Such hybrid industrial areas have been identified with the 'Markets' and 'Hybrid Industrial' General Plan Land Use designations, and are located by the Metro K Line Westchester-Veterans Station, and across from the Howard Hughes Regional Center, respectively.

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 23

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

LU 23.1

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 23.2

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 23.3

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 23.4

Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, and worksorce centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 23.5

Support plans to develop and improve the industrial areas near LAX into a vital and thriving industrial center taking full advantage of its location near the LAX airport and El Segundo, providing a strong economic and employment base within the community.

LU 23.6

Encourage efforts to upgrade the appearance, infrastructure and built environment of the LAX industrial areas to improve economic activity and viability of those areas.

GOAL LU 24

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 24.1

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

LU 24.2

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

LU 24.3

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 24.4

Promote light and hybrid industrial districts that feature clean, airport and logistics-related services that capitalize on the competitive advantages of airport adjacency.

GOAL LU 25

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

LU 25.1

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

LU 25.2

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

LU 25.3

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.

GOAL LU 26

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN WESTCHESTER-PLAYA DEL REY.

LU 26.1

Encourage new industries locating in Westchester-Playa Del Rey to engage and partner with the local workforce when looking for skilled employees.

LU 26.2

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 26.3

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

LU 26.4

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

LU 26.5

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

HYBRID INDUSTRIAL AND MARKETS

GOAL LU 27

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

LU 27.1

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

LU 27.2

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

GOAL LU 28

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 28.1

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

LU 28.2

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

LU 28.3

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

LU 28.4

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

LU 28.5

Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries, including public-private and philanthropic partnerships.

LU 28.6

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 28.7

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

LU 28.8

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 29

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

LU 29.1

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 29.2

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

LU 29.3

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

LU 29.4

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.

LU 29.5

Apply zoning tools that provide space for compatible light manufacturing, warehousing, and distribution activity at the ground level, and accommodate live-work residential and commercial activities in the upper levels.

GOAL LU 30

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

LU 30.1

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

LU 30.2

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

LU 30.3

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

LU 30.4

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

LU 30.5

Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as paths to Ballona Wetlands and Playa Del Rey Beach.

GOAL LU 31

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 31.1

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

LU 31.2

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 31.3

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

LU 31.4

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 32

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

LU 32.1

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

LU 32.2

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

LU 32.3

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 32.4

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

GOAL LU 33

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

LU 33.1

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 33.2

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

LU 33.3

Support local and regional industrial sectors that contribute to the success of the local economy, while supporting emerging regional sectors.

GOAL LU 34

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

LU 34.1

Incorporate on-site landscaping, as well as open and recreational space on both new and infill projects in accordance with the City's Urban Design Guidelines.

LU 34.2

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

LU 34.3

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

LU 34.4

Promote commercial activity and walkability along streets and key alleyways.

LU 34.5

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

LU 34.6

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

LU 34.7

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 and their community. Design strategies can positively impact well-being and improve health outcomes for a community. The Community Plan seeks to ensure that the form, placement, and orientation of future buildings will positively shape the daily experience of all members of the community.

The Westchester-Playa Del Rey Community Plan Area comprises a few neighborhoods, commercial centers, corridors, and industrial clusters, each with their own distinctive physical and

design characteristics. Major corridors, such as Manchester Avenue, Sepulveda Boulevard, and La Tijera Boulevard, are wide thoroughfares that are often defined by street walls with low-scale residential uses, interspersed by occasional lots, or blocks, that provide retail uses serving the community. The Community Plan encourages steering growth towards these underutilized corridors by allowing for greater scale, density, mixed-uses, and elevated design standards.

Zoning tools, such as building frontages, development standards, and public amenities, can help activate these corridors, providing more opportunities for active and engaging neighborhood life. Additionally, complete street policies can help further activate the corridors by facilitating non-auto-dependent movement within, and beyond, the Community Plan Area. Finally, the Community Plan seeks to ensure appropriate transitions in scale between major corridors and any adjacent lower scale residential uses: height limits built into the zoning may be triggered for any new developments, depending on their proximity to lower scale residential buildings.

GOAL LU 35

NEW DEVELOPMENT EMBRACES THE DISTINCT PHYSICAL FORM AND LOCAL CONTEXT OF WESTCHESTER-PLAYA DEL REY.

LU 35.1

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

LU 35.2

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 35.3

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 35.4

Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Westchester-Playa Del Rey.

RESIDENTIAL AREAS

GOAL LU 36

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT PHYSICAL FEATURES AND INTEGRITY.

LU 36.1

Seek a high degree of architectural compatibility and landscaping for new infill development, to protect legacy characteristics and patterns, including the scale of existing residential neighborhoods.

LU 36.2

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

LU 36.3

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

LU 36.4

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 36.5

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

LU 36.6

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 36.7

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 36.8

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 37

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 37.1

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

LU 37.2 Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community

GOAL LU 38

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

LU 38.1

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 38.2

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 39

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 39.1

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

LU 39.2

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 40**

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 40.1

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 40.2

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

LU 40.3

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 40.4

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 40.5

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 40.6

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

LU 40.7

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 40.8

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

LU 40.9

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 40.10

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 40.11

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 40.12

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 41

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

LU 41.1

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 41.2

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 41.3

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 41.4

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 41.5

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 42

ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE PREVAILING DEVELOPMENT PATTERNS OF WESTCHESTER-PLAYA DEL REY

LU 42.1

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 Westchester-Playa del Rey.

LU 42.2

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

LU 42.3

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 42.4

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 42.5

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 43

BUILDINGS ARE DESIGNED AND ORIENTED IN A MANNER THAT CONTRIBUTES TO WESTCHESTER-PLAYA DEL REY'S VIBRANT STREETS AND PLAZAS.

LU 43.1

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 43.2

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

LU 43.3

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 43.4

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

LU 43.5

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

LU 43.6

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

GOAL LU 44

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

LU 44.1

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

LU 44.2

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 44.3

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

LU 44.4

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 44.5

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 45**

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

LU 45.1

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 45.2

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 45.3

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.

CULTURAL AND HISTORIC RESOURCES

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 Fernandeano Tataviam Band of Mission Indians, the San Fernando Band of Mission Indians, Chumash, among others. Within the approximate geography of the Westchester-Playa Del Rey Community Plan, we recognize that the following tribes and communities have roots in this area: the Saa'anga and Waachnga tribes. 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.

Originally a wetland, Westchester-Playa Del Rey did not begin attracting development until the late 1800s. However, more widespread development began when the US entered WWII. As outlined in the community profile, Westchester - Playa Del Rey has a unique history and a wide variety of community assets. Westchester - Playa Del Rey is rooted in the early history of the aviation industry and the economic boom that occurred during and after WWII. Much of the development in the Community Plan Area occurred in the 1940s and 1950s, and on a parallel most residential development in Westchester - Playa Del Rey dates to the 1940-60's.

A few residential historic districts were identified in SurveyLA, which are characterized by garden apartment complexes and Mid-Century Modern apartment buildings. In terms of historic and cultural resources, the Westchester - Playa Del Rey community has two Historical Cultural Monuments (HCMs) in the plan area – the Loyola Theater in Downtown Westchester, and the Dickenson and Gillespie building in Playa Del Rey. In addition, 62 individual resources were

identified in SurveyLA. No single family residential historic districts were identified in SurveyLA due to significant alterations to many of the potentially eligible residences. However, by way of this plan update, the proposed comprehensive approach to zoning will evaluate the application of frontages and massing standards, to address prevailing patterns of development.

Today, the plan area is characterized by single family neighborhoods and a handful of multifamily residential, commercial, and industrial areas. The area is also home to a number of ecological resources including the Del Rey Lagoon, coastal bluffs, dunes, the Ballona Wetlands, and Playa Del Rey, all of which are recognizable coastal resources as part of the community's physical development. And more recently the public art scene has evolved as part of the community's artistic expression over the years.

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 46

AN EVOLVING WESTCHESTER-PLAYA DEL REY COMMUNITY THAT MAINTAINS A POSITIVE CONTINUITY WITH THE PAST

LU 46.1

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

LU 46.2 Promote the preservation of remaining examples of bungalow courtyard and garden apartment architecture.

LU 46.3

Support demolition delay processes to review and protect individually significant historic resources and districts in Westchester-Playa Del Rey from demolition or adverse alteration.

LU 46.4

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

LU 46.5

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

LU 46.6

Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 46.7 Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

LU 46.8

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 46.9

Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.

LU 46.10

Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing, jobs, and neighborhood serving uses in Westchester-Playa Del Rey.

LU 46.11

Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 46.12

Encourage innovative design that creates the preservation worthy buildings of the future.

LU 46.13

Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Westchester-Playa Del Rey.

LU 46.14

Encourage incorporation of existing buildings in new development as feasible and appropriate.

LU 46.15

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

GOAL 47

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

LU 47.1 Support efforts to preserve and restore the rich inventory of murals found throughout Westchester-Playa del Rey.

LU 47.2 Encourage mural work by local artists along blank building surfaces along alleyways and side streets.

LU 47.3 Encourage new development to incorporate public art along building facades and in outdoor areas.

LU 47.4 Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 47.5 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.

LU 47.6

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

ADJACENCY TO LOS ANGELES INTERNATIONAL AIRPORT (LAX)

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

The following goals and policies are intended to help address adjacency issues and opportunities.

GOAL LU 48

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

LU 48.1

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

LU 48.2

Support environmental review coordination with projects subject to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA) and other federal and state law mandates review of all significant size development projects by relevant departments and/or agencies in the adjacent communities.

LU 48.3

Support various community outreach and public information strategies to help stakeholders, including local neighborhood councils, local Business Improvement District (BID) understand and participate in proposals regarding the future developments.

LU 48.4

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

LU 48.5

Encourage coordination between city departments regarding current and future airport facilities and include considerations for potential impacts such as noise, exhaust fumes, etc., on the surrounding community, and provide for adequate buffers, transitional and compatible land uses.

LU 48.6

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

LU 48.7

Ensure that development projects and city departments implement appropriate street improvements in the community, and particularly the area surrounding LAX to alleviate traffic congestion.

LU 48.8

Support coordination efforts amongst local and regional transit agencies and operators to improve public transportation links by increasing express bus line access, consolidating shuttle services, and by improving connections between the Metro Line rail system, and other rail, including the People Mover, and the airport.

LU 48.9 Encourage the operation of the Los Angeles International Airport in a manner that results in economic and other local benefits for the Westchester-Playa del Rey community and the region at large.

LU 48.10 Support and strengthen the coordination with local BIDs and merchant groups, and the airlines to develop plans for entertainment, business and visitor serving uses and events utilizing the Century Corridor hotels and amenities, the Downtown Westchester business district, and other local commercial areas, to benefit the local economy.

LU 48.11 Encourage community serving uses and services on airport-owned property to benefit Westchester-Playa del Rey and the surrounding communities.

LU 48.12 Encourage proposals to develop areas of airport property adjacent to the community with recreational uses, such as playgrounds, athletic fields, open space, parks, picnic areas, and other beneficial amenities for the community and visitors.

HYPERION TREATMENT PLANT

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

GOAL LU 49

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

LU 49.1

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

LU 49.2

Protect coastal communities from potentially adverse impacts arising from differing or conflicting land uses, giving special attention to the relationship between public works/public utility facilities and sensitive open space or residential land uses.

LU 49.3

Ensure that new and/or expanded industrial facilities minimize adverse impacts on surrounding property, while protecting the function such facilities provide.

LU 49.4

Ensure that the operations of the Hyperion Treatment Plant are safe and protective of the fragile coastal ecosystem.

LU 49.5

Support coordination with the City of Los Angeles Department of Public Works, Bureau of Sanitation and other responsible departments during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on water treatment demands.

LU 49.6

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

LU 49.7

Encourage the location of facilities for appropriate public education and appreciation of coastal resources and habitats on site and that help serve the Community Plan Area.

LU 49.8

Support uses that help the Hyperion Treatment Plant expand or maintain its educational programming and tours, including science education facilities.

LU 49.9

Elevate The Los Angeles Environmental Learning Center at Hyperion Playa del Rey, as a model for science education, environmental awareness, and a community serving use.

COASTAL ZONE

Portions of Westchester-Playa Del Rey are located within the California Coastal Zone. Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people. This Community Plan provides policies that seek to guide development in a manner that achieves the goals of the Coastal Act. The Coastal Zone area within Playa Del Rey comprises a mix of single-unit residential, multi-unit residential, commercial, and open space land uses. The open space areas within the Coastal Zone include parts of the Ballona Wetlands Ecological Reserve, the Del Rey Lagoon, Playa Del Rey Beach, Dockweiler Beach, and the Los Angeles/El Segundo Dunes.

As such, the plan concurs with the California Coastal Commission's Environmental Justice and Social policies applicable to coastal communities; and the community plan also recognizes the importance of elevating the following:

Transformative Equity Policy in Coastal Communities

The City's commitment to diversity, equality and environmental justice recognizes that equity is a core principle guiding the implementation of the Coastal Act, a law designed to empower the public's full participation in the land-use decision-making process that protects California's coast and ocean commons for the benefit of all the people. The City is committed to protecting coastal natural resources and providing public access and lower-cost recreation opportunities for everyone, ensuring that those opportunities are not denied on the basis of background, culture, race, color, religion, national origin, income, ethnic group, age, disability status, sexual orientation, or gender identity.

Coastal development should be inclusive for all who work, live, and recreate on the coast and provide equitable benefits for communities that have historically been excluded, marginalized, or harmed by coastal development. The City, in partnership with the California Coastal Commission, will use its legal authority to ensure equitable access to clean, healthy, and accessible coastal environments for communities that have been disproportionately overburdened by pollution or with natural resources that have been subjected to permanent damage for the benefit of wealthier communities. The Community Plan will put forth Transformative Coastal Equity policy goals, policies and implementation to comprehensively guide development in the plan area; and address the pressing current needs as well as the long term sustainability goals of this community.

GOAL LU 50

A COASTAL ZONE AREA WITHIN WESTCHESTER-PLAYA DEL REY THAT IS ENVIRONMENTALLY SENSITIVE AND ALLOWS MAXIMUM USE FOR PUBLIC ACCESS AND RECREATIONAL ACTIVITIES, AS WELL AS OTHER COASTAL-DEPENDENT ACTIVITIES.

LU 50.1

Prioritize new development in the Coastal Zone that is coastal dependent or that provides for public recreation, outdoor educational programming and access to the coast.

LU 50.2

Discourage the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.

LU 50.3

Support the development of new and/or expanded industrial facilities and public facilities sited and designed to provide maximum open space, landscaping and a well maintained buffer area to minimize adverse impacts on surrounding properties.

LU 50.4

Ensure that projects provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and

commercial activities along Playa Del Rey Beach, Dockweiler Beach, and Del Rey Lagoon, consistent with public safety and the California Coastal Act. (also see Goal LU 51).

GOAL LU 51

WESTCHESTER-PLAYA DEL REY'S COASTAL ZONE EXEMPLIFIES THE BEST PRACTICES TO SUPPORT COASTAL RESILIENCY WHILE ADAPTING STRATEGIES TO SUPPORT A ROBUST CLEAN GREEN ECONOMY.

LU 51.1

Support the implementation of new building and design standards that support climate resilient development in Coastal Zone areas.

LU 51.2

Promote the clean-up of industrial facilities, public facilities, and land located within the Coastal Zone to improve water quality, remediate soil contamination and reduce air emissions.

LU 51.3

Support the funding of sea-level rise assessment tools and implementation strategies that help support climate adaptation strategies.

LU 51.4

Consider public private and educational institution partnerships to continuously engage in research, modern technology tools, and best practices to support Coastal Zone areas.

Ballona Wetlands

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

Hyperion within the Coastal Zone

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

energy recovery. Advanced treatment processes result in water purification as well as the recovery and recycling of renewable resources (wastewater and sludge treatment by-products.)

GOAL LU 52

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

LU 52.1

Support the provisions and intent of the California Coastal Act of 1976, within the designated Coastal Zone in Westchester- Playa del Rey.

LU 52.2

Ensure that development standards and mitigation measures include the protection and sustainable development of Coastal Communities, Coastal Zone amenities, and the area's natural and constructed resources.

LU 52.3

Protect coastal communities from potentially adverse impacts arising from differing or conflicting land uses, giving special attention to the relationship between public works / public utility facilities and sensitive open space or residential land uses.

LU 52.4

Ensure that new and/or expanded industrial facilities minimize potential adverse impacts on surrounding property, while protecting the function such facilities provide.

LU 52.5

Encourage the location of new development in areas best served by existing road and utility systems.

LU 52.6

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

LU 52.7

Encourage the location of new development in a manner that best preserves identified coastal resources, including wetland and support areas.

LU 52.8

Promote the concentration or grouping of structures to retain larger areas of open land; and ensure that open space buffer areas serve as transitional areas established between new development and sensitive ecological environments.

LU 52.9

Ensure that appropriate buffering of incompatible uses are realized by incorporating visual or spatial separations that ensure the protection and restoration of wetlands, lagoons, and other sensitive areas.

LU 52.10

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

LU 52.11

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

LU 52.12

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

LU 52.13

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

LU 52.14

Maintain, develop, and expand coastal recreation facilities where needed to provide local and regional enjoyment of Westchester-Playa del Rey's unique coastal resources.

LU 52.15

Encourage the provision of adequate public parking and/or shuttle services to serve recreational facilities along the coast to minimize spill-over parking into residential areas.

LU 52.16

Improve and enhance pedestrian walkways that provide a recreational function and give access to coastal resources.

LU 52.17

Improve the aesthetics and pedestrian experience along walk streets, including development standards for adjacent residences.

LU 52.18

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

LU 52.19

Protect facilities that serve the greater community and which are accessible to a large-range of users (e.g., lower cost) should be protected, and encourage new facilities.

LU 52.20

Encourage the development of public recreation facilities on parcels with Commercial and Open Space general plan land use designations.

LU 52.21

Encourage visitor-serving commercial uses within the Playa del Rey commercial district.

LU 52.22

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

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 Westchester-Playa Del Rey 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.

LU GOAL 53

A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY WESTCHESTER-PLAYA DEL REY COMMUNITY.

LU 53.1

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 53.2

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

LU 53.3

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 53.4

Facilitate access to affordable, healthy, and fresh food for all Westchester-Playa del Rey residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 53.5

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

LU 53.6

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

LU GOAL 54

A RESILIENT WESTCHESTER-PLAYA DEL REY.

LU 54.1

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 54.2

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 54.3

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

LU 54.4

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

LU 54.5

Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Westchester-Playa del Rey that can increase or manage local water supply.

LU 54.6

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

LU 54.7

Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Westchester-Playa del Rey.

LU 54.8

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 54.9

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 54.10

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

LU 54.11

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

LU GOAL 55

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

LU 55.1

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

LU 55.2

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 55.3

Cultivate urban habitat for animals and plants and increase opportunities to experience nature in Westchester-Playa del Rey's urban environment.

LU 55.4

Provide space for recreational facilities for the health and enjoyment of Westchester-Playa del Rey workers, residents, and visitors.

LU 55.5

Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors and walkways in Westchester-Playa del Rey.

LU GOAL 56

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

LU 56.1

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 56.2

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 56.3

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 56.4

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

LU 56.5

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 56.6

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 56.7

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 56.8 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 56.9

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.

LU GOAL 57

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

LU 57.1 Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

LU 57.2 Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

LU 57.3 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

LU GOAL 58

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

LU 58.1 Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and sensitive uses to minimize the negative environmental and visual impacts to the community.

LU 58.2 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 58.3 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 58.4 Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential areas and support their removal on a scheduled basis.

LU 58.5 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 58.6 Support the relocation of residential households within heavy industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

LU 58.7 Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities.

LU 58.8 Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

LU 58.9 Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

LU GOAL 59

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

LU 59.1 Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

LU 59.2 Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

LU 59.3 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 59.4 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 59.5 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

LU GOAL 60

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

LU 60.1 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 60.2 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 60.3 Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU 60.4 Expand the enforcement of existing regulations that prohibit cargo container storage yards near residential zones.

LU 60.5 Prevent the expansion of existing or new cargo container storage yards in close proximity to sensitive uses, including residential areas.

LU 60.6 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 60.7 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 60.8 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 60.9 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.

LU GOAL 61

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

LU 61.1 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 61.2 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 61.3 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 61.4 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.

LU GOAL 62

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 62.1 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 62.2 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.

LU GOAL 63

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

LU 63.1 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 63.2 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 63.3 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 63.4 Promote efforts that ensure businesses in Westchester-Playa del Rey have access to the City's Bureau of Sanitation and Economic Development implementation programs, such as financial incentives and technical support programs.

LU 63.5 Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

LU 63.6 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.

LU GOAL 64

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 64.1 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 64.2 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 64.3 Increase landscape buffering and enhance noise barriers along freeways throughout Westchester-Playa del Rey using soundwall design and densely planted vegetation proven to filter particulate matter pollution.

LU 64.4 Discourage freeway widening or the expansion or enlargement of the freeway network through Westchester-Playa del Rey.

LU 64.5 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.

LU GOAL 65

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 65.1 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 65.2 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 65.3 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 65.4 Encourage front yard design that enables residents to socialize and engage with the surrounding neighborhood.

LU 65.5 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.

LU GOAL 66

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

LU 66.1 Design and orient buildings around passive heating and cooling techniques that provide comfortable living environments year-round with minimal energy consumption.

LU 66.2 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 66.3 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 66.4 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 66.5 Strive for the use of native, drought-tolerant plants that support biodiversity in all landscaping.

LU 66.6 Incentivize and lower barriers for indoor recreation facilities like gyms, and community centers that are accessible to the general public.

LU GOAL 67

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

LU 67.1 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 67.2 Attract new full-service grocery stores that base sales primarily on perishable items, such as fresh produce.

LU 67.3 Establish procedures that streamline the development review and permitting process for grocery stores.

LU 67.4 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 67.5 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 67.6 Encourage new developments to provide community gardens.

LU 67.7 Promote the use of front yards, parkways and open space for urban agriculture.

LU 67.8 Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

LU GOAL 68

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

LU 68.1 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 68.2 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)

LU GOAL 69

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

LU 69.1 Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 69.2 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

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Chapter 3

MOBILITY AND CONNECTIVITY

The Westchester-Playa Del Rey Community 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.

Westchester-Playa Del Rey's Circulation system is defined by a major freeway (the I-405) and a handful of major corridors (such as Manchester Avenue, Jefferson Boulevard, Lincoln Boulevard, Sepulveda Boulevard, and La Tijera boulevard), all of which bisect or border the plan area, providing access through residential areas, to a variety of non-residential areas, including: beaches; commercial and regional centers; other Westside plan areas, such as Venice and Palms-Mar Vista-Del Rey; and a major international airport, LAX. Westchester-Playa Del Rey 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, Westchester-Playa Del Rey is served by a combination of bus and rail service. Several local Bus Lines provide service along the key arteries of Westchester-Playa Del Rey's circulation system, including along I-405, Manchester Avenue, Lincoln Boulevard, Jefferson Boulevard, Sepulveda Boulevard, and La Tijera Boulevard. Additionally, the LA Metro K Line has recently begun service, which will ultimately connect the Metro E Line (Expo) to the Metro C Line (Green), as well as provide service to LAX. The Westchester/Veterans rail station has officially opened, the Aviation/Century station and Automated People Mover (APM) opened in 2023, and the LAX/Metro Transit Center station opened in 2024.

This chapter provides goals and policies aimed at improving connectivity, public health, air quality, and quality of life; enhancing a multimodal transit system; maximizing public transit ridership; and improving the pedestrian experience along commercial corridors. Additionally, due to its proximity to Los Angeles International Airport (LAX) and given the adjacent industrial areas, the Plan also includes important policies that address goods movement that support a healthy regional economy.

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 Manchester Avenue, Jefferson Boulevard, and Centinela Avenue, for improvements to increase connectivity within the plan area and to surrounding areas such as the coast and Inglewood.

MC 1.6

Target critical north-south corridors, such as Lincoln Boulevard, Sepulveda Boulevard, and La Tijera 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 the Ballona Creek Bike Path to provide access to open space and recreation.

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 LA Metro K line and LA Metro C line, and the Automated People Mover (APM), all of which will improve connectivity between the Westside and the surrounding region, and beyond, and reduce travel times.

MC 2.2

Improve weekend and night DASH service to better serve residential, workforce populations, entertainment, and cultural uses.

MC 2.3

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

MC 2.4

Extend DASH service to activity centers with few fixed transit stations, such as Playa Vista, Playa Del Rey, Downtown Westchester, and the Westchester/Veterans metro station.

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 Westchester-Playa Del Rey 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.

MC Goal 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 the Westchester Farmers Market.

Throughout the outreach process, community members expressed a desire for more parks and open space. The largest park that serves the community is the Westchester Recreation Center, which features picnic areas, a basketball court, tennis courts, a baseball field, and a pool. Additionally, this park is adjacent to a golf course, and has a senior center and a public library located on site. There are a wide variety of parks and open space areas in Westchester-Playa Del Rey, many of which are located on the westside of the plan area, including Playa Del Rey Beach and Dockweiler Beach, the Del Rey Lagoon, and pocket parks such as Titmouse Park and Vista Del Mar Park. Additionally, the plan area also contains significant ecological preservation areas, including the Los Angeles Airport/El Segundo Dunes (which are located between LAX and the beach), and the Ballona Wetlands Ecological Reserve (which is located in the northwestern part of the plan area).

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 Westchester-Playa Del Rey. The 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, paseos, public plazas, green spaces, and landscaped streets that 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:

- Westchester Recreation Center
- Playa Del Rey Beach
- Dockweiler Beach
- Del Rey Lagoon
- Ballona Wetlands Ecological Reserve
- Los Angeles Airport/El Segundo Dunes
- Parks and open space areas along Bluff Creek Drive
- Pocket parks located throughout the plan area

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 Westchester 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 Westchester 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 WESTCHESTER-PLAYA DEL REY

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 the Ballona Wetlands Ecological Reserve that help provide food and shelter for wildlife, while promoting plant biodiversity in an urban setting.

PO 4.2

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

PO 4.3

Encourage the use of native and drought tolerant plants in landscaping design in the Ballona Wetlands Ecological Reserve to support the habitat and migration of local species.

PO 4.4

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 4.5

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 BALLONA CREEK BIKE PATH 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 Ballona Creek Bike Path with wayfinding signs, pedestrian paths, and educational opportunities.

PO 5.2

Design urban trails and paths that connect to the Ballona Creek Bike Path 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 Ballona Creek Bike Path as opportunities for placemaking that highlight the history of the community's relationship to the Ballona Creek.

PO 5.4

Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the Ballona Creek Bike Path.

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.

Chapter 5

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the Westchester - Playa Del Rey community. 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 Westchester - Playa Del Rey 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 Westchester - Playa Del Rey; 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 Westchester - Playa Del Rey. 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 Westchester - Playa Del Rey 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 Westchester - Playa Del Rey 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 Westchester - Playa Del Rey. 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.		Mayor's Office
P2. Measure JJJ - Affordable Unit Inventory: The Los Angeles Housing and Community Investment 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.		LAHD
P3. Neighborhood Services: 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.		DCP
P4. SurveyLA Findings - Planning District: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout Westchester-Playa Del Rey. The Plan applies the Character Frontage District of the New Zoning Code in order to preserve and enhance historic character and unique buildings.		OHR

Mobility and Connectivity

P5. Coastal Transportation Corridor Specific Plan. The Specific 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.		LADOT, BOE, DCP
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PROPOSED PROGRAMS

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

P6. Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses, and labor organizations for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.		LAUSD, EWDD, LAHC
P7. 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.		B&S
P8. 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.		CalGem, Petroleum Administrator, Council Office, DCP
P9. Playa Del Rey and Waterfront Connections: Partner with agency stakeholders including Los Angeles County Beaches and Harbors (DBH), Bureau of Engineering (BOE), Bureau of Street Services (BSS), Public Works (PW) and the California Coastal Commission (CCC) to shape and revitalize Playa Del Rey to enhance the pedestrian experience and business activity along Culver Boulevard and to foster connections throughout the plan area to the beach.		LACP, DBH, BOE, BSS, BOE, PW, CCC
P10. 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 Westchester-Playa Del Rey in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.		EWDD, CAO
P11. 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.		EWDD, CDD, Council Office
P12. 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.		LAHD
P13. 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.		DCP, Mayor's Office
P14. 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.		LAHD
P15. Non-Conforming Industrial Uses: Work with Council District 11 to create a program and secure funding to assist non-conforming industrial businesses located within residentially		Council Office

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.		
P16. 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.		Mayor's Office, DCP
P17. 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.		LACP, LAPD
P18. 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.		CAO, EWDD
P19. 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.		LAHSA
P20. 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 Westchester-Playa Del Rey identified in the findings of the Los Angeles Historic Resources Survey.		OHR
P21. Tenants' Right of Return: Encourage the Housing and Community Investment 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.		LAHD
P22. 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.		CAO, Mayor's Office

Mobility and Connectivity

P23. 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.		Mayor's Office
P24. Truck Traffic Diverter Pilot Project: In partnership with the City Planning Department and Council District 11, the Los Angeles Department of Transportation will install traffic control measures in Westchester-Playa Del Rey as part of a pilot program to prevent freight truck intrusion into residential neighborhoods and ensure that trucks utilize appropriate truck routes.		LADOT, DCP, Council Office
P25. Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage, signaling and diverters in order to minimize noise, vibration, and air quality impacts on sensitive land uses.		Metro, LADOT, Caltrans, LAPD, Port Police

<p>P26. 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.</p>		<p>LADOT, BSS</p>
<p>P27. 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.</p>		<p>LAUSD, LADOT, Metro, Caltrans</p>
<p>P28. 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.)</p>		<p>LADOT, BOE</p>

Public Realm and Open Space

<p>P29. 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.</p>		<p>BSS</p>
<p>P30. Great Streets Initiative: Pursue the designation of Manchester Avenue and Sepulveda Boulevard as Great Streets 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.</p>		<p>Mayor's Office</p>
<p>P31. Joint Use of Recreational Facilities: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Westchester-Playa Del Rey, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Westchester-Playa Del Rey.</p>		<p>RAP</p>
<p>P32. Neighborhood Green Streets: Prioritize funding to develop a network of well-landscaped pedestrian routes along Westchester-Playa Del Rey'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 Wilmington Waterfront.</p>		<p>LADOT, BOE, BSS, BOS</p>
<p>P33. 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 Westchester-Playa Del Rey to apply for plaza or parklet projects at key locations that enhance social life and strengthen community identity.</p>		<p>LADOT</p>
<p>P34. Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements in Westchester-Playa Del Rey's Business Districts, including Downtown Westchester and Century Boulevard. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.</p>		<p>LADOT, BOE, BSS</p>
<p>P35. 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 Westchester-Playa Del Rey for community uses incorporating bike and pedestrian paths, greenways, community gardens, and/or park space.</p>		<p>RAP, DWP</p>

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