

WEST LOS ANGELES

Community Plan

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ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
July 27, 1999	West Los Angeles Community Plan Update	97-0048 CPU	98-2024
Jan. 17, 1997	West Los Angeles Transportation Improvement Mitigation Program Specific Plan	96-0220 SP	96-0156
Nov. 4, 1992	Sepulveda Corridor Specific Plan	91-0488 SP	91-2205; 92-0885
Nov. 17, 1981	Century City North Specific Plan	28436 ZC/HD	80-1250 S1
Nov. 17, 1981	Century City South Specific Plan	24960	74-4757

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WEST LOS ANGELES

Community Plan

Chapter I

INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The West Los Angeles Community Plan area is located in the western portion of the City of Los Angeles. It is generally bounded by Centinela Avenue on the west, Wilshire Boulevard and Santa Monica Boulevard on the north, National Boulevard, Pico Boulevard, and Exposition Boulevard on the south, and Durango Avenue, Robertson Boulevard, and Canfield Avenue on the east.

It is surrounded by the communities of Westwood, Brentwood-Pacific Palisades, Palms - Mar Vista - Del Rey, West Adams-Baldwin Hills-Leimert, and Wilshire; and by the Cities of Culver City, Santa Monica, and Beverly Hills, and the County of Los Angeles.

The majority of the Community Plan area consists of low rolling hills and flat plains, and contains approximately 4,565 acres, which is 1.74 percent of the land in the City of Los Angeles.

Low Density, single-family development comprises a majority of the residential land use in the Community. A mix of multiple-family development includes apartments and condominiums at varying densities and building types (duplexes, small, medium and large complexes and some high rise structures).

Commercial land use consists primarily of strip development on major arterials such as Wilshire, Santa Monica, Pico, Sawtelle, and Westwood Boulevards. The majority of commercial facilities are either small-scale and free standing or mini-mall type buildings designed to primarily serve local neighborhoods.

The Century City Shopping Center and the Westside Pavilion are major shopping centers that attract customers from West Los Angeles and neighboring communities. The former is part of a Regional Center that also contains high rise office buildings, a major entertainment center and two large hotels.

Most of the community's industrial land use is located between Sepulveda Boulevard and Cotner Avenue, and west of Sepulveda Boulevard in the vicinity of Olympic, Exposition and Pico Boulevards. This development provides an employment base consisting of small, medium and large manufacturing businesses, wholesale / retail distribution outlets, and storage operations.

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

There are several specific plans regulating land use development in the community. These include: (1) Century City North Specific Plan for the retail, office, and entertainment functions in Century City, (2) Century City South Specific Plan for multi-family homes, office tower, hotel and Fox Studios, and (3) West Los Angeles Transportation Improvement and Mitigation Specific plan, and (4) Sepulveda Corridor Specific Plan in the industrially designated area.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate".

Community participation occurred through focus group meetings, a public workshop, an open house and a public hearing. Community members assisted in identifying major issues and formulating the land use policies and objectives contained in the West Los Angeles Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the West Los Angeles Community.

RESIDENTIAL

Issues

- C Need to maintain the low density character of single family neighborhoods and avoid encroachment from other uses, commercial off-street parking, or spillover traffic.
- C Preservation of residential neighborhoods and provision of more affordable housing and child care facilities.
- C Lack of transition in scale, density and character between multiple housing and adjacent single family neighborhoods.
- C Inadequate transition between commercial and industrial uses and single and multi-family areas.
- C Lack of adequate parking, usable open space and recreational facilities in multiple-family housing.
- C Non-conforming residential units in areas zoned and designated for industrial land use.

- C Need to coordinate new development with the availability of public infrastructure.

Opportunities

- C A diverse community that is socially and economically vibrant with unique architectural and historic characteristics, and having a mild climate with ocean breezes.
- C Proximity to cultural and intellectual resources such as museums, theaters and educational institutions, as well as recreational and ocean amenities, and the Los Angeles (LAX) and Santa Monica airports.
- C Access to major freeways and proximity to employment centers in downtown Los Angeles and Century City.
- C Potential for mixed-use development along Santa Monica, Wilshire, and Sawtelle Boulevards, major commercial corridors.

COMMERCIAL

Issues

- C Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- C Unsightly strip commercial development with poor visual identity, lack of parking and convenient access and oriented to automobile traffic rather than neighborhood pedestrian use.
- C Proliferation of out-of-scale signs including billboards, wall signs, and flashing signs.
- C Unsightliness of some new construction due to a lack of landscaping, and unimaginative architectural quality.
- C New commercial development incompatible with existing buildings in terms of architectural design, bulk and building heights.
- C Lack of street scape improvements including street furniture and street trees to create a more pedestrian and neighborhood friendly environment.

Opportunities

- C Existing Specific Plans for Century City South and North that regulate land uses by vehicle trip generation, and provide traffic mitigation.
- C Proposed Santa Monica Boulevard improvements to enhance the visual environment, and foster pedestrian activities.
- C Through the Westwood - Pico Neighborhood Overlay District, establishment of appropriate neighborhood and pedestrian-oriented land uses, building intensity, lot coverage, setbacks, landscaping, signage controls, design and parking requirements for Westwood Boulevard and Pico Boulevard in the vicinity of the Westside Pavilion.

- C Potential for mixed-use on Santa Monica, Wilshire, and Sawtelle Boulevards to encourage pedestrian activity, reduce traffic circulation and congestion, invigorate commercial areas and increase their viability.
- C A shuttle bus system to connect major activity centers (Century City, Westside Pavilion, West Los Angeles Civic Center, V.A. Hospital, Federal Building, UCLA).
- C Preservation of existing neighborhood commercial uses (general goods stores, ethnic restaurants, plant nurseries, resident hotels, etc.) along Sawtelle Boulevard between Olympic Boulevard and Ohio Avenue.

INDUSTRIAL

Issues

- C Utilization of industrially designated land for commercial and retail purposes.
- C Inadequate buffering and landscaping in industrial areas where residential development is located, especially south of Exposition Boulevard.
- C Non-conforming residential units in the area zoned and designated for industrial land use.
- C Aesthetic improvement of industrially-designated major arteries (e.g., along Sepulveda Boulevard).

Opportunities

- C Preservation of all land presently zoned and designated for industrial use to provide an employment base.
- C Development of standards and Plan policies to visually improve industrial areas.
- C Encouragement of entertainment or advanced technology uses in the industrially designated areas.

TRANSPORTATION

Issues

- C Severe traffic congestion along major transportation corridors and intersections with most streets functioning at full capacity.
- C Inadequate transportation linkages between residential areas and commercial, retail and recreation facilities.
- C Inadequate transit feeder services from residential neighborhoods to major transportation corridors and activity centers.
- C Inadequate automobile alternatives such as rail, bus service and streets or paths which encourage biking and walking.
- C Spillover parking from commercial areas into residential areas.

Opportunities

- C West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) which mitigates the impact of new development on the circulation system primarily through transportation impact fees and project phasing.
- C Street improvement of Santa Monica Boulevard being undertaken by the Metropolitan Transportation Authority and the City of Los Angeles to improve traffic flow, reduce congestion, and enhance the appearance of the street.
- C Improved and expanded bicycle lanes coordinated with systems in adjacent communities to provide convenient access to major activity centers, community schools and recreation areas.
- C Expansion of alternative transportation strategies such as Automated Traffic Surveillance and Control (ATSAC) on all major traffic corridors.
- C Implementation of traffic mitigation measures required for major projects in the area.
- C Busway/bikeway corridor along the abandoned railroad right-of-way south of Exposition Boulevard.

RECREATION AND PUBLIC FACILITIES

Issues

- C Location of public facilities and parks with respect to a perceived negative impact on residential neighborhoods.
- C Provision of additional facilities such as parks, libraries and community centers.

Opportunities

- C Construction of libraries, community centers or day care facilities as a development incentive in large mixed-use projects.
- C Continued dual utilization of school facilities for public recreational/educational purposes.

MAJOR OPPORTUNITY SITES

There are no large, vacant parcels in the community. Many changes are likely to occur from modifications or adaptive reuse of buildings. Due to the existing level of traffic congestion, the impact of new large projects on traffic circulation will continue to be a major concern in the community.

A large public works project with a potential positive impact on the community is the Santa Monica Boulevard Transit Parkway project being undertaken by the Metropolitan Transportation Authority (MTA) and the City of Los Angeles.

The abandoned railroad right-of-way located south of Exposition Boulevard should be considered for a busway and/or bikeway corridor. Neighborhood park or open space use with a bikeway could also be considered as an alternative possibility.

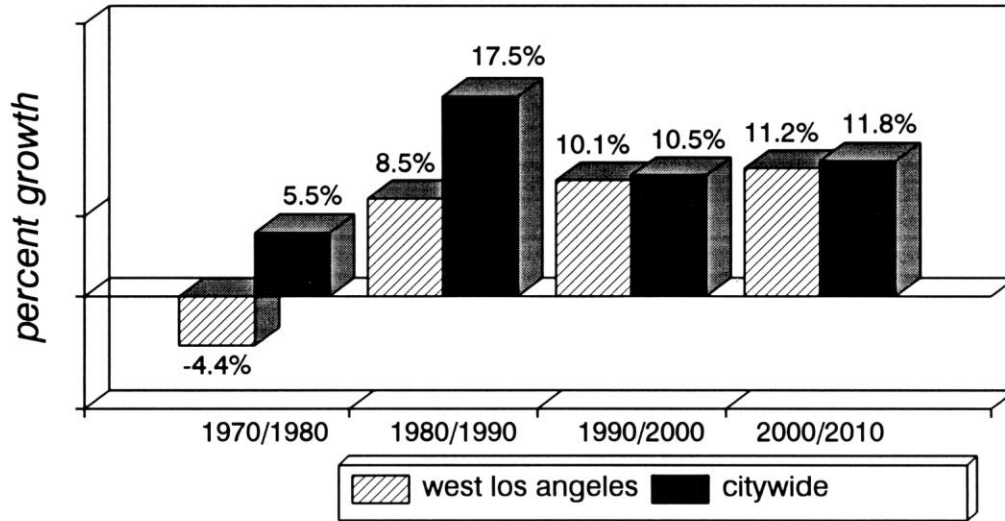
COMMUNITY PROFILE

The Community Profile provides an overview of population, housing, and socio/demographics for the West Los Angeles Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.

WEST LOS ANGELES/CENTURY CITY/RANCHO PARK COMMUNITY PROFILE

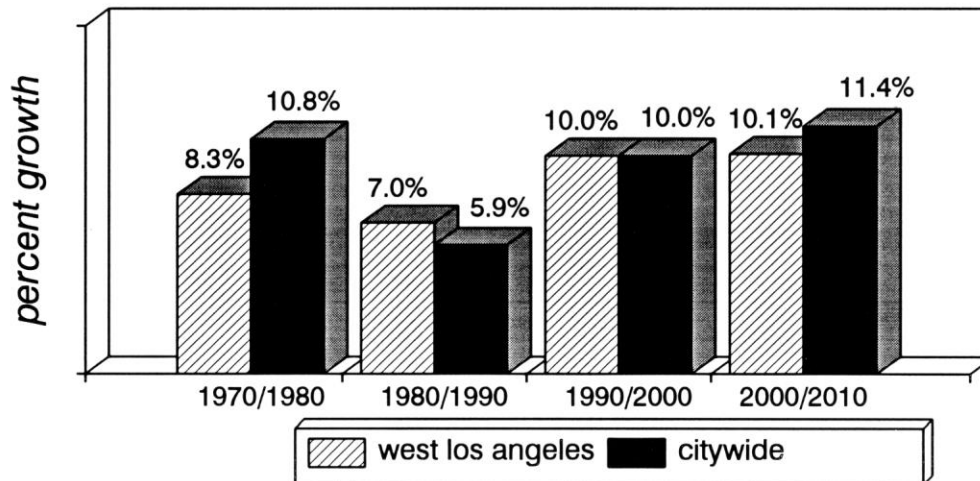
	estimated data (from U.S. Census)			projections (from SCAG) *	
total population	1970	1980	1990	2000	2010
west los angeles	65667	62747	68062	74952	83331
citywide	2811801	2966850	3485398	3852993	4306564
growth rate		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
west los angeles		-4.4%	8.5%	10.1%	11.2%
citywide		5.5%	17.5%	10.5%	11.8%

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



total households	1970	1980	1990	2000	2010
west los angeles	28720	31094	33256	36598	40309
citywide	1024873	1135491	1203052	1323882	1474514
growth rate		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
west los angeles		8.3%	7.0%	10.0%	10.1%
citywide		10.8%	5.9%	10.0%	11.4%

household growth rate comparison
(occupied dwelling units only)



* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

WEST LOS ANGELES – COMMUNITY PROFILE

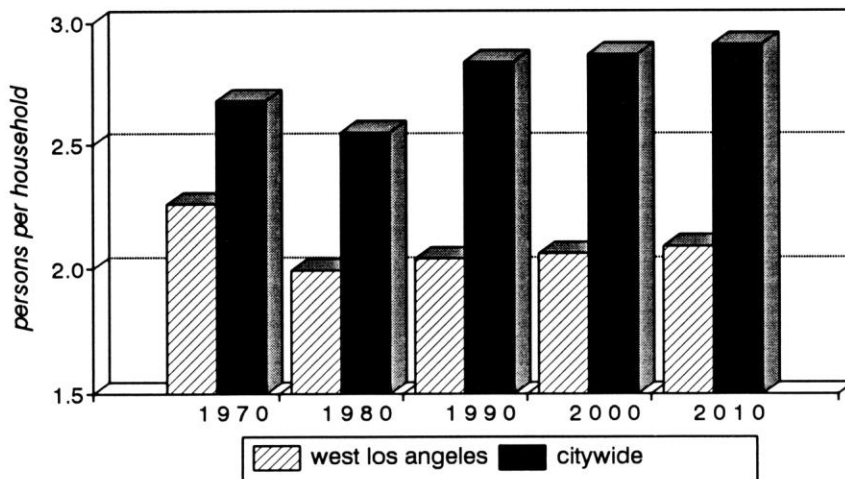
household size
(persons per dwelling unit) *

estimated data (from U.S. Census)

projections (from SCAG)

	1970	1980	1990	2000	2010
west los angeles	2.26	1.99	2.04	2.06	2.09
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

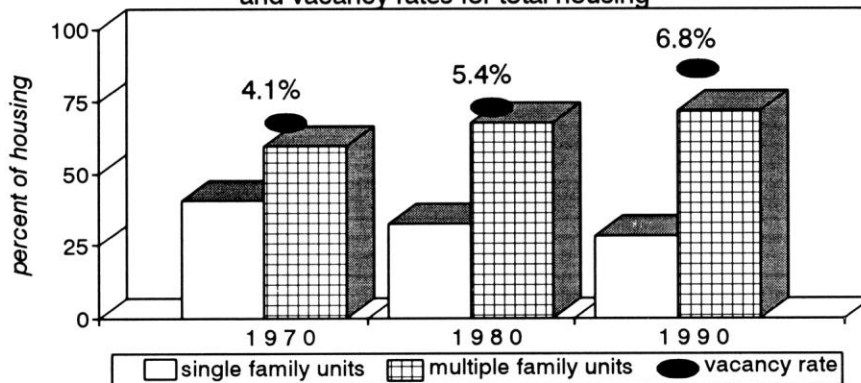


housing splits / vacancy factors **

(west los angeles only)
single family dwellings
multiple family dwellings
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	41%	32%	28%
multiple family dwellings	59%	68%	72%
vacancy rate (total housing)	4.1%	5.4%	6.8%

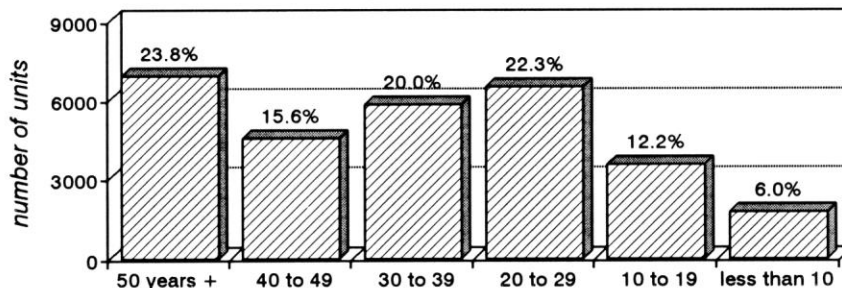
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
west los angeles
(includes vacant and occupied units).

age of housing



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

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

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

WEST LOS ANGELES – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

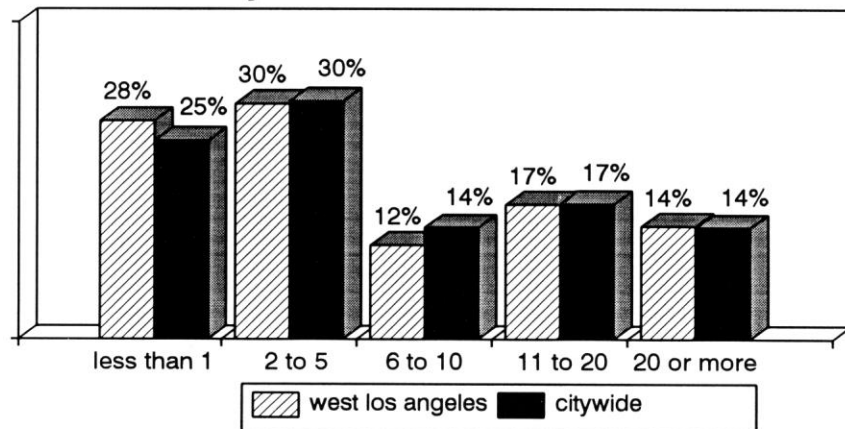
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	56.7%	15.0%	28.3%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
west los angeles	1.5%	2.9%	8.1%	35.6%	51.9%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
west los angeles	2.2%	11.9%	37.6%	24.6%	23.7%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

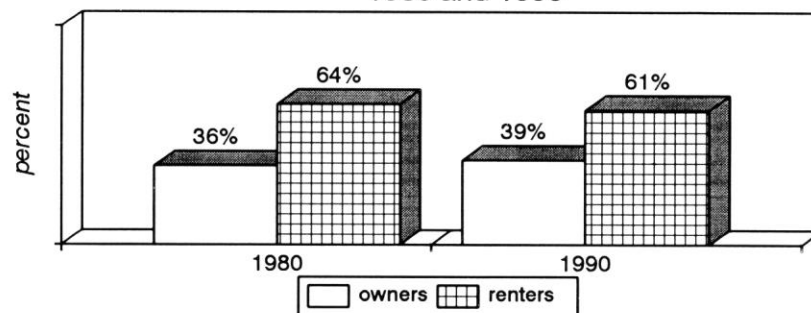
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
west los angeles	27.5%	29.6%	11.8%	16.9%	14.2%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



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

* Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.

** Describes length of time living at the same location. Owners and renters combined.

WEST LOS ANGELES – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	47.2%
males employed	52.8%
employment participation rate	70.1%
(citywide rate)	67.3%

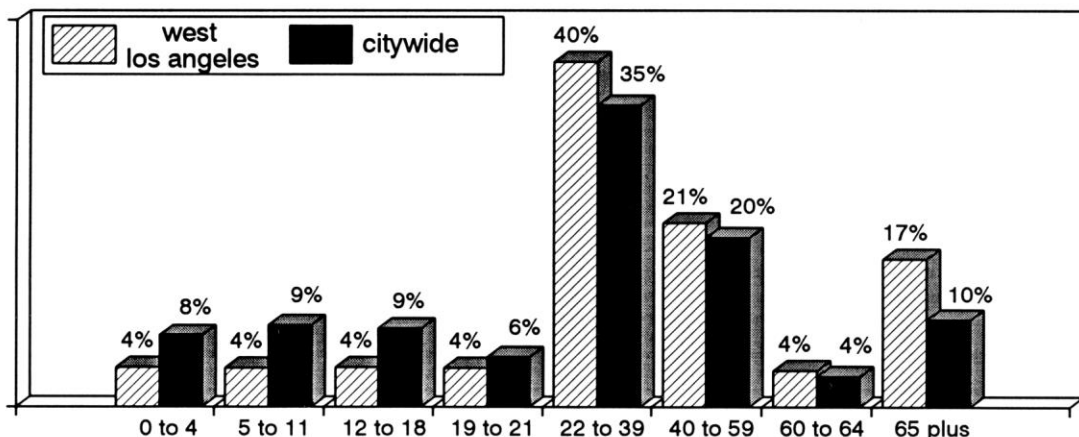
household income (1989) **

average	\$62,913
(citywide)	\$45,701
poverty (percent)	8.8%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
west los angeles	89.3%	74.1%	47.5%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

	foreign language spoken at home	foreign born
west los angeles	spanish 10.8% asian 7.9% other language 13.9%	32.3%
citywide	spanish 24.3% asian 6.0% other language 5.6%	44.9%

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

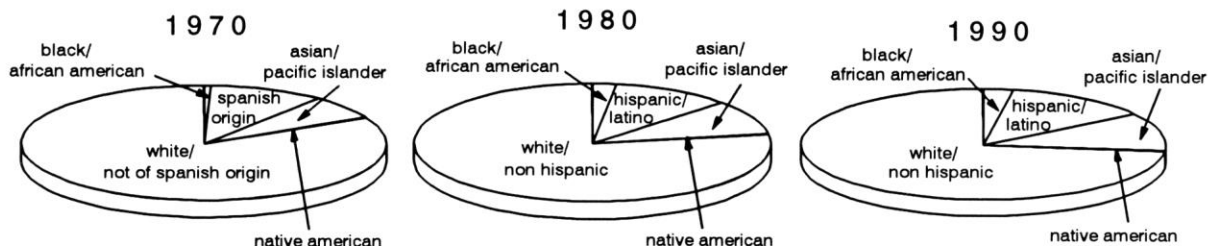
	drive alone	vanpool/ carpool	public transit	other means
west los angeles	73.3%	9.2%	5.9%	11.7%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
west los angeles	43.3%	12.7%	25.5%	3.8%	14.7%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	6.6%	9.3%	11.2%
black/african american	0.6%	2.2%	2.6%
hispanic/latino	10.2%	10.7%	12.8%
native american	0.1%	0.3%	0.2%
white-non hispanic	82.6%	77.5%	73.1%



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

- * Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.
- ** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).
- *** Only persons 25 years or older are included in this calculation.
- **** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).
- ***** Total workers 16 years of age or older. Includes military personnel.
- ***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.
- ***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

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

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

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities and other categories of public and private land uses. The Land Use Element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the Plan.

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

ROLE OF THE COMMUNITY PLAN

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

The Community Plans are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The Plans also guide development by

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

The General Plan expresses the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

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

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive review of the West Los Angeles Community Plan was completed in 1974, and revised in 1988 through the General Plan Consistency Program and through on-going Periodic Plan Review and other Plan amendments. Since that time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it became necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

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

- C Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible housing opportunities.
- C Improving the function, design and economic vitality of commercial and industrial areas.
- C Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- C Maximizing development opportunities around future transit systems while minimizing any adverse impacts.
- C Preserving and strengthening commercial and industrial developments to provide a diverse job-producing economic base; and through design

guidelines and physical improvements, enhance the appearance of these areas.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to the West Los Angeles Community. Broader issues, goals, objectives and policies are provided by the Citywide General Plan Framework Element.

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

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

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework.

The City of Los Angeles is responsible for revising and implementing its' General Plan. State law requires that the General Plan have internal consistency. The West Los Angeles Community Plan, which is a portion of the City's Land Use Element must be consistent with other elements and components of the General Plan.

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

Because it takes citywide perspective, the Framework Element cannot anticipate every detail. The Community Plans must be looked to for final determinations as to the boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework Element. The Framework Element neither overrides nor supersedes the Community Plans. It guides the city's long range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and community plans. The Framework Element is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework Element projects the following population, housing and employment levels for the West Los Angeles plan area for the year 2010:

<i>Population (persons):</i>	<i>83,331</i>
<i>Housing (units):</i>	<i>42,877</i>
<i>Employment (jobs):</i>	<i>110,479</i>

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

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

In addition to the seven State mandated elements, the City's General Plan includes a Service System Element, a Cultural Element, a Major Public Facilities Element and an Air Quality Element. All the provisions and requirements of these elements apply to the West Los Angeles Community Plan.

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

PLAN CONSISTENCY

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

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

City actions on most discretionary approval projects require a finding that the action is consistent or in conformance with the General Plan. Discretionary approval projects in the West Los Angeles Community Plan area will require the decision maker to refer to additional programs, policies or objectives in Chapter III of the Plan. To further substantiate the

consistency findings, decision makers may cite other programs, policies or objectives which would be furthered by the proposed project.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure, which will be submitted to the City Planning Commission, Mayor and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director of Planning shall report to the Commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratoria or interim control ordinances, shall be submitted to the Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan text contains goals, objectives, policies, and programs for appropriate land use issues of residential, commercial, and industrial, public and institutional service system categories. The Planning Department has authority for the goals, objectives, policies, the initiation and direct implementation of the programs contained in Chapter III.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout the West Los Angeles Community critically depends on providing infrastructure resources (i.e., police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within the Community could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second, is the monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure with a report to the City Planning Commission every five years on the West Los Angeles Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and, that infrastructure resource capacities are threatened, particularly critical ones such as water and sewerage; and, that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of the West Los Angeles Community, until land use designations for the Community Plan and corresponding zoning are revised to limit development.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework Element.

According to the 1990 Census, the Community Plan area had a population of 68,062. This included an ethnic mix of 73.1 percent Caucasian (non-Hispanic), 12.8 percent Hispanic, 11.2 percent Asian, 2.6 percent African American, and less than one percent Native American.

The 1990 Census indicated that there were 35,679 total dwelling units in the Community. Of this total, 10,089 (28 percent) were single-family units, and 25,590 (72 percent) were multi-family units. Most of the housing is well maintained. Some older units have been replaced with new construction that provides landscaped front yards, in-house amenities, and subterranean parking for multiple residential developments

The Community Plan designates 2,161 acres of residential land use, or 47 percent of the Plan area. Residential land use in the Plan consists of 1,472

acres of Low Density Residential representing 68 percent of the total residential land use, and 141 acres of Low Medium Density, or seven percent. The remaining 548 acres is 25 percent of the total, consisting of Medium and High Medium Density Residential.

The following table depicts the reasonable expected population and dwelling unit count for the year 2010, using a mid-point range for the dwelling units per acre category. The mid-point represents a reasonable factor, since new development within each land use category is unlikely to occur at the extremes of the range, but more likely, throughout the range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Low	6.5 (4+ -- 9)	9,568	1,472	2.64	25,260
Low Medium I	13.5 (9+ -- 18)	1,296	96	1.89	2,449
Low Medium II	23.5 (18+ -- 29)	1,058	45	1.89	2,000
Medium	42.0 (29+ -- 55)	19,530	465	1.85	36,130
High Medium	82.0 (55+ -- 109)	6,806	83	1.87	12,727
TOTALS		38,258	2,161		78,566

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

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

Policies

- 1-1.1 Protect existing single family residential neighborhoods from new out-of scale development and other incompatible uses.

Program: The Plan map identifies lands where only single family development is permitted. These areas are protected by designating appropriate densities for each land use category and corresponding zone designations directed at minimizing incompatible uses.

- 1-1.2 Promote neighborhood preservation in all residential neighborhoods.

Program: With the implementation of the Community Plan, all discretionary actions, specific plans, community and neighborhood residential projects are to be consistent with Plan recommendations.

Program: In discretionary project approval, the decision-maker should not approve densities in excess of those in adjacent or surrounding neighborhoods.

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

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

1-1.3 Provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

Objective 1-2

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

Policies

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

Program: The plan designates most of the higher residential densities near major transit corridors, and in the Century City regional center.

1-2.2 Locate senior citizen housing within reasonable walking distance of health and community facilities, services and public transportation.

Program: The Plan identifies these areas by designating higher density at such locations.

1-2.3 Do not increase residential densities beyond those permitted in the Plan unless the necessary infrastructure and transportation systems are available to accommodate the increase.

Program: The decision maker should adopt a finding which addresses the availability and adequacy of infrastructure as part of any decision relating to an increase in permitted residential density.

Objective 1-3

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

Policies

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

Program: The Plan includes Design Guidelines for multi-family residential development.

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

Program: A decision-maker should not approve a project that exceeds the average density of the existing neighborhood unless findings can be made that the area will not be adversely affected.

Objective 1-4

To promote adequate and affordable housing and increase its accessibility to more segments of the population, especially students and senior citizens.

Policies

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

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

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

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

- 1.4-3 Encourage multiple residential development in specified commercial zones.

Program: The Plan identifies areas for mixed use development in commercial zones.

COMMERCIAL

In 1990, West Los Angeles contained approximately 23.3 million square feet of commercial development. Approximately 17.6 million square feet (76 percent) was devoted to office use, and 5.7 million (24 percent) to retail use.

Commercial land use designated in the West Los Angeles Community Plan consists of 314 acres, or seven (7) percent of the total acreage. Most of the commercial development can be categorized within four concentrations based on the general orientation of uses: Regional, Community, General and Neighborhood.

REGIONAL COMMERCIAL

The area designated in the Plan as Regional Commercial is the Century City complex. It is approximately 99 acres in size and is generally bounded by Santa Monica Boulevard, Century Park West, the City of Beverly Hills, and Olympic Boulevard. It is primarily improved with high rise office buildings, two large hotels, an entertainment center and a regional shopping complex. It is designated in the General Plan Framework Element and on the Community Plan Land Use Diagram as a Regional Center. The area

comprises the Century City North Specific Plan and the Century City South Specific Plan area except for Fox Studio site, and is subject to development restrictions based on trip generation.

COMMUNITY COMMERCIAL

There are several areas designated as Community Commercial that total approximately 24 acres. These include the south side of Wilshire Boulevard between Bundy Drive and Granville Avenue, Sepulveda Boulevard north of National Boulevard, and the south side of Pico Boulevard between Overland Avenue and Veteran Avenue. These areas have been developed with commercial land uses ranging from one and two story retail to high-rise office, and a large shopping center (Westside Pavilion). Wilshire Boulevard between Wellesley Avenue and Granville Avenue is designated as a Mixed Use Boulevard on the Community Plan Land Use Diagram. The majority of this segment is shown as Community Commercial on the Plan Map.

NEIGHBORHOOD COMMERCIAL

Approximately 127 acres are designated as Neighborhood Commercial, located along portions of Santa Monica, Sawtelle, Westwood, Pico, and National Boulevards. These areas are primarily developed with one to four story retail and office uses, with a mix of residential units along Sawtelle Boulevard. The latter is identified as a Mixed Use Boulevard on the Community Plan Land Use Diagram. The frontage along Westwood Boulevard north to Missouri Avenue, and Pico Boulevard generally between Patricia Avenue and Military Avenue, (excluding the Westside Pavilion) is designated as a Neighborhood District on the Community Plan Land Use Diagram. This is consistent with the Westwood-Pico Neighborhood Overlay District (Ordinance No. 171,859) which is intended to foster a pedestrian friendly street scape in the area.

GENERAL COMMERCIAL

The remaining commercial areas designated as General Commercial consist of approximately 64 acres and are located on portions of Wilshire, Santa Monica, Pico and National Boulevards. The south side of Wilshire Boulevard has been developed with high rise office buildings and one to three story retail and office buildings. Land uses on Pico and National Boulevards include one to three story retail buildings. The south side of Santa Monica Boulevard is predominantly improved with retail and office uses, but also supports several older low-density apartment buildings, motels and auto-oriented establishments. It is identified as a Mixed Use Boulevard on the Community Plan Land Use Diagram.

The portion of Santa Monica Boulevard between the Beverly Hills City limit and the San Diego Freeway which is part of California State Route 2 is currently part of a Transit Parkway Study being conducted by the Los Angeles Metropolitan Transportation Authority (MTA). The main focus of this study is to improve the regional traffic flow, reduce congestion and enhance safety, while beautifying the Boulevard with landscaping and preserving the character of adjacent neighborhoods.

MIXED USE

The Mixed Use Boulevard concept would engender cohesive commercial development that could be integrated with housing in a typically vertical pattern. These structures would normally incorporate retail, office and/or parking on the lower floor and residential units on the upper floors. The mixed

use concept could also accommodate separate commercial and residential structures in the same block. The intent of mixed use development is to provide housing in proximity to jobs and services, to reduce vehicular trips, congestion and air pollution, to provide for rental housing, and to stimulate pedestrian-oriented areas. Mixed use development may also provide community facilities such as libraries, meeting rooms, post offices, senior centers, or day care facilities for children.

While the Plan does not mandate mixed-use projects, it encourages them in commercially designated areas which have the potential for such uses.

GOAL 2

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

Objective 2-1

To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policies

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

Program: The Plan map designates appropriate locations where commercial uses are permitted.

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

Program: Provisions of the Zoning Code currently restrict floor area of buildings including residential buildings, in most commercial zones with Height District No. 1, to one and one-half the floor area. This provision effectively discourages residential only developments in commercial zones. It is recommended that future requests to change commercial zones to residential zoning not be given favorable consideration by decision makers.

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

Program: Assist businesses in obtaining technical assistance for Business Improvement Districts (BID) and other programs from the City of Los Angeles.

Objective 2-2

To promote distinctive commercial districts and pedestrian-oriented areas.

Policies

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

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

Program: A Neighborhood Overlay District has been established along Westwood and Pico Boulevards in the area designated as a Neighborhood District on the Community Plan Land Use Diagram, which includes applicable design standards.

- 2-2.2 Promote mixed-use projects along transit corridors and in appropriate commercial areas.

Program: The Community Plan Land Use Diagram identifies portions of Santa Monica, Wilshire and Sawtelle Boulevards as Mixed Use Boulevards. Properties along designated Mixed Use Boulevards are limited to a Floor Area Ratio (FAR) of 1.5 to 1, and the maximum building height permitted by the existing zoning.

- 2-2.3 Require that mixed use projects and development in pedestrian oriented districts be designated and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes Design Guidelines which implement this policy for commercial projects and projects located within pedestrian oriented districts.

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

Program: Additional floor area beyond 1.5:1 or additional height could be permitted within Mixed Use Boulevards, if facilities beneficial to the community are provided.

Program: One incentive might be to allow residential land use in commercially zoned areas only on those streets designated in the Plan as Mixed Use Boulevard and not in other commercially-zoned and designated areas. Such implementing methods would necessitate separate ordinances enacted through enabling legislation.

- 2-2.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: The decision maker should incorporate such requirements in discretionary actions.

Objective 2-3

To enhance the appearance of commercial districts.

Policies

- 2-3.1 Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that

new development be compatible with the scale of adjacent neighborhoods.

Program: Provide for a funding mechanism that would buy out existing billboards along Santa Monica Boulevard (and throughout the community); and, prohibit future billboards by special ordinance. (The MTA presently owns the Santa Monica Boulevard median which is planned to be relinquished to the City as part of the Transit Parkway Study. The MTA anticipates removal of billboards in the median due to project construction with provision of compensation to advertisers).

Program: The design standards in the Plan are intended to serve as a reference for other City Departments, public agencies and the private sector regarding improvement of public spaces and rights-of-way.

Program: Assistance from the City of Los Angeles in the creation and implementation of Business Improvement Districts.

Program: Implement design policies and standards contained in the Plan when the decision maker approves discretionary projects.

- 2-3.2 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Program: The Plan contains Design Guidelines for commercial development.

Program: Community Design Overlay Districts could be considered in commercially zoned and designated areas.

INDUSTRIAL

The West Los Angeles area maintains a strong industrial base. In 1990, there were approximately 5.6 million square feet of industrial development in the Community, representing 1.8 percent of the total industrial square footage in the City of Los Angeles.

A total of 283 acres, or six percent of the Community's total area is designated in the Plan for industrial use. This area is generally located between Cotner Avenue and Sepulveda Boulevard, and in the vicinity of Exposition Boulevard and Olympic Boulevard, west of Sepulveda Boulevard. The Fox Studio site is also designated as industrial land use in the Plan. Some of these areas have been developed with two to four story retail and medium to high-rise office buildings (four to 15 stories); however, the majority of the area has been developed with retail / wholesale businesses and manufacturing uses.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MUM EMPLOYMENT OPPORTUNITIES THAT ARE SAFE FOR THE ENVIRONMENT AND THE WORKERS, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

To retain existing industrial uses and promote future development which contributes to job opportunities and minimizes environmental impacts.

Policies

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

Program: Adequate industrial land is designated on the Plan map to accommodate a variety of industrial uses. The Century City South Specific Plan regulates land primarily for use in studio operations.

- 3-1.2 Ensure compliance with environmental protection standards and health and safety requirements.

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

Objective 3-2

To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact and mitigate negative impacts generated by industrial uses on nearby residential neighborhoods.

Policies

- 3-2.1 Require that new industrial development be designed to be compatible with adjacent residential neighborhoods. Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

Program: New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter of this Plan.

Program: A Community Design Overlay or Specific Plan to address the blighting visual appearance along Sepulveda Boulevard should be considered.

- 3-2.2 Require a transition of industrial uses, from intensive uses to less intensive uses, in those areas in proximity to residential neighborhoods.

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

Objective 3-3

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

Policies

- 3-3.1 Define and separate new and/or expanded industrial uses from other uses by freeways, highways and other physical barriers.

Program: The Plan map implements this policy.

PUBLIC AND INSTITUTIONAL LAND USE

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework.

The Community Plan designates 278 acres, or six percent of the land area in the Community for Public Facilities. Included within this category are schools, libraries, fire and police stations, freeway and railroad rights-of-way, and other publicly owned lands. These are to be developed in accordance with user needs, site area, design and general location identified in the Public Facilities and Service Systems Element and the Safety Element of the General Plan.

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

The full residential, commercial, and industrial densities and intensities proposed in the Plan are predicated upon provision of adequate public service facilities, in compliance with the standards contained in the Public Facilities and Services Element. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

WEST LOS ANGELES ADMINISTRATIVE CENTER DEVELOPMENT PLAN

The West Los Angeles Administrative Center is generally bounded on the north by Santa Monica Boulevard; on the east by Corinth Avenue; on the south by Iowa Avenue; and on the west by Butler Avenue. The Administrative Center is designated as a Community Center on the Community Plan Land Use Diagram, and includes 1.1 acres for police station expansion at the northwest corner of Butler and Iowa Avenues. The West Los Angeles Administrative Center Development Plan was adopted in 1970 to provide a development guide to be used by governmental agencies. The objectives of the Plan are as follows:

- c To provide a site for a branch administrative center to serve the communities of western Los Angeles;
- c To promote efficiency and convenience in government;

- C To propose ways for maximizing utilization of each governmental facility;
- C To promote the achievement of good site design;
- C To identify off-street parking sites for Center visitors, employees and service vehicles;
- C To indicate to the Community future development plans for the administrative center; and
- C To create a civic asset which will stimulate continuing quality development of the Community.

Improvements in the Administrative Center include a Municipal Building, Municipal Courts Building, Library, Senior Citizens Recreation Center, Police Station, and Police Garage. It is intended that the Administrative Center Plan be incorporated within the Community Plan.

RECREATION AND PARK FACILITIES

The City of Los Angeles Recreation and Parks Department operates public parks and recreational facilities in the West Los Angeles Community Plan area. Parks are classified into regional, community, and neighborhood parks.

The Community Plan designates approximately 55 acres of park land, and 288 acres of public and private golf courses. There are four Neighborhood Parks (Irving Schacter Park, Club Circle, Ohio and Bundy Triangle, Palms Park), three Community Parks (Cheviot Hills Park and Recreation Center, Felicia Manhood Senior Citizen Center, and Stoner Recreation Center), and one regional park (Rancho Park and Golf Course).

GOAL 4

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

Objective 4-1

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

Policies

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

Program: The Plan designates City recreation and park facilities as Open Space, and the sites are zoned OS.

Policies

- 4-1.2 Encourage the use of other public facilities for recreational purposes.

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

Objective 4-2

To provide facilities for specialized recreational needs by utilizing existing

public lands such as flood control channels, utility easements, Department of Water and Power property, or underutilized railroad rights-of-way.

Policies

- 4-2.1 Unused or underutilized public lands should be considered for open space and recreational purposes.

Program: Implement bicycle and walking trails along the abandoned Exposition Boulevard railroad right-of-way and Santa Monica Boulevard, as land and funding become available; and if compatible with use as a transportation corridor.

Objective 4-3

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

Policies

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

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

Objective 4-4

To expand and improve local parks throughout the Plan area on an accelerated basis, as funds and land become available.

Policies

- 4-4.1 Develop new neighborhood and community parks to help offset the community's parkland deficit for its current 1990 population and its projected year 2010 population.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Program: The plan recommends new neighborhood parks or gardens along the abandoned Exposition Boulevard railroad right-of-way, as land and funding become available; and if compatible with use as a transportation corridor.

- 4-4.2 Private mini-parks or usable open space be provided in the transition area between industrial and residential uses, and between multi-family and single family uses.

Program: Decision makers may require applicants of discretionary projects requesting to provide private open space/recreational facilities within the proposed project.

OPEN SPACE

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

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

Lands designated as Open Space in the Plan include the Hillcrest Country Club property, Rancho Park and Golf Course, and the smaller parks listed in the previous Recreation and Park section. Open Space land designated in the Plan totals 343 acres of which 288 acres are golf courses.

GOAL 5

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

Objective 5-1

To preserve existing open space resources and where possible develop new open space.

Policies

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

Program: The Plan Map designates areas to be retained as Open Space, such as the Hillcrest Country Club and Rancho Park Golf Courses.

Program: Properties designated as Open Space are zoned OS (publicly-owned) or A1 (privately-owned).

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

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

- 5-1.3 Conversion and upgrading of underutilized publicly-owned property.

Program: Improvement of the abandoned railroad right-of-way along Exposition Boulevard with landscaping, benches, picnic sites, walkways, or other low-intensity recreational uses. (This feature could be utilized separately for such purposes, or in combination with a transit or busway currently under study).

- 5-1.4 Unused or underutilized public lands should be considered for open space and recreational purposes.

Program: Neighborhood parks or gardens should be considered along the abandoned Exposition Boulevard railroad right-of-way.

SCHOOLS

The Los Angeles Unified School District (LAUSD) administers public schools in the West Los Angeles Community Plan area. There are six elementary schools and one high school within the community. The Plan encourages shared use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after school hour recreational uses.

GOAL 6

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 6-1

To site schools in locations complimentary to existing land uses with buffering, convenient to the Community with access to recreational opportunities.

Policies

- 6-1.1 Encourage compatibility between school locations, site layout and architectural design, and Community character.

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

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

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

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

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

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

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

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

Objective 6-2

Work constructively with the School District to promote the siting and construction of adequate school facilities phased with growth.

Policies

- 6-2.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations.

Program: Utilize the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

Objective 6-3

Maximize the use of local schools for Community use and of local open space and parks for school use.

Policies

- 6-3.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can compliment each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations, centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The City of Los Angeles Library Department provides library services within the Community. The Plan area is served primarily by the West Los Angeles Regional Library, located at 11360 Santa Monica Boulevard, and a branch library at 2920 Overland Avenue adjacent to Palms Park. Other facilities near the community include branch libraries at 11820 San Vicente Boulevard in Brentwood, and at 1719 S. Robertson Boulevard.

GOAL 7

ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR COMMUNITY RESIDENTS.

Objective 7-1

To encourage the City's Library Department in providing adequate library service to the community.

Policies

- 7-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries.

Program: Existing library sites are designated as Public Facility with a Public Facility (PF) zone. This designation provides for the retention of the existing use and allows a greater certainty in obtaining necessary City approvals for rehabilitation and expansion.

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

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

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the City. The Community Plan area is served by the police station located at 1663 Butler Avenue in the West Los Angeles Civic Center.

GOAL 8

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

Objective 8-1

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

Policies

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

Program: Require a decision-maker to include a finding about the impact on demand for police protection services. This consultation process is currently in effect for all Plan amendments which must be reviewed by the General Plan Advisory Board.

Objective 8-2

To increase the ability to minimize crime and provide adequate security.

Policies

- 8-2-1 Support and encourage community based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing policing, foot and bicycle patrols, watch programs and regular communication with neighborhood and civic organizations.

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

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

Program: Discretionary land use reviews by the Department of City Planning in consultation with the Police Department.

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

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

FIRE PROTECTION

There are two fire stations within the West Los Angeles Community - Station No. 92 at 10556 West Pico Boulevard and Station No. 59 at 11505 West Olympic Boulevard. Other stations close to the Community include Station No. 37 at 1090 Veteran Avenue in Westwood and Station No. 58 at 1556 Robertson Boulevard.

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to this Plan, it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

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

Objective 9-1

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

Policies

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

Program: Require the decision maker to include a finding on the impact on fire service demands on a proposed project or Plan Amendment.

Program: Consultation with the Fire Department is currently in effect for projects which are subject to the subdivision process and for Plan amendments which must be reviewed by the General Plan Advisory Board.

9-1.2 Assist the Fire Department in locating fire service facilities at appropriate locations throughout the Community.

Program: The Plan map identifies locations of existing fire service facilities. The need for and location of future sites will be determined by the Fire Department in cooperation with the Planning Department.

TRANSPORTATION

A number of local, state and regional plans and ordinances address transportation improvements in the Community Plan area. They include the

following: 1) the Los Angeles County Congestion Management Program (CMP); 2) the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); 3) the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG); 4) the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation; and 5) the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492).

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program (TIMP) was prepared for the West Los Angeles Community Plan area that analyzes land use impacts on transportation projected to the year 2010.

The TIMP establishes a program of specific measures to be undertaken during the life of the Community Plan. It also takes into account and incorporates the local, state and regional programs noted above. Due consideration should be given to individual recommendations regarding residential neighborhoods and any potential adverse impacts on existing commercial activities.

Implementation measures taken from the TIMP are identified by "[TIMP]" after the program description. The TIMP document provides an implementation program for the circulation needs of the Plan area which consist of recommendations as follows:

- A. Public Transportation
- B. Transportation Demand Management strategies (TDM)
- C. Residential Neighborhood Protection Plans
- D. Transportation Systems Management strategies (TSM)
- E. Arterial Infrastructure Improvements

PUBLIC TRANSPORTATION

Opportunities exist within the Plan area to increase the use of public transit. While it is anticipated that the private automobile will remain a primary mode of transportation within the time frame of the Plan (2010), bus service and community shuttles or paratransit will be the primary public transportation modes.

Fixed route public transportation services in West Los Angeles are currently provided by the Metropolitan Transportation Authority, the Los Angeles Department of Transportation, and buses from nearby cities. The City of Los Angeles should continue to work with other agencies in evaluating travel needs and making recommendations for modifications and improvements to public transportation.

GOAL 10

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

Objective 10-1

To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

Policies

- 11-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.

Program: Increase, expand and implement bus service along high travel demand routes as warranted and especially along Wilshire, Santa Monica, Olympic, and Pico Boulevards.

Program: Westside Transit Restructuring Study - MTA with support from LADOT is currently finalizing this study to enhance and optimize transit service in the western portions of the City. Major activity centers in West Los Angeles and the vicinity include Westwood Village, UCLA, Century City, and the commercial corridors along Wilshire, Santa Monica, and Olympic Boulevards. [TIMP]

Program: Provide smart and circulator shuttles as “feeder” services by transporting residents between residential areas along collector and local streets, and to provide convenient access to bus transit services or activity centers like Westwood Village, UCLA, the West Los Angeles Civic Center, the Westside Pavillion and Century City. These shuttles with 20-passenger seating capacity would complement existing bus services by serving patrons in approximately 20-minute full-circle routes in areas not currently served by large buses. [TIMP]

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

Program: Existing Los Angeles Department of Transportation City Ride Program.

Program: During non-peak hours, the shuttles should be used to supplement paratransit services for senior and disabled persons. [TIMP]

Objective 10-2

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

Policies

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

Program: Exposition Right-of-Way Project - LACMTA has completed a Preliminary Planning Study for the Exposition Boulevard Right-of-Way, a 12 mile-long former railroad right-of-way connecting the Exposition Park/Coliseum area to Santa Monica. The proposed transit way for buses is being envisioned to consist of two major segments - City of Santa Monica to La Cienega Boulevard and La Cienega Boulevard to Downtown Los Angeles. Bus stations would be located at approximately 1 to 2 mile intervals. It will have the potential to improve levels of service along a major east-west corridor between the Los Angeles Central Business District and the City of Santa Monica.

The selected transportation mode should utilize non-polluting or low-emissions alternative fuels. Mitigation measures should include the installation of sound absorbing hedge walls, or other noise reduction measures.

Program: Development of “transit transfer centers” including transit stations to be located at convenient locations to allow easy transfers to other routes and services, employment and shopping centers.

- 10-2.2 Implement transit priority treatments (such as signal coordination, transit signal priority, queue jumpers, signing and striping modification). [TIMP]

Program: Transit priority treatments are proposed on Wilshire, Santa Monica, Olympic and Pico Boulevards.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

The level of trips which could be generated by future development in and surrounding the Plan area calls for the implementation of a Transportation Demand Management Program (TDM). TDM measures are designed to encourage people to change their travel mode from single occupancy vehicles to other transportation modes. People are given incentives to utilize TDM measures such as public transit, rides haring, modified work schedules, van pools, telecommuting and non-motorized transportation modes such as the bicycle.

TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

1. Transportation Management Association Formation/Coordination

The City will continue to encourage the formation of Transportation Management Associations (TMA's) to assist employers in creating and managing trip reduction programs, particularly in West Los Angeles Regional and Community Centers and major commercial corridors. [TIMP]

2. TMA Coordinating Council

Establish a coordinating council to foster cooperation between various TMAs in West Los Angeles and adjacent communities and jurisdictions to coordinate programs and data. [TIMP]

3. Participation in Regional Transportation Management Programs

The City should continue to participate in local and regional TDM programs and coordinate its TDM program with those of other communities, agencies and adjacent jurisdictions. [TIMP]

4. TDM Ordinance

The Citywide Ordinance on TDM and trip reduction measures (LAMC 12.26-J) will continue to be implemented for the West Los Angeles community. This ordinance calls for several measures to be taken in new non-residential developments to achieve trip reduction.

5. Monitoring

LADOT is responsible for monitoring the current citywide TDM ordinance. [TIMP]

6. Bikeways

The City should implement the revised Mobility Plan (2035) which includes a future bikeway system in the community as part of an overall transportation demand management strategy.

7. Telecommuting

The City should encourage large employers to provide teleconferencing facilities. Large residential developments, should incorporate “local work centers” for telecommuting purposes. [TIMP]

GOAL 11

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

Objective 11-1

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

Policies

- 11-1.1 Encourage non-residential developments to provide employee incentives for utilizing alternatives to the automobile (car pools, vanpools, buses, flexible work schedules, bicycles and walking).

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

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

Program: Provide park-and-ride shuttle services to activity centers and special events.

Program: Design and implement a public education program to promote ridesharing.

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

Program: The decision-maker and LADOT shall include a TDM plan in approval of projects. Such programs should include telecommuting, flexible work schedules, and teleconferencing.

- 11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.

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

NON-MOTORIZED TRANSPORTATION

The plan provides for various modes of non-motorized circulation. The Mobility Plan identifies several bikeways in the West Los Angeles community which are shown on the Plan map. The Plan also describes pedestrian-oriented areas, in particular, the Westwood-Pico Neighborhood Overlay District. It is the intent of the Community Plan to facilitate the development of a bikeway system which will complement other transportation modes.

GOAL 12

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

Objective 12-1

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

Policies

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

Program: The Mobility Plan addresses concerns regarding bicycle use issues. The Plan map identifies existing and proposed routes.

12-1.2 Identify bikeways along arterial in the community.

Program: Bikeways - The city should implement the Mobility Plan for the West Los Angeles area, which includes the following proposed bikeways [TIMP]:

- Class I V (?) bikeways along Santa Monica Boulevard between Sepulveda Boulevard and the Plan boundary and the West Los Angeles Veloway facility.

[Note: The Metropolitan Transportation Authority is proposing a Class II bike lane on Santa Monica Boulevard.]

- Class II bikeways along Avenue of the Stars between Santa Monica Boulevard and Pico Boulevard;; and Motor Avenue between Pico Boulevard and Monte Mar Avenue;.
- Commuter Bikeway along Motor Avenue between Monte Mar Avenue and Exposition Bike Path. [TIMP]

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

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

Program: Use of a portion of the Exposition Boulevard right-of-way for a bicycle path, if feasible and compatible with a transportation / busway corridor.

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

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

Objective 12-2

To promote pedestrian - oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.

Policies

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

Program: Implementation of the Citywide Land Use/Transportation Policy (Guide to Decisions on the Design of Public Rights-of-Way) and the City's discretionary project approval process.

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

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

- 12-2.3 Protect and improve pedestrian - oriented street segments.

Program: Implement guidelines to develop, protect, and foster the pedestrian-oriented nature of these areas.

PARKING

The Plan supports the City's continuing effort to develop City owned (off-street) parking facilities so that an adequate supply of parking can be provided to meet the demand. City- owned parking lots should be located in or near commercial areas

GOAL 13

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

Objective 13-1

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

Policies

13-1.1 Reduce the number of ingress and egress points onto arterials, where appropriate.

Program: The LADOT should develop a parking management strategy to address this policy.

13-1.2 Develop parking lots and garages in accordance with design standards.

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

Program: Promote the provision of shared parking facilities in appropriate centers and districts.

RESIDENTIAL NEIGHBORHOOD PROTECTION PLANS

In recent years, with an increase in traffic, residential streets have been used more as pass-through routes for commuters by-passing congestion along arterials and as a location for spillover parking from adjacent commercial streets. West Los Angeles has a grid-system street network. This is especially susceptible to traffic intrusion because streets are usually parallel to one another and provide convenient alternate routes to commuters by-passing arterials. If left unattended, traffic volumes on residential streets have significant impacts.

Several major generators within the West Los Angeles Community Plan area include Century City, the Westside Pavillion, Fox Studio and the commercial corridors along Wilshire, Santa Monica, Westwood, Pico and Olympic Boulevards. Concerns regarding traffic intrusion onto residential streets have been raised by the community. The City of Los Angeles Department of Transportation staff working closely with the various respective City Council offices and the community should continue to address these issues in a systematic and comprehensive way.

Within the West Los Angeles Community Plan area, several neighborhood protection plans have been approved and are being implemented. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes.

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

In order for neighborhood traffic control plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear and unambiguous messages, be justified, and regulate the traffic for which they are applied and intended. An effective neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties including planners, traffic engineers, neighborhood residents and City Council representatives.

GOAL 14

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

Objective 14-1

To initiate and continue neighborhood based traffic and parking mitigation plans in the community as needed.

Policies

14-1.1 The City should continue to closely work with the community to identify and discuss existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood / community meetings, strategies and programs can be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings. [TIMP]

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

- C Installation of proper traffic control devices;
- C Analysis of effectiveness;
- C Study of before and after effects of the control devices;
- C Ensure that undesirable impacts on established residential neighborhoods are minimal; and
- C Examination of the need for additional controls.

TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES (TSM)

Transportation Systems Management (TSM) is the optimization of the transportation system by improving the traffic flow with low capital cost projects and minor construction that can be implemented in a short time frame. TSM strategies include synchronization of traffic signals, localized intersection improvements, limiting on-street parking during peak travel times, conversion of parallel arterials into one-way couplets, bus-only lanes and reversible lane operations.

GOAL 15

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

Objective 15-1

Increase capacity on existing transportation systems through minor physical improvements.

Policies

- 15-1.1 Automated Traffic Surveillance and Control (ATSAC) equipment should be installed at all signalized intersections. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.[TIMP]

Program: ATSAC is currently on line in most of the intersections in West Los Angeles.

- 15-1.2 An Adaptive Traffic Control System (ATCS) should be implemented at all critical intersections along arterials to improve intersection capacity. This is an upgrade of the existing ATSAC system. [TIMP]

Program: ATCS is recommended along Sepulveda Boulevard, Westwood Boulevard, Bundy Drive, Overland Avenue, Wilshire Boulevard, Pico Boulevard, Santa Monica Boulevard, and Olympic Boulevard, and at all critical intersections in the Century City and Westside Pavillion areas. [TIMP]

- 15-1.3 Implement or enhance Smart Corridors to coordinate Caltrans' freeway traffic management system with the street traffic signal management system and enhance incident management and motorist information, thus reducing vehicular delays. [TIMP]

Program: The existing Santa Monica Freeway (I-10) corridor, including parallel arterials to the north and south (e.g. Olympic and Pico Boulevards). [TIMP]

Program: The San Diego Freeway (I-405) corridor, including parallel arterials to the east and west (e.g., Sepulveda Boulevard, Sawtelle Boulevard, Barrington Avenue, Overland Avenue, Westwood Boulevard and Bundy Drive).[TIMP]

- 15-1.4 Implement peak hour parking restrictions. (Ordinance No. 171,492). [TIMP]

Program: Peak hour parking restrictions along Olympic Boulevard from Beloit Avenue to Bundy Drive to obtain four (4) lanes in the westbound directions. This will allow the existing four - lane westbound section of Olympic Boulevard that currently exists between Beverly Glen Boulevard and Beloit Avenue to be extended to Bundy Drive. (Olympic Boulevard is not recommended to be widened east of the I-405 (San Diego) Freeway, to protect adjoining single family neighborhoods from traffic noise and air quality impacts, and safety of pedestrians and residents).

Program: Peak hour parking restrictions along Overland Avenue from I-10 to Pico Boulevard to obtain three (3) lanes in the northbound direction (Ordinance No. 171,492).

- 15-1.5 Identify and implement local intersection improvements (channelization, turn lanes, signal modifications) as warranted and feasible. [TIMP]

Program: The West Los Angeles TIMP (Ordinance No. 171,492) identifies intersection improvements.

Objective 15-2

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

Policies

15-2.1 Additional funds should be set aside for the maintenance and rehabilitation of community roadways.

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

**FREEWAYS, AND
STREETS**

The Community Plan area is traversed by two major freeways, the San Diego (I-405), and the Santa Monica (I-10). Santa Monica Boulevard is designated as a Boulevard II (and is a Divided Boulevard east of Sepulveda). Other Boulevards II include Wilshire, Olympic, and Sepulveda Boulevards and Overland Avenue (south of Pico Boulevard). Avenue of the Stars is a Divided Boulevard II. Bundy Drive, Barrington Avenue, Westwood Boulevard, Sawtelle Boulevard (South of Olympic), Pico Blvd, Beverly Glen Blvd, Century Park East and West, Manning Avenue (South of Motor), National Boulevard, and Robertson Boulevard, are all designated Avenues.

In addition, Wilshire Boulevard, Santa Monica Boulevard, and Avenue of the Stars are designated as Scenic Highways in the Community Plan. Scenic Highways are roadways which merit special controls and/or visual enhancement programs in order to protect scenic resources. The land contiguous to a scenic highway is known as a Scenic Corridor. It is appropriate that protective land use controls be established for these corridors, particularly with respect to signage and billboards. Santa Monica Boulevard is part of historic Route 66, and that portion designated as scenic in the Plan is presently being studied by the Metropolitan Transportation Authority (MTA) to improve the right-of-way with landscaping of medians and sidewalk areas, and provision of pedestrian amenities.

The Community Plan area is comprised of mature neighborhoods with established building setback lines along arterials. Major street widening may not be feasible without significant disruption and/or neighborhood impacts.

GOAL 16

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

**Objective
16-1**

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street

improvements are provided to accommodate traffic generated by new development.

Policies

16-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Avenues and Collector Streets; nor LOS "E" for Boulevards or major business districts.

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

Program: Capital Improvement Program. [TIMP]

Street Improvements - The Plan recommends only those street widening already approved in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492) and consistent with the policies of the Mobility Plan (2035). The TIMP identifies the following specific nonstandard roadway segments for capacity improvement consistent with their roadway classification in response to congestion levels projected for the Year 2010.[TIMP]

- Pico Boulevard from Sepulveda Boulevard to Centinela Avenue: Improve to be consistent with major highway standards (6 lanes).
- Sepulveda Boulevard from National Boulevard to Santa Monica Boulevard: Improve to be consistent with boulevard standards (6 lanes). This improvement would continue and facilitate the provision of consistent boulevard standard lanes along Sepulveda Boulevard between Venice Boulevard and Wilshire Boulevard - (West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance)
- Wilshire Boulevard from Federal Avenue to Bundy Drive; Improve to be consistent with boulevard standards (6 lanes).

Policies

16-1.2 Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's standard street dimensions. There are exceptions where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements, and community desires.

Program: Implementation of the Transportation Element. The Community Plan TIMP notes that as a possible alternative and depending upon available funding, implementation of street improvements could be accommodated within existing rights-of-way if nonstandard lane widths frequently used throughout the City were

to be used. Additionally, roadway widening along nonstandard streets is required under LAMC 12.37. (The ordinance requires owners of newly developed parcels to dedicate a portion of their property for street widening). This method minimizes disruption to neighboring businesses and residents and could potentially improve traffic circulation.

Objective 16-2

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

Policies

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

Program: Decision makers shall adopt a finding with regards to infrastructure adequacy as part of their action on discretionary approvals resulting in increased density or intensity.

HISTORIC AND CULTURAL RESOURCES

COMMUNITY HISTORY

Long before Europeans and Mexicans arrived in what is now Southern California, the area was inhabited by indigenous peoples. Among them were the Tongva people, also known as the Gabrieleno, who were part of the Chumash band.

Most of the development within the West Los Angeles Community Plan area occurred within the last 80 years. The annexation of Sawtelle and nearly 50 square miles of West Los Angeles in 1916 was called the Westgate Annexation. It was motivated by the need to access the City of Los Angeles water supply which had been developed through the construction of the Los Angeles aqueduct.

Through the years the Community developed as a desirable residential location, providing a moderate climate close to cultural, educational, and business opportunities. Some of the neighborhoods that have been established include Sawtelle, Rancho Park, Beverlywood, Cheviot Hills, Castle Heights, and Century City. The area was also the site of early movie studios, particularly 20th Century Fox. The northern half was sold and became Century City. The southern half remains as Fox Studios. Some Fox Studio buildings have been identified as structures contributing to the historic significance of the studio. The Century City South Specific Plan requires that a Historic Preservation Plan be prepared for the property.

There are no designated City Historic-Cultural Monuments in the Community. However, the Tongva or Serra Springs, located at University High School is listed as California Historical Landmark No. 522. Explorer Gaspar de Portola camped at a village on the site known as Kuruvungna, meaning "a place in the sun," in 1769, traveling the route that became known as El Camino Real. Construction of University High School in 1925 unearthed evidence of an

Indian village. In 1975, a science teacher and students from the school uncovered artifacts and bones from what archeologists now believe is an Indian burial site. The Gabrielino/Tongva Springs Foundation has a lease from the Los Angeles Unified School District to use this location for their monthly ceremony and guided tour. The spring was also the former water supply for the town of Santa Monica. It received its name from the Tongva Indians who occupied the site, and from Father Junipero Serra who is believed to have said mass there.

GOAL 17

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

Objective 17-1

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

Policies

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

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

Program: Seek City Historic-Cultural Monument designation for appropriate sites, including those of Native Americans. The Plan map identifies Serra Springs located at University High School as a Cultural/Historical resource.

Program: Maintain and relocate if necessary, all historical street lighting standards. If feasible, restore old standards with newer illumination technology.

Objective 17-2

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

Policies

- 17-2.1 Identify and document Community historic resources.

Program: The City's zoning regulations provide for documentation and establishment of Historic Preservation Overlay Zones.

Objective 17-3

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

Policies

- 17-3.1 Assist private owners of historic resources to maintain and enhance their properties in a manner that will preserve the integrity of such resources.

Program: Implementation of the Century City South Specific Plan for Fox Studios.

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

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

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate City Departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the Community Plan and which help to reinforce the intent of the goals and objectives found in Chapter III.

RECREATION AND PARK FACILITIES

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activities.
5. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of "defensible space", in the design of recreation and park facilities.
6. Improve the utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to interconnect open spaces and utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, and biking.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and relocation of residents.
9. Target park and recreation projects for areas with the greatest deficiencies.
10. Pursue resources to clean up activate land that can be used for public recreation.

SCHOOLS

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

LIBRARIES

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

POLICE PROTECTION

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

FIRE PROTECTION

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

**HISTORIC
PRESERVATION**

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

HOUSING

1. Encourage development of housing for senior citizens and the physically challenged in proximity to health and community service facilities, retail services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Encourage affordable housing programs in the Plan area for low-income persons.

5. Encourage new and alternative housing concepts, building materials and construction methods which lower construction costs and are compatible with City codes.
6. Allow for the assembly and trade of public land to encourage the construction of housing in appropriate locations within the Plan area.
7. Ensure that transitional housing developments and emergency shelters are appropriately located.

INDUSTRIAL

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

UTILITIES

Install utilities underground through assessment districts or other funding mechanisms, when feasible.

EMPLOYMENT

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

PUBLIC TRANSPORTATION

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and other local agencies to improve local bus service including feeder service to and within the Community Plan area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

NON-MOTORIZED TRANSPORTATION

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

Chapter V

URBAN DESIGN

The West Los Angeles Community Plan Area comprises neighborhoods with distinctive and varied characteristics. The purpose of this chapter is to lay out general policies and standards for multiple residential, commercial, and industrial development and for community design.

This chapter identifies general Design Standards that should be utilized by a decision-maker when reviewing individual projects. These policies establish the minimum level of design that shall be observed in multiple residential, industrial and commercial projects. In addition, the Community Design and Landscaping Guidelines section is directed at the use of street scape improvements and landscaping in public spaces and rights-of-way.

The policies and standards found in this Chapter can be accomplished with the establishment of Community Design Overlay Districts (CDO`s), or Pedestrian-Oriented Districts (POD`s), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00), and Specific Plan design standards and procedures adopted for specified areas.

GOALS AND PURPOSES

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

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL

Site Planning

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

1. Locating surface parking areas between commercial and residential areas, where appropriate to provide a buffer, and should be separated from residential uses by means of at least a solid wall and/or landscaped setback.
2. Minimizing the number of driveways providing access from arterials

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

Pedestrian-Oriented Height and Building Design

In Community Centers, Neighborhood Districts, and along Mixed-Use Boulevards, the mass, proportion and scale of all new buildings and remodels should be at a pedestrian scale. The design of all proposed projects should be articulated to provide variation and visual interest, and enhance the street scape by providing continuity and avoiding opportunities for graffiti.

Building materials employed should provide relief to untreated portions of building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures should exceed three stories or 45 feet in height.
2. Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.
3. Maximizing the area devoted to doors, windows and transparent elements on front facades or those facing rear parking.
4. Providing accenting, complementary building materials to building facades.
5. Maximizing the applications of architectural features or articulations to building facades.
6. Locating surface parking to the rear of structures.

MULTIPLE RESIDENTIAL

Parking Structures

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

1. Designing parking structure exteriors to match the style, materials and color of the main building(s).
2. Landscaping to screen parking structures not architecturally integrated with the main building(s).
3. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

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

Light and Glare

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

Mixed Use

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

Site Planning

All multiple family residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal the following policies are proposed:

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

Design

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

1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.

2. Utilizing complementary building materials on building facades.
3. Incorporating varying design to provide definition for each floor.
4. Integrating building fixtures, awnings, or security gates, into the design of building(s).
5. Screening of all roof top equipment and building appurtenances from view.
6. Requiring decorative masonry walls to enclose trash.

Parking Structures

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

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

INDUSTRIAL

Structures

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

1. Designing the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
2. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors, building plane variation, murals, planters and/or other landscape elements to create visual interest.
3. Screening of mechanical and electrical equipment from public view.
4. Screening of all rooftop equipment and building appurtenances from public view.
5. Requiring the enclosure of trash areas for all projects.
6. Screening of open storage areas from public view.
7. Requiring freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and mitigate graffiti.

8. Using landscaping effectively to screen parking and loading areas from roadways, and to screen from public view storage areas, trash containers and utility equipment.
9. Locating loading facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street or adjacent non-industrial uses, by landscaping that will screen them from view.
10. Providing on-site parking in areas not interfering with other site activities which is screened from public view by landscaping, berms, fencing and/or walls.
11. Requiring on-site parking for new and/or expanded industrial sites, including trucks awaiting loading or unloading, in order to prevent the use of public street for such purposes.

Lighting

Integrating exterior lighting with site design, directing lighting onto the project site and locating flood lighting so as not to impact any surrounding residential uses.

INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

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

Loading areas

1. New development of industrial uses located across a local or collector street from a residentially zoned area should be designed in such a manner that truck loading/unloading be restricted to the rear portion of the lot, and/or separated from the street by the structure housing the industrial use.
2. New development adjacent to (abutting) residentially zoned areas should be laid out so as to facilities for loading and unloading or open storage of material and finished products on the project site and/or street frontage furthest from the residential development.

Walls / Landscaping

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential uses, a minimum 3 ½ - foot high solid decorative masonry wall should be provided in a front yard, or a minimum 5 foot-9 inch to 8-foot solid decorative masonry wall in a side or rear yard. A minimum 5-foot landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residential neighborhood should have a minimum 5-foot

landscaped setback along any portion of the frontage not required for driveways, facing the residential use. Said landscaping should contain a minimum of one 24-inch box tree for every 20 feet of frontage (with a minimum trunk diameter of two inches, a height of 8 feet at the time of planting, and with an installed automatic sprinkler system).

3. On any other interior property line which separates an industrial use from an abutting residential zone, a minimum 5-foot-9 inch to 8-foot solid decorative masonry wall should be provided.

Architectural Guidelines

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned area should have outdoor, on-site, lighting designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties.
2. New industrial development on local or collector streets fronting onto residentially zoned areas should be designed with articulated facades facing the residential development (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of length of the building wall).
3. New industrial development adjacent to residentially zoned areas should be designed with no window openings facing residential properties and the construction of a 5-foot 9-inch to 8-foot high solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
4. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed and sound absorbing and shielding provisions incorporated in the design of the project. Such equipment should be setback as far as possible from residential property lines.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the West Los Angeles Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way.

A sense of entry should be created for the West Los Angeles Community. It should be distinguishable from adjacent communities. A cohesive visual identity can be developed at entry points along major streets.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees

provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes neighborhoods from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

1. Provide improvements along principal streets, and at major identified intersections and edges which clearly distinguish these as major entries to the community. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.
2. Establish primary entry improvements at the following locations:
 - a. Westwood Boulevard at Pico Boulevard and Santa Monica Boulevard.
 - b. Wilshire Boulevard at the eastern entry to the community, and at the Centinela Avenue.
 - c. Santa Monica Boulevard at the eastern entry to the community.
 - d. Avenue of the Stars at Pico Boulevard.
3. Establish secondary entry improvements at the following locations on freeway off-ramps:
 - a. Centinela Avenue at I-10 (Santa Monica) Freeway.
 - b. Olympic Boulevard and Santa Monica Boulevard at I-405 (San Diego) Freeway.
 - c. Overland Avenue and Robertson Boulevard at I-10 (Santa Monica) Freeway.

STREET SCAPE

1. Provide for a coordinated street scape design at identified entries to the Plan area, the Community Center and Neighborhood Districts that includes street lighting, street furniture, and sidewalk and crosswalk improvements in the public right-of-way.
2. Establish a comprehensive street scape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of the following:
 - a. Street trees
 - b. Street lighting
 - c. Street scape elements (sidewalk/crosswalk paving, street furniture)
 - d. Public signage

3. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, traffic flow, site access and the appropriate street cross-section.

STREET TREES

1. Select species which;
 - a. enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
 - b. are drought and smog tolerant and fire resistant.
 - c. complement the existing trees.
2. Establish a hierarchy for street trees which include:
 - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings. At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

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

STREET LIGHTING

1. Install new street lights in commercial districts which are pedestrian oriented, attractively designed, compatible in design with facades and other street furniture, and provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/ signage program.

3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems should be designed to minimize glare and “light trespass”.
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City’s Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Repave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip aterials to create a distinctive pedestrian environment.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.
4. Provide for signage which uniquely identifies and enhances designated historic sites and districts.

PUBLIC OPEN SPACE AND PLAZAS

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

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.

3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate plant and hard scape materials.

WEST LOS ANGELES

**2010 BASE LOCAL ATERIAL IMPROVEMENTS
APPENDIX A**

ROUTE	LOCATION	TIME PERIOD	DESCRIPTION/COMMENTS	SOURCE[a] 1
STREETS AND HIGHWAYS				
Beverly Glen Bl.	La Grange Ave to Olympic Bl.	after 1999	Widen to Major Highway Standards within existing ROW	CIP
Bundy Dr.	Wilshire Bl. to Santa Monica Bl.	after 1999	Widen to Avenue I Standards	CIP
Bundy Dr.	Santa Monica Bl. to La Grange Ave	1997	Widen to Avenue I Standards	CIP, RTIP
Santa Monica Fwy (I-10)	Downtown Los Angeles to Santa Monica	1997	Smart Corridor Motorist Information System	RTIP, CFP
Santa Monica Bl.	I-405 to Moreno Ave	after 1999	Widen to provide six (6) lanes & Service Roadway on either side	RTIP
Sepulveda Bl.	Tennessee Ave to Pico Bl.	after 1999	Widen to Boulevard Standards	CIP
Tennessee Ave	Sepulveda Bl. to Pontius Ave	after 1999	Construct new street	CIP
TRANSIT				
Santa Monica Bl.	Downtown Los Angeles to Santa Monica	2001	Transit parkway	CFP
Westside Area	West Los Angeles Area	1999	Transit Priority Treatments	CFP
TSM				
Sunset & Barrington	Sunset Bl. & Barrington Ave	1997	Intersection reconstruction/restriping	CIP
Wilshire & San Vicente	Wilshire Bl. & San Vicente Bl.	2000	Intersection reconstruction/restriping	CFP

Notes:

- a. CFP = MTA, "1996-1999 Transportation Improvement Program Call for Projects."
 CIP = City of Los Angeles, "Five Year Capital Program, 1995-96 - 1999-2000, Pictorial Guide"
 LRP = MTA, "A Plan for Los Angeles County Transportation for the 21st Century," March 1995.
 RTIP = SCAG, "Regional Transportation Improvement program, Draft, Fiscal Year 1996-2003."

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

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

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning



April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.