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# FRESH & EASY APPEAL

## BEFORE THE LOS ANGELES CITY COUNCIL

*Case Nos. APCS-2010-1158-SPE-SPP,*

*ZA-2009-3309-CUB-CU,*

*DIR-2009-3595-DRB-SPP;*

*Amended Mitigated Negative Declaration ENV-2009-3102-MND*

*Council File 10-1537*

*Location: 5301, 5311, 5319, 5321, 5335 Crenshaw Blvd*

*Council District 8*

**A JOINT STATEMENT OF  
HYDE PARK ORGANIZATIONAL PARTNERSHIP FOR EMPOWERMENT,  
MADDEN AVENUE BLOCK CLUB,  
AND JAMES STINSON**

Filed  
December 8, 2010  
Prior to Council Action

Submitted to:  
Los Angeles City Council  
Los Angeles City Hall  
200 N. Spring Street  
Los Angeles, CA 90012  
[via hand]

## **I. SUMMARY**

The Hyde Park Organizational Partnership for Empowerment ("HOPE"), Madden Avenue Block Club and James Stinson ("HOPE Coalition") appeal and oppose all approvals, conditional use permits, project permit compliance approvals, site plan review, and certification/adoptions made, including CEQA approvals for ENV-2009-3102-MND-REC (hereinafter collectively "Actions"). Furthermore, we formally join in all comments of concern and opposition to the proposed Project.

The HOPE Coalition includes residents, business owners and property owners who live and work within the vicinity of the proposed "Fresh & Easy" project at 5301, 5311, 5319, 5321 and 5335 Crenshaw Blvd (hereinafter the "Project"). The members of the HOPE Coalition will be directly impacted by development and operation of the Project, and by the extensive and significant zoning precedents established by the Project. With due respect, HOPE Coalition opposes the Project as currently proposed.

The significant discretionary requests by Hankey Investment Co., LP and Fresh & Easy Neighborhood Market (hereinafter the "Applicant") are extensive, precedent setting, and striking not only for the changes they would wrought for the Crenshaw community, but also for the developer's complete and utter lack of legal justification for any of the entitlements he is demanding.

Furthermore, the Project as proposed is completely inconsistent with the requirements and guidelines of the Crenshaw Corridor Specific Plan ("CSP"), West Adams-Baldwin Hills-Leimert Park Community Plan and City of Los Angeles General Plan. The Project will cause adverse environmental impacts to the surrounding neighborhood that are significant, permanent and without mitigation, and which have not been properly analyzed as required by the California Environmental Quality Act ("CEQA").

The Project as proposed would further set a dangerous precedent in changes to the area's established CSP requirements, which would likely set in motion a domino effect where other property owners seek similar entitlements to copy its vastly non-pedestrian orientated design.

Please note, that the HOPE Coalition encourages the proper development of the Project site. We firmly believe, however, that the Project as proposed would severely strain the available resources of our City and set untenable precedents.

## **II. OBJECTIONS**

Our appeal of the Actions includes but is not limited to the following objections:

- The South LA Planning Commission Decision improperly
- The South LA Planning Commission report is confusing and inconsistent precluding informed decision-making and proper public participation;

- The South Los Angeles Area Planning Commission explicitly abused its discretion in approving the Projects numerous exceptions to the Specific Plan absent the required findings under Los Angeles Municipal Code 11.5.7 F.2 (a) thru (e);
- The Applicant has not in any manner satisfied the rigorous findings required to receive any exceptions from the Specific Plan;
- The Applicant has presented no records, evidence or testimony showing that the proposed development cannot be a viable, code-compliant project without the approved exceptions;
- An Environmental Impact Report ("EIR") is required. The Project will result in significant, unmitigated impacts to our community, and an EIR is necessary to adequately assess those impacts. Furthermore, the significant deficiencies in the Project's Amended Mitigated Negative Declaration ("MND") and Staff Report precluded informed decision-making and proper public participation;
- The South Los Angeles Area Planning Commission abused its discretion under CEQA by adopting the Projects inadequate MND and Findings;
- Many of the conclusions of the MND of less-than-significant impacts resulting from the Project are unsubstantiated by the evidence.
- The South LA Planning Commission has failed to make required determinations and findings prior to the granting of a use to include off-site alcohol consumption in an area that already has an over-concentration that is twice the county average; and
- The South LA Planning Commission has failed to make required assessments of the impact of the Project on the impacted majority minority community.

A. DESIGN REVIEW BOARD HAS NOT BEEN PERMITTED AN OPPORTUNITY TO COMMENT ON THE REQUESTED EXEMPTIONS

CEQA requires responsible agencies and parties potentially affected by a proposed action or project to be adequately informed. This requirement is particularly important in an area that is majority-minority, and/or has a high concentration of low-income residents. The Proposed Actions do not comply with this requirement.

At the Crenshaw Corridor Specific Plan Design Review Board meeting held in December 2009, the Planning Department staffer, Sergio Ibarra responded to questions regarding the possible lack of compliance of the proposed design with the Crenshaw Specific Plan ("CSP") pedestrian oriented design standards, by stating they were not necessary because there were no CSP violations. Accordingly, the Design Review Board has never been permitted an opportunity to comment on the proposed exemptions.

Additionally, the community has been insufficiently notified of the proposed changes in project, that have been repeatedly made from the February 18, 2010 Zoning Administration ("ZA") hearing through the November 16, 2010 Planning Land Use Management Committee hearing. The applicant/operator is perfectly entitled to make changes, and should be encouraged to make changes that address community concerns. However, responsible

agencies and the general public, particularly residents and sensitive receptors that are directly adjacent to the project are equally entitled the right of adequate time to review these changes and comment. Such has not occurred. In fact, even prior to the ZA Hearing, the Proposed Amended Mitigated Negative Declaration makes no mention of compliance with community notice, nor do the requests for variance.

**B. THE COMMISSION REPORT IS CONFUSING AND INCONSISTENT PRECLUDING INFORMED DECISIONMAKING AND PROPER PUBLIC PARTICIPATION**

With respect to the approval of an exception for the wall signs there is inconsistency throughout the Commission Report, both in the number allowed and the size allowed.

The cover/summary page and page F-1 of the Commission Report (Findings) states the approval of exceptions to the Crenshaw Corridor Specific Plan for **TWO** wall signs along Crenshaw Blvd:

Cover/summary page:

“to permit **two** Wall Signs along the façade facing Crenshaw Boulevard and one Pedestrian Sign along the façade facing 52<sup>nd</sup> Street (three total), subject to conditions of approval.” (emphasis added)

Page F-1:

“[T]he following findings justify the recommended *Approval* of *Exceptions* ... (a) ... to permit **two** wall signs along the façade facing Crenshaw Boulevard and one Pedestrian sign along the faced facing 52<sup>nd</sup> Street.” (emphasis added)

In direct conflict, on page C-1 of the Commission report under Conditions of Approval Section A. Specific Plan Exceptions **ONE** wall sign is listed as approved along Crenshaw Boulevard and one wall sign along the façade facing 52<sup>nd</sup> Street:

**“A. Specific Plan Exceptions**

1. Wall Signs.

a. **One** Wall Sign along the façade facing Crenshaw Boulevard (east elevation) shall be permitted, not exceeding 124.7 square feet.

b. One Wall Sign along the façade facing 52<sup>nd</sup> Street (north elevation) shall be permitted, not exceeding 124.7 square feet.” (emphasis added)

Similarly confusing, the cover/summary page and page F-1 of the Commission Report (Findings) states the approval of exceptions to the Crenshaw Corridor Specific Plan for **184.6 square feet** of sign area along Crenshaw Boulevard.

Cover/summary page:

“to permit a sign along the east elevation of the proposed project (Crenshaw Corridor frontage) to have 184.6 square feet of sign area...” (emphasis added)

Page F-1:

“[T]he following findings justify the recommended Approval of Exceptions ... (b) ... to permit signs along the east elevation (Crenshaw Boulevard frontage) of the proposed project to have 184.6 square feet of sign area...” (emphasis added)

In direct conflict, on page C-1 of the Commission report under Conditions of Approval Section A. Specific Plan Exceptions the amount of wall signage for Crenshaw Boulevard is listed as 124.7 square feet:

“A. Specific Plan Exceptions

1. Wall Signs.

a. One Wall Sign along the façade facing Crenshaw Boulevard (east elevation) shall be permitted, not exceeding 124.7 square feet.” (emphasis added)

The discrepancies in the Commission Report have prevented informed decisionmaking and proper public participation.

C. THE COMMISSION ABUSED ITS DISCRETION IN GRANTING THE PROJECT'S NUMEROUS EXCEPTIONS FROM THE SPECIFIC PLAN WITHOUT MAKING THE REQUIRED FINDINGS

The exceptions are not supported by Findings supported by substantial evidence as required. There is no showing of unusual hardship, and any purported economic hardship is insufficient to support an exception from zoning requirements. There is no data or information in the record to show that this property is unique such that the project would meet the requirements for the exceptional circumstances finding. Assumptions about neighboring properties are insufficient to support an exception. The record must demonstrate that the project is unique relative to comparative properties

Section 11.5.7.F.2 of the Los Angeles Municipal Code (“LAMC”) requires that a Specific Plan exception be supported by written findings of all of the following:

a) That strict application of the regulations of the specific plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan;

b) That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area;

c) Than an exception from the specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possesses by other property within the specific plan area in the same zone and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question;

d) That the granting of an exception will not be materially detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property; and

e) That the granting of an exception will be consistent with the principles, intent and goals of the specific plan and any applicable element of the general plan.

The South Los Angeles Area Planning Commission approved 4 exceptions from the Specific Plan requiring 20 separate findings. Yet the Determination Letter issued to the public do not include the necessary findings required for approval.

The Project proponent has the burden of showing that it has satisfied all of the elements required for the approval of an exception to the Specific Plan. Tustin Heights Assoc. v. Orange County (1959) 170 Cal.App.2d 619. Failure to prove any of the matters required by the zoning ordinance must result in a denial of the exceptions applications. Minney v. Azusa (1958) 164 Cal.App.2d 12. Below please note those findings completely missing from the Commission's Determination Letter:

Required findings under Section 11.5.7.F.2 of the Los Angeles Municipal Code that are legally necessary to justify an exception from the Specific Plan:

- a) Strict application results in practical difficulties or unnecessary hardships;
- b) Exceptional circumstances that do not apply to other property in area;
- c) Exception necessary for preservation of a substantial property right in same zone & vicinity;
- d) Not detrimental to the public welfare or injurious to adjacent property;
- e) Consistent with the Specific Plan and applicable General Plan

Exception Approved by Commission	Individual Finding is in Determination Letter				
	(a)	(b)	(c)	(d)	(e)
From Section 11 C.1 and 11 C.4 to permit one or two (depending on which page in the report you read) wall signs along Crenshaw and one Pedestrian sign along 52 <sup>nd</sup> Street	YES	NONE	NONE	YES	NONE
From Section 11 D(7) to permit 184.6 or 124.7 square feet of sign area along Crenshaw (depending on which page in the report you read), and 124.7 square feet of	YES	YES	YES	YES	NONE

sign area along 52 <sup>nd</sup> Street					
From Section 14 C and Design Standard 1.a to reduce transparency to 20% on 52 <sup>nd</sup> Street	YES	YES	YES	YES	NONE
From Section 14 C and Design Standard 11.i to permit a surface parking lot at the side of the structure	YES	YES	YES	YES	YES

Neither the Applicant nor the City even remotely approached the required showings. Therefore, on this foundational question the application should have been denied, and the Commission's approvals are clearly illegal. See, e.g., Moss v. Board of Zoning Adjustment (1968) 262 Cal.App.2d 1,3, holding that a determination of the existence of all of the facts essential to make the necessary findings must precede any grant of a variance. Case law and the Los Angeles Municipal Code act as a limitation upon the power to grant exceptions. Accordingly, each of the numerous requests should have been denied on this ground.

**D. THE APPLICANT HAS NOT IN ANY MANNER SATISFIED THE RIGOROUS FINDINGS REQUIRED TO RECEIVE ANY EXCEPTION FROM THE SPECIFIC PLAN**

California law requires that an exception from a zoning ordinance must show that the applicant would suffer practical difficulties and unnecessary hardships in the absence of the variance, that these hardships result from special circumstances relating to the property that are not shared by other properties in the area, and that the exception is necessary to bring the applicant into parity with other property owners in the same zone and vicinity.

Specific findings for granting a variance from the Zoning Code are required under Section 65906 of the California Government Code, which states:

"Variances from the terms of the zoning ordinances shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the zoning ordinance deprives such a property of privileges enjoyed by other property in the vicinity and under identical zoning classifications."

"Any variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and zone which such property is situated."

Section 11.5.7.F.1(a) of the L.A. Municipal Code further defines this rigid standard:

"An exception from a specific plan shall not be used to grant a special privilege, nor to grant relief from self-imposed hardships."

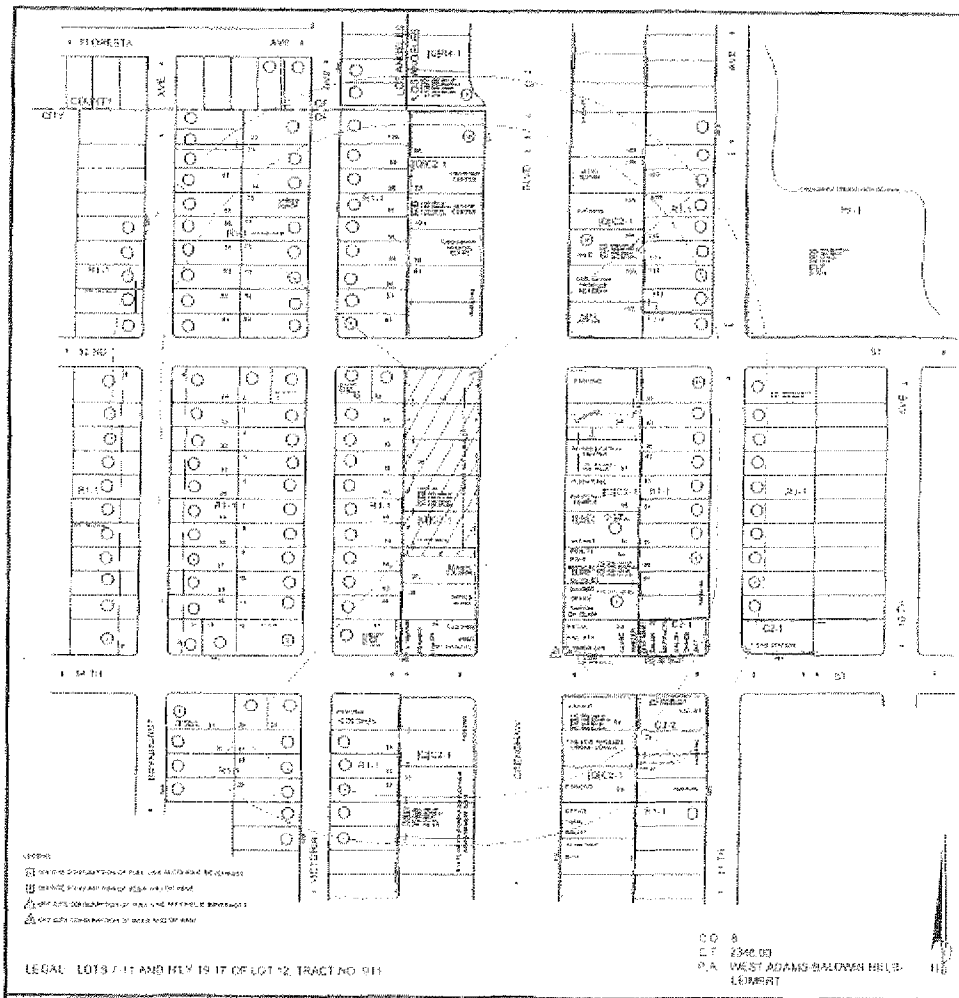
All of the Applicants requested exceptions from the specific plan are based entirely on seeking special privileges or applying self-imposed hardships. None of the Findings that are actually included in the Determination Letter have merit or meet the strict requirements for an exception as defined in Section 11.5.7.F.2 of the Municipal Code and Section 65906 of the California Government Code.

The first required finding for an exception from the requirements of the specific plan, that the strict application of the regulations of the specific plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan, is evaluated based on whether the property can be put to effective use without the exception.

The subject site combines five separate parcels is a rectangular-shaped lot covering 394' x 160'. The site is currently demolished. The subject site is located in subarea D of the Crenshaw Corridor Specific Plan, which among other provisions, requires parking be either flag-shaped and/or in the rear of the building, generous parking reductions for specified uses, and a 45 foot height restriction. The sit is zoned [Q]C2-1

Solely within the 500' radius map provided as Exhibit A2 of the Department of City Planning Recommendation Report, a great majority of existing buildings comply with these provisions, indicating that the property can be put to effective use without the exceptions.





**E. THE APPLICANT HAS SHOWN NO EVIDENCE THAT THE PROJECT IS NOT VIABLE WITHOUT THE REQUESTED EXCEPTIONS.**

An exception to a specific plan is not intended to be used for the purposes of convenience. If a property can be put to effective use consistent with its existing zoning, the fact that an exception would make the property more valuable or even potentially desirable is immaterial.

In the appellate decision of *Stolman v. City of Los Angeles* (2003) 114 Cal.App.4th, 916, a resident who lived near a gasoline station petitioned for a writ of mandate challenging the City of Los Angeles' granting of a variance that permitted the station owner to expand operations to include an automobile detailing service. The trial court denied the petition, and the resident appealed. The Court of Appeal reversed holding that:

- Substantial evidence did not support the City's critical required finding that strict application of the zoning ordinance would result in practical difficulties or that the property owner would "face dire financial hardship" without the variance.

As in Stolman, we are aware of no records, evidence, or testimony showing that the proposed Project site is an impediment to viable development without the benefits provided by the requested CSP exceptions.

There is zero evidence in the record supporting a finding of financial hardship. Fresh & Easy Neighborhood Markets is a subsidiary of Tesco, the 3<sup>rd</sup> largest retailer and the world and an international multi-billion dollar corporation with 2009 gross sales exceeding \$\_\_\_\_\_ billion. The Applicant has provided no financial information to prove that the project will suffer an "unnecessary hardship" if the exceptions are not granted. Nor is there anything unique to the subject site in relation to surrounding properties that would create special circumstances restricting its development in parity with other parcels.

The Applicant purchased the land, targeted the land and entered agreements with the prospective tenant/owner fully aware of the existing Crenshaw Specific Plan restrictions, therefore any hardship is entirely self-imposed. Granting ANY exception to the CSP is therefore completely unwarranted.

"In the absence of an affirmative showing that a particular parcel in a certain zone differed substantively and in relevant aspects from other parcels from other parcels therein, a variance granted with respect to that parcel amounted to the kind of 'special privilege' explicitly prohibited by Government Code §65906, establishing criteria for granting variances." Topanga Association for a Scenic Community v. County of Los Angeles (1974) 11 Cal. 3d 506, 509.

The Commission's Findings justify approving the Project's numerous exceptions to the specific plan carry no merit or offer any evidence of necessity, and in fact amount to the type of "special privilege" explicitly prohibited by California law. The limited Findings, for what there are, are merely a superficial justification for the decision.

Section 11.5.7.F.1(a) of the LA Municipal Code ("LAMC") specifies the rigid standard when apply exceptions: "An exception from a specific plan shall not be used to grant a special privilege, not to grant relief from self-imposed hardships." The Applicant seeks the exceptions entirely to receive special privileges. The Findings granting the exceptions have no merit nor meet the strict requirements for exception as defined in Section 11.5.7.F.2 of LAMC and California Government Code §65906.

**Findings:**

- a) That strict application of the regulations of the specific plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

No evidence is present in the record to support the assert that Fresh & Easy, the company owned by Tesco the 3<sup>rd</sup> largest retailer in the world - will suffer unnecessary hardship if the

exceptions were denied. According to the Courts, on this fact alone the exception must be denied.

**Findings:**

- b) That there are exceptional circumstances or conditions applicable to the subject property involved or to the intended use or development of the subject property that do not apply generally to other property in the specific plan area;

All such "hardships" are limitations knowingly self-imposed by the Applicant in the design of the Project. The Applicant's requested exceptions are therefore expressly prohibited by LAMC Section 11.5.7.F.1(a), and the finding is without merit.

As stated by the Court of Appeals in Orinda Association vs. Board of Supervisors of Contra Costa:

"[D]ata focusing on the qualities of the property and Project for which the variance is sought, the desirability of the proposed development, the attractiveness of its design, the benefits to the community, or the economic difficulties of developing the property in conformance with the zoning regulations, **lack legal significance** and are simply irrelevant to the controlling issue of whether strict application of zoning rules would prevent the would-be developer from utilizing his or her property to the same extent as other property owners in the same zoning district." Orinda Association v. Board of Supervisors of Contra Costa (1986) 182 Cal.App.3d 1145, 1166. (emphasis added)

The "exceptional circumstances" finding required for an exception to the CSP involves distinguishing the property from other properties in the same zone and vicinity. Per California case law, special circumstances are typically limited to unusual physical characteristics of the property, such as size, shape, topography, location, or surroundings that restrict its development. However, the characteristics of the intended use of a property can also be considered an exception circumstance, but only if the use is distinct from users of surrounding parcels, such as a church in a commercial area. The findings make no mention of what the design constraints actually are and whether or not they are self-imposed.

**Findings:**

- c) That an exception from the specific plan is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the specific plan area in the same zone and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question;

This finding establishes that the exceptions are necessary to bring the property owner into parity with other properties in the same zone or vicinity. Conversely, California Government Code §65906 specifies that an exception cannot grant a special privilege:

"Any variance granted shall be subject to such conditions as will assume that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated."

A particular characteristic of a property is not by itself sufficient to support an exception to the specific plan. The Applicant must instead show that such characteristics differ significantly from other similarly situated properties in the same zone and vicinity. Comments regarding superiority of project design, amenities, benefits to the community, and the superior aspects perceived of the proposed development to ones constructed in conformity with zoning regulations are irrelevant when considering the grant of an exception.

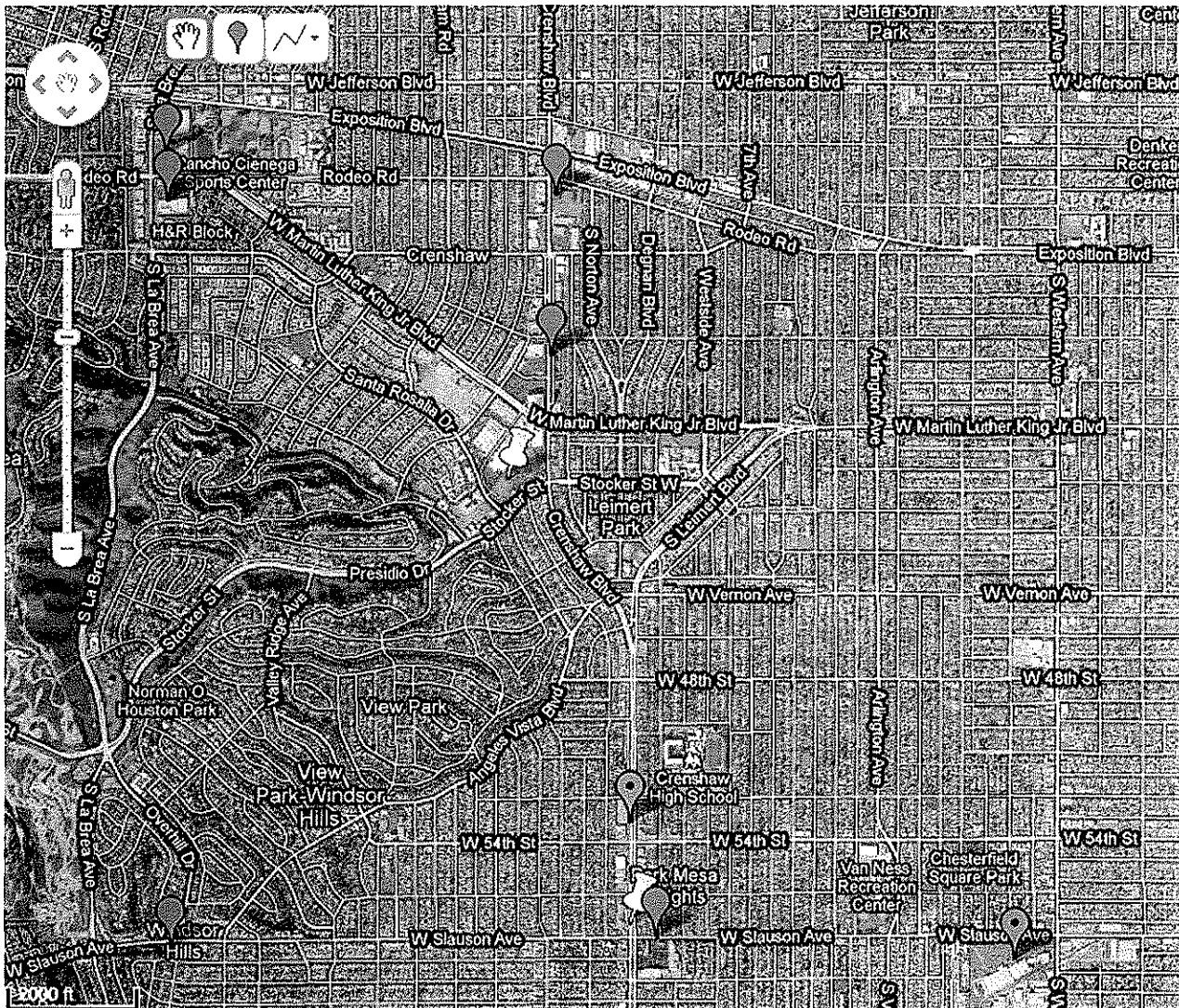
"In the absence of a specific 'bonus' or 'merit' system of zoning enacted by the municipal or county legislature, a variance applicant may not earn immunity from one code provision merely by over compliance with others. Otherwise, the board charged with reviewing development proposals would be empowered to decide which code provisions to enforce in any given case. That power does not properly repose in any administrative tribunal." Orinda Association v. Board of Supervisors of Contra Costa (1986) 182 Cal.App.3d at 1147.

**Findings:**

d) That the granting of an exception will not be materially detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property; and

The determination as to the use of the property - a grocery store - outweighs the provisions of the Crenshaw Specific Plan is unfounded and irrelevant. Within a mile radius of the site there are the following grocery store options: a full-service Ralphs on Slauson & Crenshaw, that features, unlike the proposed Fresh & Easy a butcher, deli and seafood counter; the weekly Harumbee Farmers Market at a parcel between 57<sup>th</sup> and Slauson; and a weekly Crenshaw Farmers Market at Stocker & Crenshaw in the parking lot of the Baldwin Hills Crenshaw Plaza. Additionally, Simply Wholesome at Overland and Slauson is in close proximity, Albertsons is located at Crenshaw/39<sup>th</sup> Street. The Determination Letter provides no analyst of the actual grocery store options and none of the approved exceptions are individually addressed.

Furthermore, the map below shows several full-service markets, farmers markets in close proximity to the Project site.



Map of nearby food markets (Red: Project site; blue pins: markets; yellow pins: farmers market)

Furthermore, there is no relevancy Comments regarding superiority of project design, amenities, benefits to the community, and the superior aspects perceived of the proposed development to ones constructed in conformity with zoning regulations are irrelevant when considering the grant of an exception. (See *Orinda Association v. Board of Supervisor of Contra Costa* (1986) 182 Cal.App.3d at 1147),

Furthermore, the Applicant has provided no examples of other strictly commercial developments within the CSP are in the same zone and vicinity that exceed the requirements per the required findings of LAMC §11.5.7.F.2.

**Findings:**

- e) That the granting of an exception will be consistent with the principles, intent and goals of the specific plan and any applicable element of the general plan.

Any finding that an auto-oriented use that is more in line with a strip mall is consistent with a pedestrian oriented district is simply laughable. The proposed project with the parking lot nearly the size of a football field is a slap in the face of pedestrian orientation and violation of every element of the General Plan dedicated to creating an urban form and pedestrian oriented districts:

Policy 5.3.1(a)(1):

Buildings should have ground floor retail and service uses that are oriented to pedestrian along the sidewalk, with parking behind.

Objective 5.8:

Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

Policies 5.8.1:

Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

- a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;
- b. A building wall more-or-less continuous along the street frontage;
- c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;
- d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;
- e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;
- f. Ground floor building walls devoted to display windows or display cases;
- g. Parking located behind the commercial frontage and screened from view and

driveways located on side streets where feasible;

h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and

i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.

Furthermore, the excessive parking is exceeds the required amount in general, and again is a step 180 degrees in the opposite direction of pedestrian orientated district goal in the General Plan:

General Plan 5.8.3:

“Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

“a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.”

The lack of pedestrian orientation in the design is particularly egregious given the funded Crenshaw Light Rail Line, which will feature a station at Crenshaw/Slauson (less than ½ mile away) and an optional station at Crenshaw/Vernon (about ½ mile away).

Objective 5.2:

“Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.”

Policies 5.2.1:

“a. Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in policy 5.8.1 and policies 3.16.1 – 3.16. They should also be located along sidewalks with appropriate **continuous storefronts.**” (emphasis added)

“b. Buildings in community centers generally should be two to six stories in height, with **the first several stories located along the sidewalk.** They should also incorporate the pedestrian-oriented elements defined in policy 5.8.1. Either housing or office space may be located above the ground floor storefronts.” (emphasis added)

There is no evidence to support any Finding that the football field size parking lot complies with the CSP, General Plan or the West Adams-Baldwin Hills-Leimert Community Plan.

Also, clearly stated on page 2 of the Office of Zoning Administration Staff Investigator Report dated February 10, 2010 the requested 24-hour operation, 7 days a week, and delivery hours later than 11 pm and earlier than 7 a.m. violate the Mini Shopping Center/Commercial Corner Ordinance.

## **F. AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED**

### **1. Legal Standard Requiring an EIR Rather than A Negative Declaration**

The major premise behind the establishment of the California Environmental Quality Act of 1970 was to require public agencies to give serious and proper consideration to activities which affect the quality of our environment, to find feasible alternatives in order to prevent damage to the environment, and to provide needed information to the public. Public Resources Code §21061.

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the “fair argument” standard, under which an agency must prepare an EIR whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. Laurel Heights Improvement Association v. Regents of University of California (1993) 6 Cal.4<sup>th</sup> 1112, 1123, No Oil, Inc. v. City of Los Angeles (1974) 13 Cal.3d 68, 75.

Under CEQA and CEQA Guidelines, if a project may cause a significant effect on the environment, the lead agency must prepare an EIR. Pub. Res. Code §§ 21100, 21151. A project “may” have a significant effect on the environment if there is a “reasonable probability” that it will result in a significant impact. No Oil, Inc. v. City of Los Angeles, supra, 13 Cal.3d at 83 n. 16. If any aspect of the project may result in a significant impact on the environment an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines §15063(b)(1).

This standard sets a “low threshold” for requiring preparation of an EIR. Citizen Action TO Serve All Students v. Thornley (1990) 222 Cal. App.3d 748, 754. If substantial evidence supports a “fair argument” tha a project may have a significant environmental effect, the lead agency must prepare an EIR even if it is also presented with other substantial evidence indicated that the project will have no significant effect. No Oil, Inc. v. City of Los Angeles, supra; Brentwood Association for no Drilling Inc. v. City of Los Angeles (1982) 134 Cal.App.3d 491.

The CEQA Guidelines at 14 Cal. Code Regs. §15384(a) define “substantial evidence” as “enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be



reached..." Under Pub. Res. Code §§ 21080(e), 21082.2(c), and CEQA Guidelines §§ 15064(f)(5) and 15384, facts, reasonable assumptions predicated on facts, and expert opinions supported by facts can constitute substantial evidence.

"Under the fair argument approach, *any* substantial evidence supporting a fair argument that a project may have a significant environment effect would trigger the preparation of an EIR." Communities for a Better Environment v. California Resources Agency (2002) 103 Cal.App.4th 98, 113.

Communities for a Better Environment is also significant because it clarifies that agency "thresholds of significance" are not necessarily the threshold that may be used in determining the existence of a "significant" impact. A significant impact may occur even if the particular impact does not trigger or exceed an agency's arbitrarily set threshold of significance. *Id.* at 114.

An agency must prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact. If there is substantial evidence both for an against preparing an EIR, the agency must prepare the EIR.

"The EIR has been aptly described as the heart of CEQA. Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR protects not only the environment but also informed self-government. [T]he ultimate decision of whether to approve a project, be that decision right or wrong, is a nullity if based upon an EIR that does not provide the decision-makers, and the public, with the information about the project that is required by CEQA. The error is prejudicial if the failure to include relevant information precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process." Napa Citizens for Honest Government v. Napa County Board of Supervisors (2001) 91 Cal.App.4th 342, 355-356 (italics in original).

## **2. Inadequate Analysis and Identification of Impacts**

A fundamental purpose of CEQA is for decision-makers and the public to be made aware of the significant environment impacts of a proposed project before any action is taken on the project. (PRC §21100). The MND fails in a fundamental way to meet the objectives of CEQA because it does not adequately analyze or identify impacts in any of the areas itemized in the MND. This violation is most egregious with respect to hazardous materials, truck turning radius, public safety, traffic and circulation, noise, land use and planning, geology and soils, air quality, aesthetics

### **Air Quality, Hazards & Hazardous Materials**

Despite that the site is the location of a former automotive dealership with maintenance

facilities, no soil study or hazardous material study has been completed and allowed for public review, and no mitigation is identified as necessary in the MND. This is clearly a gross violation of due process and potentially has already placed a significant health risk in the community given that the site was demolished without such a study.

Currently, some type of remediation is on site, yet the MND astonishingly comes to the conclusion that new construction on the site currently undergoing some type of hazardous remediation has no impact.



**Soil remediation machine on the project site.**

Additionally, the use of the construction and delivery trucks, which will emit toxic fumes in close proximity to residential homes and near several other sensitive receptors, has not been assessed.

### **Public Safety**

Evident by the Applicant's own site map, delivery trucks can not safely or legally exist the Project onto 52<sup>nd</sup> street. The operator, Fresh & Easy uses self-checkout which has proven to be a safety hazard, and mechanism for youths to access alcohol. Crime reports for the area indicate that the strip malls have become congregation place for nuisance activity and aggravated crime, making the parking lot a haven for illegal activity.

These impacts have not been identified, let alone addressed in the MND.

**Traffic**

Stated simply the traffic study does not pass the smell test. It does not assess nor propose mitigation to mitigate cut through traffic in the directly adjacent residential community and fails to evaluate the impact of the project on intersections that are within close proximity and can be conceivably be impacted.

Several impacted intersections were completely omitted from consideration, including but not limited to: 52<sup>nd</sup>/Victoria, 52<sup>nd</sup>/Brynhurst, 52<sup>nd</sup>/Chelsey and 52<sup>nd</sup>/West Blvd.

Despite the low level of traffic on 52<sup>nd</sup> Street at the Crenshaw intersection, and the predictable increase in traffic from the project, the MND states there will be no significant change. This conclusion is clearly in error.

The Project will violate General Plan objectives to avoid cut-through traffic on residential streets. The MND does not evaluate and therefore does not propose mitigation for residents on 52<sup>nd</sup> Street and Victoria who will see reduced parking access on their residential streets, some homes which are multi-unit dwellings, because of Fresh & Easy customers.

The traffic impacts of the project must be accurately evaluated and mitigation measures must be proposed and provided for public comment through an EIR process.

**Noise**

The proposed project directly abuts residential properties. The Project proposes nighttime deliveries from 11 pm to 7 pm in violation of the Mini Shopping Center/Commercial Corner Ordinance.

The back-up alarms associated with delivery trucks directly adjacent to residential properties will violate City of Los Angeles noise ordinances. The MND also does not make clear whether the height of the wall is of sufficient length to mitigate the anticipated noise impacts, which continue during the morning/evening's most sensitive times. 24-hour operation or early morning or late night delivery hours would have a substantial impact on these communities. And use of a 6-foot high wall would reduce the height of the wall and increase the noise impact to a level of significance.

Construction and operational noise were not adequately addressed by the MND. For construction phases, noise will exceed thresholds of significance, mitigation measures are insufficient and limiting construction to daytime hours does not mitigate the impact. Typical noise levels at 50 feet of any one piece of construction machinery can be in the range of 75-90 dbs. Given the adjacent residential properties this is particularly problematic.

Also, for operation, use of the 6 foot wall will be ineffective to mitigate noise, among other things, the height of the trucks diesel exhaust stack engines will exceed the height of the walls as would auxillary power units.

#### **Historic Preservation & Demolition Mitigation**

CEQA and federal laws require the evaluation of the impact of a project on cultural and historic resources. The Project replaces a Crenshaw Ford Motors historic structure, which was demolished without the opportunity for review by the public, responsible agencies, and accordingly did not require mitigation measure, for foreseeable problems. The result has been not only a loss of a historic structure, which had a substantial impact on air quality in the form of dust particles being emitted into the air without mitigation, violating SCAQMD District Rule 403, but also an increase in area blight, by failing to completely demolish the structure and remove the newly created graffiti in a timely manner.

#### **Land Use and Planning**

Among others, the Project violates the City of Los Angeles General Plan, West Adams-Baldwin Hills-Leimert Park Community Plan, Crenshaw Corridor Specific Plan.

There are potential environmental impacts due to the Project's inconsistency with the Specific Plan. The changes to the community due to conflicts were not adequately addressed by the MND.

#### **Aesthetics**

The project with a large parking lot fronting Crenshaw Blvd has a significant immitigable aesthetic impact.

#### **Environmental Justice**

The MND makes no assessment of the environmental justice/socio-economic impacts on the majority minority residents that will be impacted by the project in violation of Government Code 11135.

#### **Economic Analysis**

The MND makes no economic analysis of the impact of the business on the local economy, including among others, the impact on the Ralph's grocery store at Slauson/Crenshaw Blvd, which anchors a larger shopping center.

#### **Cumulative Impacts**

The above clearly indicate the individual Project impacts are significant and cumulatively significant.

### **3. The MND Defers Identification and Implementation of Mitigation Measures for Identified Impacts**

In Sundstrom v. County of Mendocino (1988) 202 Cal.App.3d 296, 307, the Court of Appeals concluded that the mitigated negative declaration that required the applicant to impose mitigation measures recommended by a future study was illegal under CEQA:

“The requirement that the applicant adopt mitigation measures recommending in a future study is in direct conflict with the guidelines implementing CEQA. California Code of Regulations, title 14, section 15070, subdivision (b)(1) provides that if an applicant proposes measures that will mitigate environmental effects, the project plans must be revised to incorporate these mitigation measure “*before* the proposed negative declaration is released for public review ....” (Emphasis added.) Here, the use permit contemplates that project plans may be revised to incorporate needed mitigation measures after the final adoption of the negative declaration. This procedure, we repeat, is contrary to law.” (202 Cal.App.3d at pp. 306-307).

The CEQA Guidelines explain that “[f]ormulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.” (14 CCR § 15126.4(a)(1)(B)). In the matter at bar, the entire basis of is the Commission’s action is illegally deferred mitigation, regarding the aforementioned impacts, and as it relates to the use of alcohol and its impact on the community.

#### **4. Applicant has failed to notice nearby schools**

Public Resources Code section 21151.4 states in subdivision (a) that:

“An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involved the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to person who would attend or would be employed at the school, unless both of the following occur: [¶] (1) The lead agency preparing the environmental impact report or negative declaration has *consulted with the school district having jurisdiction* regarding the potential impact of the project on the school [; and] [¶] (2) The *school district has been given written notification* of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.” (Emphasis added).

The MND makes no attempt to even claim they consulted with the nearby public schools of View Park Preparatory and Crenshaw High School, both of which are within ¼ mile of the Project, nor the many private schools that are in close proximity.

G. IMPORTANT DETERMINATIONS HAVE FAILED TO BE MADE REGARDING THE APPROVAL OF THE SUBJECT'S LIQUOR LICENSES.

The permission of alcohol sales on the site is unsupported, especial for an operator like Fresh & Easy that utilizes the easy to game self-checkout system, and is just a block away from Crenshaw High School.

- The proposed use will adversely affect the welfare of area residents.
- The proposed use will resulted in an undue concentration
- The proposed use will detrimentally affect nearby residentially zoned communities, given the close proximity of residential buildings, churches, schools, public playgrounds and other similar uses, and other establishments dispensing, for sale alcoholic beverages, including beer and wine.

As the ZA Staff Report notes, the area already exceeds the State of California Department of Alcoholic Beverage Control licensing criteria allocated to this census tract, and several licenses are already granted within 1000-foot radius, with even more are within the 1-mile radius.

The undue concentration of licenses in the area around the Project is inherently detrimental to public welfare in several major ways. The detrimental consequences are summarized in a Fact Sheet dated February 2003, issued by the Institute for Public Strategies, entitled *Effects of Alcohol Outlet Density on Economic Development*.

The ZA Staff Report also acknowledges that this is an area with over 107 recorded arrests of public nuisance crimes, which per the report "do not reflect the total number of arrest in the subject reporting district over the accountable year." The project is on the direct path of several sensitive sites including day cares and centers of learning, and places of worship.

Stated simply no argument for public necessity for the sale of alcohol has been provided and no credible one could be made, the proposed sale violates state laws and local standards, and the level of nuisance activity already prevalent in close proximity to the project means that granting the approval would be akin to lighting a match in a room full of dynamite.

H. THE ACTIONS VIOLATE OF THE GENERAL PLAN, COMMUNITY PLAN, AND SPECIFIC PLAN

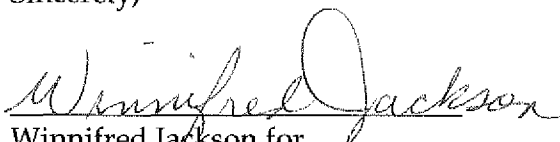
The Commission's action violates the City of Los Angeles General Plan, Crenshaw Specific Plan, West Adams-Baldwin Hills-Leimert Park Community Plan requirements in many respects, most prominently with regard to setback for directly adjacent residential properties.

III. CONCLUSION

The Actions are a violation of the statutory law, case law, City of Los Angeles General Plan, Crenshaw Corridor Specific Plan, West-Adams-Baldwin Hills-Leimert Park Community Plan, Conditions Use Approval for Sale of Alcoholic Beverages Specific Plan. Accordingly, we respectfully request the City Council of Los Angeles uphold our appeal and oppose all approvals, conditional use permits, project permit compliance approvals, site plan review, and certification/adoptions made, including CEQA approvals for ENV-2009-3102-MND-REC.

I respectfully request this letter and the attachments be entered into the record in their totality for each of the Proposed Action files under your consideration.

Sincerely,



Winnifred Jackson for  
Hyde Park Organizational Partnership for Empowerment  
Madden Avenue Block Club  
James Stinson

Exhibits:

- West Adams-Baldwin Hills-Leimert Community Plan
- Crenshaw Corridor Specific Plan
- Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual
- Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan
- City of Los Angeles General Plan Chapter 5: Urban Form and Neighborhood Design
- City of Los Angeles Department of City Planning Walkability Checklist Guidance for Entitlement Review
- Rendering of Trader Joes & Ralphs at Olympic Boulevard/Stoner Avenue, Los Angeles, CA
- Effects of Alcohol Outlet Density on Economic Development

# **WEST ADAMS-BALDWIN HILLS-LEIMERT**

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# **Community Plan**

## **TABLE OF CONTENTS**

### **ACTIVITY LOG**

### **COMMUNITY MAPS**

### **COMMUNITY PLAN**

- I. Introduction
  - II. Function of the Community Plan
  - III. Land Use Policies and Programs
  - IV. Coordination Opportunities for Public Agencies
  - V. Urban Design
- Appendix - Community Design Overlay District Guidelines and Standards





# **WEST ADAMS-BALDWIN HILLS-LEIMERT**

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# **Community Plan**

## **Chapter I**

### **INTRODUCTION**

#### **COMMUNITY BACKGROUND**

##### **PLAN AREA**

The West Adams - Baldwin Hills - Leimert Community Plan area, located about 7 miles southwest of Downtown Los Angeles, contains 8,243 acres or approximately 13 square miles of land area. It is bounded on the north by Pico and Venice Boulevards, on the west by Robertson Boulevard and the Cities of Culver City and Inglewood, and the County of Los Angeles. The City of Inglewood forms the southern boundary at 79th Street and Arlington/Van Ness Avenues border the Community on the east.

##### **COMMUNITY HISTORY**

This brief historical account is intended only to establish the historical background to the pattern of development in the Community Plan area. It is not meant to be an exhaustive history of the West Adams-Baldwin Hills-Leimert area.

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

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

In the 1880's, Southern California experienced a real estate boom. Many ranchos were subdivided and sold. However, L.J. Baldwin, commonly known as 'Lucky J', who acquired Ranchos Cienega O'Paso de la Tijera in 1875 continued to use his land for agriculture and cattle grazing. During this era, a railroad line was built along Exposition Boulevard, from the Downtown San Pedro Street Station to the City of Santa Monica.

During the 1900's, the greater part of what is now the West Adams-Baldwin Hills-Leimert Community Plan area was a sheep ranch owned by the Agoura family. A narrow gauge railroad known as the Green Car Line followed a

route west along Santa Barbara Avenue, southwest along Leimert Boulevard and south along Crenshaw Boulevard connecting downtown Los Angeles with Inglewood and Manhattan Beach.

Because of this railroad, the Leimert area grew. Commercial development occurred along Crenshaw Boulevard, from about 54th Street south to about Florence Avenue with a major concentration in the Hyde Park area.

In the 1920's, the Degnan Center (Degnan and Vernon Avenue) was developed. This shopping center was located about one block from the Green Car Line located along Leimert Boulevard.

Oil was discovered in the 1920's in Baldwin Hills. The original discovery well first produced 145 barrels of crude oil per day. By the early 1970's, there were more than 500 oil wells producing in excess of 400 million barrels of crude oil per year.

The late 1920's and early 1930's was a period of airport development. There were four airports located between Exposition Boulevard and Santa Barbara Avenue in the flat land area.

The airfields were subsequently removed and a period of residential development followed. In the late 1930's and early 1940's the area between Santa Barbara Avenue (now called Martin Luther King Jr. Boulevard) and Exposition Boulevard from 3rd Avenue west to La Brea Avenue was developed. The Baldwin Hills Village, commonly called "The Village Green," was constructed during this era. It was the first experimental apartment complex with no through-streets. Apartment units, connected by extensive parkways surrounded an extensive, village green-like open space located in the center of the project. In the 1960's, these units were converted to condominiums and remain so today.

In 1947, the Crenshaw Regional Shopping Center was opened. Two well-established department stores were located in what was then a suburban area at Crenshaw Boulevard and Santa Barbara Avenue in anticipation of population to follow. Subsequently, in the 1950's, Baldwin Hills, Windsor Hills, and Ladera Heights were developed with single-family homes. The huge apartment development, called the Baldwin Village, was developed during this period, adjoining the Crenshaw Shopping Center near the base of Baldwin Hills.

The Crenshaw Shopping Center gave impetus to the development of other neighborhood shopping centers in the District. Shopping centers have been developed at Washington Boulevard and 10th Avenue, La Cienega Boulevard, Coliseum Street, and on Rodeo Road at its intersection with La Brea Avenue. However, while the modern shopping facilities in the district flourished, strip commercial development suffered from loss of revenue and deterioration. Some of these properties were subsequently converted to light manufacturing uses. These industrial uses are evident along Venice, Washington, Jefferson and portion of Adams Boulevard.

After World War II, Japanese-Americans began moving into single-family homes in the area west of Arlington Avenue, and north of Martin Luther King Jr. Boulevard, then called Santa Barbara Avenue. During the 1950's and

1960's, a thriving Japanese community developed with many business located on Jefferson Boulevard and in the Crenshaw Square shopping center.

In the late 1940's, African-Americans also began moving into the area north of Jefferson Boulevard and east of Crenshaw Boulevard. These two groups broke the ethnic barriers which had maintained a Whites-only homeownership pattern in the Community Plan area. During the 1950's and 1960's, African-Americans spread westward into the Crenshaw area, View Park and Baldwin Hills.

Most of the District's residential and commercial areas had developed to current levels by the middle 1950's. With little vacant land left to develop, the District's subsequent growth primarily has been by conversion of older single-family structures into multi-family apartments.

In 1963, the dam of the Baldwin Hills Reservoir collapsed, resulting in flooding and destruction of the foothill area to the north. There was millions of dollars in property damage and the use of the reservoir was subsequently abandoned. Damage to properties has since been repaired and evidence of this disaster is not very visible today.

Construction of the Santa Monica Freeway in the 1960's split the West Adams neighborhood. Dozens of houses were destroyed, including 20 mansions in the gated community of Berkeley Square. The Freeway construction resulted in a decline of property values.

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

As White flight continued and African-American and Japanese-American families solidified their presence in the Community, the commercial and industrial make-up of the Community Plan area changed. Whites who owned the businesses in the Community migrated to the suburbs and took their businesses with them.

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

During the 1980's, the declining conditions within the Community and escalating real estate prices in the more "desirable" neighborhoods forced young African-Americans to seek homeownership in other outlying areas such as Moreno Valley and Palmdale. However, the "affordability" of property in the Community Plan area as compared to the rising prices in the suburbs, resulted in the influx of other groups into the Community. Meanwhile, young Whites returned to the area, attracted by the affordable prices and the historic value of property. These "preservationists" brought a new energy to areas west of Arlington Avenue and north of Jefferson Boulevard. However, concerns of gentrification increased among the older minority population. Young Latino families, also attracted by the price of property within the Community began moving into the Community in larger numbers. West Adams and the Hyde Park neighborhoods have attracted many of these young families.

Today, opportunities exist to develop a social and economic climate that can be of significant benefit to the Community. Through innovative land use guidelines, neighborhoods can be regenerated and commercial areas revitalized. There are unique residential neighborhoods in Leimert, Slauson, Baldwin Hills, Lafayette Square and others that require support and programs to enhance their viability. Places of significant historical interest in Arlington, West Adams, Leimert, demand thoughtful attention to issues of preservation and gentrification. The very vital commercial core in the Baldwin Hills-Crenshaw Plaza and the Santa Barbara Plaza has considerable potential for regional significance. There are nodes of commercial activity along the major north-south arteries of Crenshaw, La Brea and La Cienega. Proposed mass transit lines along the Exposition and Crenshaw Corridors offer opportunities for future development that do not exist today. The future of the West Adams-Baldwin Hills-Leimert Community lies in the balancing of these varied interests to produce a Plan that charts a comprehensive program to guide this Community into the next century.

## **COMMUNITY PARTICIPATION**

The Los Angeles City Council adopted a resolution on February 5, 1988, which provided for the creation of Community Plan Advisory Committees (CPAC). This resolution ensured citizen involvement in the Community Plan Revision (CPR) process.

The West Adams - Baldwin Hills - Leimert CPAC acted in an advisory capacity and made recommendations regarding changes needed in the community. By creating an active open forum, citizens were able to voice their concerns as well as contribute to creative planning solutions for their community.

The CPAC process provided the following opportunities.

- To gather information and insight concerning the needs, desires, resources and unique nature of the Community;
- To inform residents and business interests about the planning process;
- To give the members of the Community an opportunity to participate in

- the planning process;
- To build consensus for approval of the plan and strengthen the ability of the citizens of the community to be involved in the implementation of the plan.

Upon preparation and approval of the Community Plan or any amendments thereto by the City Planning Commission, the approved changes are presented by the Director of Planning, together with the Commission's report and recommendations to the Mayor and the City Council for adoption.

## COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the West Adams - Baldwin Hills - Leimert Community Plan area.

### RESIDENTIAL

Preserve and enhance the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities through compatible new housing.

#### Issues

- Need to preserve established single-family neighborhoods.
- The intrusion of incompatible, higher density residential and commercial uses in lower density established residential areas.
- The special need for alternative housing and care for a growing homeless population.
- The need to preserve and enhance historic residences.
- The unattractiveness of some new development within the Community.
- The availability of sensitively designed and affordable single and multi family housing units.
- Displacement of existing residents by gentrification or demolition.
- Compatibility between residential and other uses.
- Residential-rich, jobs-poor area.

#### Opportunities

- Active homeowners' groups, promoting identification and preservation and rehabilitation of historic residences.
- Access and proximity to employment centers outside the Community.

- The potential for appropriately scaled new housing in proximity to public transit nodes.
- Potential for residential and mixed use development along commercial corridors.
- Undeveloped or underdeveloped land may allow opportunities for clustered development.
- The potential for the rehabilitation of older housing stock.

## **COMMERCIAL**

Improve the function, design and economic vitality of the commercial corridors.

### **Issues**

- Lack of continuity of complementary uses and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial depths.
- Unsightliness of some new and existing construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.
- The flight of quality commercial enterprises and of consumer dollars from the area.
- Housing-rich, jobs-poor areas.

### **Opportunities**

- The strengthening or establishment of chambers of commerce and/or merchant associations of both tenants and owners.
- Opportunities for the creation of business improvement districts.
- Better use of existing commercially zoned vacant and underdeveloped parcels.
- Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.

- Active pursuit of joint development and other revitalization programs, including the leveraging of any capital improvement projects and locally developed business improvement programs to retrain employees.
- Establish design guidelines for all commercial areas.

## **INDUSTRIAL**

The industrial base is a major economic asset that should be preserved and/or redeveloped to accommodate emerging technologies, thus providing an enhanced job base for the Community's population.

### **Issues**

- The existing industrial base is in poor condition.
- A significant out-migration of and divestment in manufacturing plants in recent years.
- A lack of screening and buffering between industrial and other uses, and scale.
- An old industrial base that requires upgrading and an accommodation of new industrial technology.
- The location and lot sizes of some industrial parcels.

### **Opportunities**

- Existing under-utilized and vacant industrial parcels capable of the development of new and improved industrial plant.
- Potential for the development of new industrial parks.
- Opportunities for the development of public/private joint development.
- Formation of urban opportunity areas to provide development options in industrial areas.
- Establish appropriate transitional uses between industrial and adjoining uses, especially residential.

## **HISTORIC**

The historic resources are a valuable asset to this Community. They offer significant opportunities for developing neighborhood identity and pride within the Community. It is important to retain the currently available inventory of such buildings.

### **Issues**

- Preservation and rehabilitation of existing historic places.
- The need to increase understanding and appreciation of preserving historic resources.



- New development and rehabilitation projects that are sensitive to the character of established historic areas.
- Absentee ownership with little or no commitment to neighborhood values.

#### **Opportunities**

- The potential for the establishment of historic districts.
- Creation of design standards appropriate to historic areas.
- Opportunities for the adaptive use of historic buildings.
- Formation of urban opportunity areas to provide development options in industrial areas.
- The use of currently available historic residences for low and moderate income ownership.

## **TRANSPORTATION**

The circulation system of roads and rail accommodates the movement of people, goods and services throughout the Community Plan area. An expanded public transit system aimed at providing both capacity and new developmental opportunity is important to reduce congestion, transportation costs, improve air quality better serve all segments of the Community.

#### **Issues**

- Light rail transit lines proposed to serve the Plan Area represent some of the largest capital improvement impacts on the area:
  1. Crenshaw/Prairie.
  2. Exposition/Santa Monica.
- A bus transportation system that adequately serves the residents of the Community Plan area.
- A public transit system capable of adequately serving the Community and addressing the regional transit needs.
- Development around station stops should be compatible with the existing character of the surrounding neighborhood.

#### **Opportunities**

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- Manage the intensity and density of development in proximity to the station stops, maintain compatibility with the scale of the surrounding area.

- Potential to incorporate needed facilities conveniently near station stops such as child care, senior housing, artcraft district.
- Potential to reflect and enhance Community identity with appropriate themes for each station stop.
- Preservation of historic structures or districts.
- The potential for paratransit or feeder bus lines to link neighborhoods with major transportation corridors and centers.

**CULTURAL AND URBAN DESIGN**

Plan the few remaining sites for major development for needed job producing uses that improve the economic and physical condition of the community.

**Issues**

- The expression of significant cultural themes needs to be encouraged within the Community.
- There is a lack of resources to nurture cultural expression within the Community.
- Limited links between the schools and the artistic/cultural Community.
- Inconsistent architectural development which does not address neighborhood or Community themes.
- Inconsistent and incompatible urban design treatments.

**Opportunities**

- The development and use of programs linking local schools with established cultural and artistic interests within the Community.
- The establishment of cultural districts allowing for the expression of unified cultural themes.
- Design standards and guidelines established to guide new and infill development.

**NEIGHBORHOOD CHARACTER**

Preserve and enhance the positive characteristics of existing uses which provide the foundation for Community identity, such as scale, height, bulk, setbacks and appearance.

**Issues**

- Scale, density and character of multiple dwelling housing adjacent to historic buildings and single-family homes.
- Impact on street parking from new apartments and from new development in or rehabilitation of commercial nodes and corridors.

- Effects of residential development on commercial corridors.
- New hillside buildings may block views or present an unsightly view from below.
- The need to preserve and rehabilitate historic areas with sensitivity to the character of the established neighborhood.
- New development which does not complement neighboring structures.

### **Opportunities**

- Clusters of historic structures could form a district providing numerous examples for new projects to complement existing structures.
- Infill development and recycling or rehabilitation of existing older structures offer opportunities for enhancing neighborhood character.
- Potential development of large parcels as well as areas adjacent to station stops provide opportunities to reflect and enhance Community identity.
- Potential for the establishment of Community Design Overlay Zones.

## **ECONOMIC DEVELOPMENT**

The exploration and expansion of economic development opportunities are crucial elements in the revitalization and growth of the Community. Designing a comprehensive set of programs to empower local communities to capitalize on the opportunities available for economic development should be the goal of both public and private agencies.

### **Issues**

- A lack of training in, knowledge of and experience in the business world.
- Inadequate access to legitimate funding sources.
- The need to generate and take advantage of economic development opportunities in the area.
- Centralized source of available resources in the Community.

### **Opportunities**

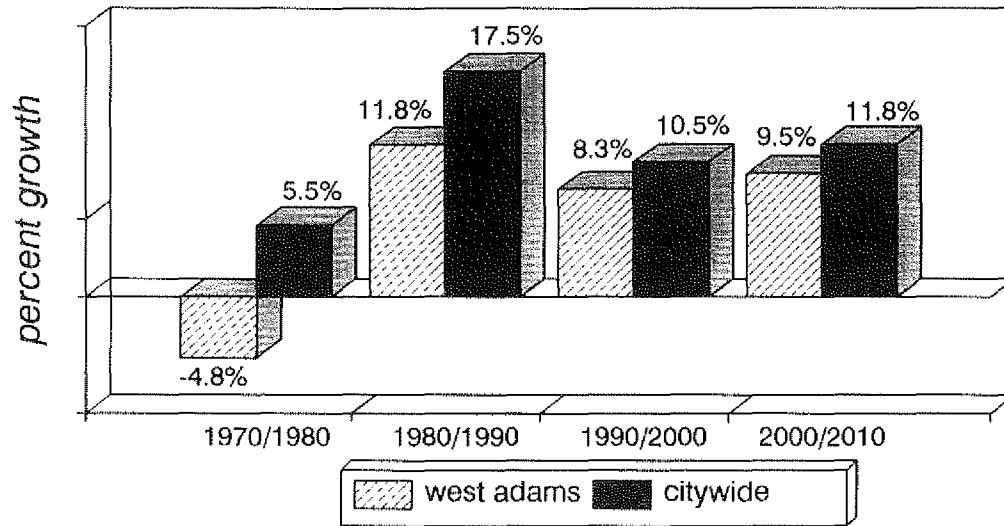
- Large, contiguous parcels, e.g. along Crenshaw Boulevard, have the potential to create significant development.
- There are several locations within the Community where the development of a particular cultural or historic theme offers opportunity for the development of related businesses.

- The creation of locally based development corporations offer opportunities for economic empowerment by the Community.
- The establishment of public/private partnerships to stimulate economic development.

# WEST ADAMS/BALDWIN HILLS/LEIMERT PARK COMMUNITY PROFILE

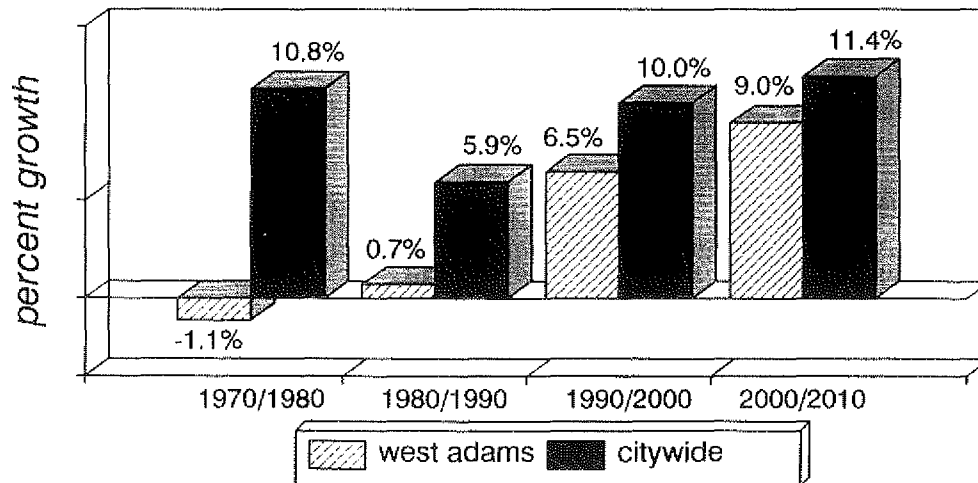
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
<b>total population</b>					
west adams	159090	151528	169397	183533	200981
citywide	2811801	2966850	3485398	3852993	4306564
<b>growth rate</b>					
west adams		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		-4.8%	11.8%	8.3%	9.5%
		5.5%	17.5%	10.5%	11.8%

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



	1970	1980	1990	2000	2010
<b>total households</b>					
west adams	62201	61497	61955	65959	71898
citywide	1024873	1135491	1203052	1323882	1474514
<b>growth rate</b>					
west adams		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		-1.1%	0.7%	6.5%	9.0%
		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 ADAMS – COMMUNITY PROFILE

## HOUSING and OCCUPANCY FACTORS

1990 census data;

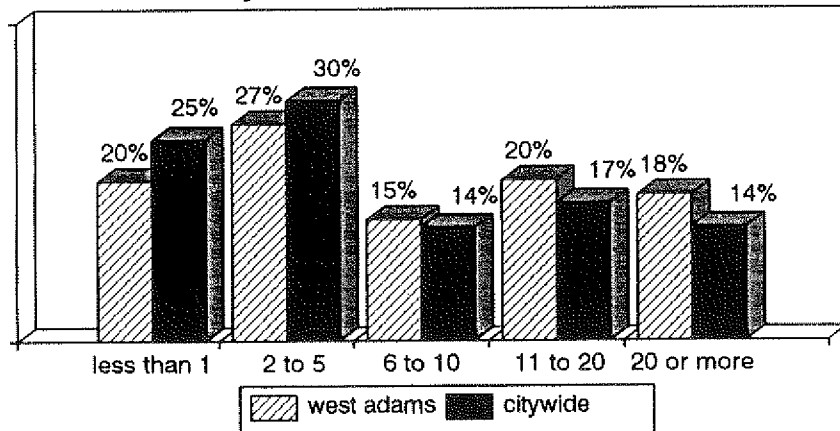
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	49.8%	18.6%	31.6%
renter occupied housing units	23.3%	24.0%	52.7%

<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 adams	18.6%	52.3%	18.1%	9.6%	1.5%
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 adams	15.8%	40.7%	37.8%	4.5%	1.3%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

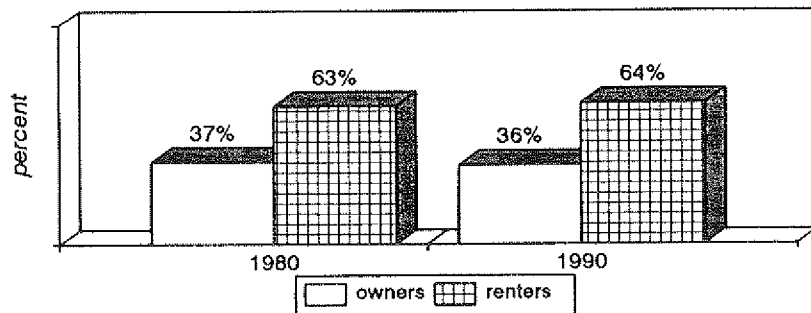
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
west adams	19.5%	27.4%	15.2%	19.7%	18.2%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

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 ADAMS – COMMUNITY PROFILE

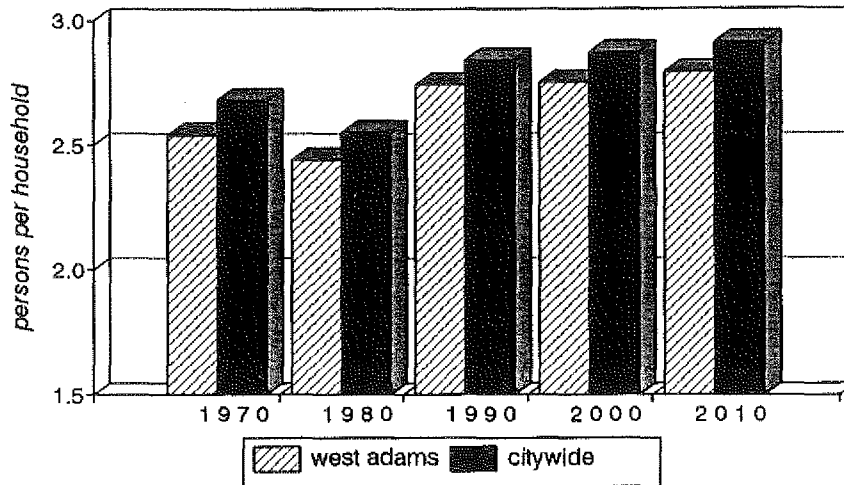
estimated data (from U.S. Census)

projections (from SCAG)

**household size**  
(persons per dwelling unit) \*

	1970	1980	1990	2000	2010
West Adams	2.54	2.44	2.74	2.75	2.79
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

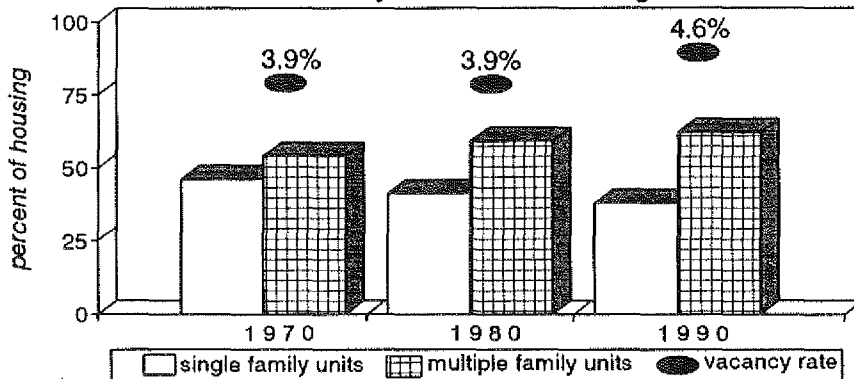


**housing splits / vacancy factors \*\***

(west adams only)

	1970	1980	1990
single family dwellings	46%	41%	38%
multiple family dwellings	54%	59%	62%
vacancy rate (total housing)	3.9%	3.9%	4.6%

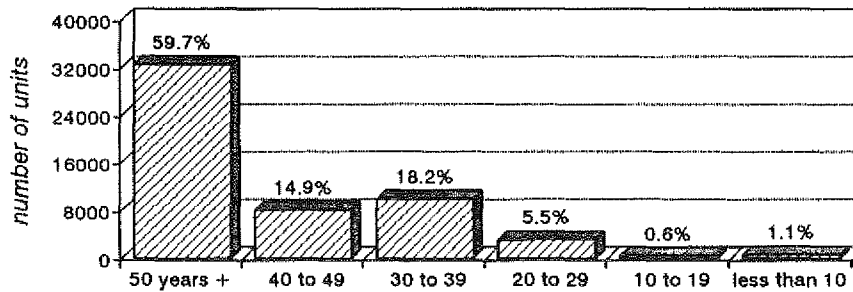
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



**age of housing as of 1994 \*\*\***

total dwellings in west adams (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 ADAMS – COMMUNITY PROFILE SOCIO/DEMOGRAPHICS

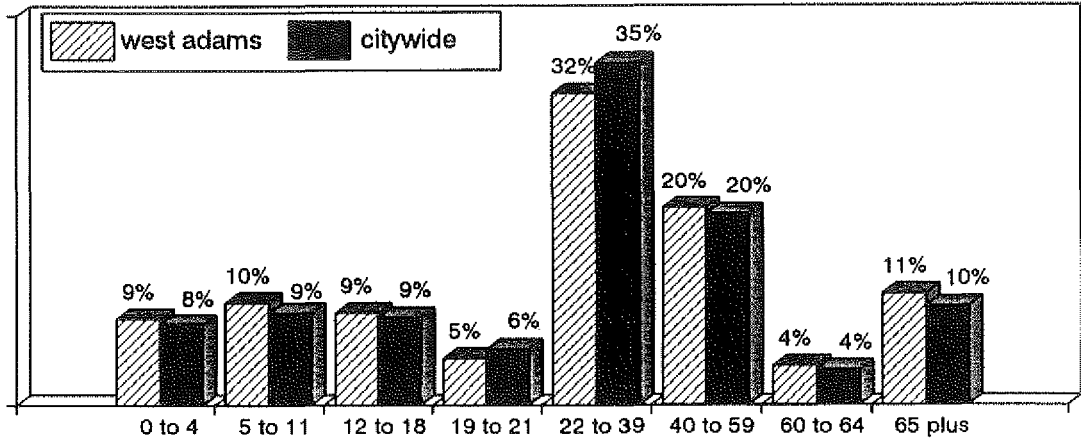
1990 census data;

<u>employment (percent) *</u>	
females employed	49.5%
males employed	50.5%
employment participation rate	63.8%
(citywide rate)	67.3%

<u>household income (1989) **</u>	
average	\$30,958
(citywide)	\$45,701
poverty (percent)	20.8%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
west adams	67.3%	44.6%	15.3%
citywide	67.0%	47.8%	23.0%

age of the general population

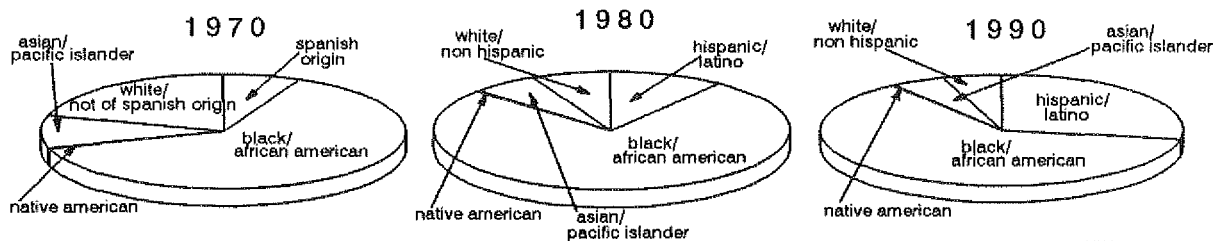


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
west adams	23.2%	3.7%	2.6%	28.6%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	west adams	66.0%	16.4%	12.7%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	west adams	34.4%	19.8%	17.6%	22.2%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	9.2%	6.0%	4.8%
black/african american	63.3%	75.9%	61.9%
hispanic/latino	6.8%	10.5%	27.9%
native american	0.3%	0.4%	0.2%
white-non hispanic	20.5%	7.1%	5.2%



**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.

\*\*\* 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) requires that each 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. In the City of Los Angeles, thirty-five Community Plans comprise the City's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use Element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

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

The West Adams - Baldwin Hills - Leimert Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

The Community Plan addresses the Elements of the General Plan and is internally consistent with the Citywide Elements of the General Plan. The Citywide Elements take precedence except where unique needs and requirements of the community are called out in the Community Plan.

### **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. Decisions

by the City with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards are guided by the Plan.

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 their respective communities. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the communities through the year 2010. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the communities.

The General Plan clarifies and articulates 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 ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan Area.

## **PURPOSE OF THE COMMUNITY PLAN**

The last comprehensive update of the West Adams - Baldwin Hills - Leimert Community Plan was completed in 1979. 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 is 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.

This Community Plan was developed in the context of promoting a vision of the West Adams - Baldwin Hills - Leimert area as a Community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.

- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the West Adams - Baldwin Hills - Leimert Community Plan Area.

## **ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN**

This Plan sets forth goals, objectives, policies, and programs that pertain to West Adams-Baldwin Hills-Leimert. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire 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 will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the Community.

## **RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS**

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State Law requires that the General Plan have internal consistency, the West Adams-Baldwin Hills-Leimert Community Plan must be consistent with the other Elements and components of the General Plan.

The Citywide General Plan is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The Citywide General Plan forecasts the following population, housing and employment levels for the West Adams-Baldwin Hills-Leimert Community Plan for the year 2010:

<i>Population (2010) Projection</i>	<i>200,981</i>
<i>Employment (2010) Projection</i>	<i>50,121</i>
<i>Housing (2010) Projection</i>	<i>76,478</i>

The above population, employment and housing numbers are provided as reference during the Community Plan revision. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the Community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted Community Plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occurs. It should be also be noted that the Community Plan capacity does not include housing in 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 areas element, and an air quality element. All the provisions and requirements of the General Plan elements apply to the West Adams-Baldwin Hills-Leimert Community Plan.

Neighborhood Plans involve the preparation of special Plans which blend both policy and implementation functions for unique neighborhoods within a community. In addition to these neighborhood Plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

## **PLAN CONSISTENCY**

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that achieving the full residential densities and the commercial and industrial intensities depicted on the Plan map will not occur due to Plan restrictions and economic limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new plan consistency findings at the time of the decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the

required general finding, decision-makers acting on certain projects in the West Adams-Baldwin Hills-Leimert Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as programs in Chapter III of the Plan and which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

## **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 for the Congestion Management Program (CMP), adopted in December 1993 by the Los Angeles County Transportation Authority 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 shall report to the Commission on the relationship between population, employment, and 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 Zone Changes shall be submitted to the Planning Commission and City Council as specified in the L.A.M.C.

## Chapter III

# LAND USE POLICIES AND PROGRAMS

This Chapter of the Plan Text contains Goals, Objectives, Policies, and Programs for all appropriate land use designations, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Department of City Planning has responsibility for the goals, objectives, policies and the initiation and direct implementation of the programs contained herein.

## RESIDENTIAL

Existing residential land use patterns vary greatly according to local conditions in the neighborhoods and communities which comprise the West Adams - Baldwin Hills - Leimert Community Plan. Topography, population characteristics, housing markets, age and degree of existing development have a great influence on the type, location and density of development throughout the Community. Much of the existing residential development in the area was established by physical controls such as topography, large amounts of existing available land and infrastructure.

Over the past twenty years, there has been increasing pressure for development. Some of this newer development was inconsistent with existing development. Some areas of low density apartment and neighborhood commercial development have experienced development pressure for large apartment houses which are out of scale with existing development. In addition, hillside land that was economically difficult to develop in the past, is now being developed. Such new development impacted the existing street system and infrastructure. In other areas, vacant land has been left undeveloped, creating opportunity areas that require sensitive consideration so that their development adds value to the Community. Such new development should explore the existing development patterns, infrastructure, street systems, urban design, architectural features and historical resources in order to maintain Community context. Of considerable concern is that new or remodeled development in historic neighborhoods be sensitive to the existing character of these neighborhoods.

Historically, the majority of the area has been planned for residential purposes. The 1979 Plan designated approximately three-quarters of the total land area for residential use. Of this portion, approximately 52 percent was designated for single-family use only.

Therefore, plan policy provides for preservation of the existing residential neighborhoods throughout the area, retaining existing single family districts and multi-family clusters. Within the Community, only areas around transit stations and along transit corridors would realize any significant changes in densities. This would occur as existing properties zoned for multi-family development which contain a mix of densities continue to build out to their maximum potential.

The Plan designates residential land use densities as indicated in Table I. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point of the range for the dwelling units per net acre category. The midpoint represents a reasonable factor to use, as new development within each land use category is not likely to occur at one or the other extreme of the range but rather throughout the entire 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)
Minimum	0.5 (0 to 1)	11	22.09	2.74	30
Low	4.8 (4+ to 9)	14,803	2,277.50	2.74	40,560
Low Medium I	13.5 (9+ to 18)	4,862	360.17	2.74	13,321
Low Medium II	23.5 (18+ to 29)	29,507	1,255.65	2.60	76,718
Medium	42.0 (29+ to -55)	26,877	639.93	2.60	69,880
High Medium*	82 (55+ to 109)	346	4.23	2.60	899
<b>TOTALS</b>		<b>76,406</b>	<b>4,559.57</b>		<b>201,408</b>

**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 Designate specific lands to provide for adequate multi-family residential development.

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

1-1.2 Protect existing single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

**Program:** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low Density Residential. Transitional residential densities may be developed where feasible to serve as additional buffers. Plan Amendments and/or Zone Changes may be allowed to reduce incompatible uses.

- 1-1.3 Require that new single-family and multi-family residential development be designed in accordance with the design standards.

**Program:** The Plan includes an Urban Design Chapter which includes design standards for residential development.

- 1-1.4 Maintain at least 50% of residential lands designated for single family uses.

**Program:** The Plan designates residential lands to reflect this ratio.

## **Objective 1-2**

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

### **Policies**

- 1-2.1 Locate higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

**Program:** The Plan designates lands for higher residential densities within transit oriented districts (TODs) and pedestrian oriented areas (POAs).

- 1-2.2 Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

**Program:** Utilize the incentive programs such as the Density Bonus Program, F.A.R. allowances to encourage the development of these units in the desired locations.

## **Objective 1-3**

To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

### **Policies**

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

**Program:** The Plan includes an Urban Design chapter which establishes design standards for residential development to implement this policy.



- 1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

**Program:** Require that a decision-maker adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

- 1-3.3 Preserve existing views in hillside areas.

**Program:** Maintain and continue implementation of the adopted Citywide Hillside Ordinance and which contribute to the preservation of views. The Plan Map identifies open space lands and minimum density residential development along La Brea and La Cienega Boulevards to protect the views in the Baldwin Hills area.

#### **Objective 1-4**

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

##### **Policies**

- 1-4.1 Protect and encourage reuse of the area's historic resources.

**Program:** Implementation of Historic Preservation Overlay Zones whose boundaries are identified on the Plan Map, if determined to be appropriate. In areas where there are large concentrations of neighborhoods with historic character, the Plan maintains residential plan categories and proposes no zone changes or Plan amendments in order to preserve and protect these areas.

- 1-4.2 Encourage the identification and documentation of the areas historic resources.

**Program:** The Plan Map identifies potential areas in the Arlington Heights, Crenshaw/Adams, Leimert, Slauson/West neighborhoods which are recommended to be considered for Historic Preservation Overlay Zones. If deemed appropriate, such Historical Preservation Overlay Zones should be processed in accordance with the provisions of Section 12.20.3 of the Los Angeles Municipal Code.

- 1-4.3 Preserve architecturally or historically significant features such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

**Program:** Implementation of Historic Preservation Overlay Zone(s); compliance with historic preservation design standards established in the Urban Design Chapter.

#### **Objective 1-5**

To promote and ensure the provision of adequate housing for all persons regardless of income, age or ethnic background.

## **Policies**

- 1-5.1 Promote greater individual choice in type, quality, price and location of housing.

**Program:** The Plan promotes greater individual choice through: a) its establishment of residential design standards; b) its allocation of lands for a variety of residential densities; and c) its promotion of housing in mixed use projects in pedestrian oriented areas and transit oriented districts. The Plan does not directly control housing prices.

- 1-5.2 Ensure that new housing opportunities minimize displacement of the residents.

**Program:** Require that a decision-maker adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

- 1-5.3 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

**Program:** The Plan cannot require that condominium or townhouse type units be built instead of rental units; however, the Plan encourages such types of development by designating specific areas for Low Medium residential land use categories where condominium and townhouse type development can be most economically sited.

- 1-5.4 Provide for the clustering of housing units to help decrease the effective cost of land per dwelling unit.

**Program:** The Plan designates specific areas for Low Medium residential density development to encourage clustering of units in order to preserve and enhance remaining open space.

- 1-5.5 Ensure that adequate housing units for senior citizen are developed within the Community Plan area.

**Program:** The Plan designates specific areas for Medium residential density development and encourages mixed use development in transit oriented districts and pedestrian oriented areas which would allow for the development of senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community.

- 1-5.5 Ensure that the development of transition housing units and emergency shelters are appropriately located within the Community Plan area.

**Program:** The Plan designates specific areas for Medium residential density development which would allow for the development of such housing. Continue the implementation of the Conditional Use permitting process in order to determine the appropriate locations for such units within the Community.

**Objective 1-6**

To limit the intensity and density in hillside areas.

**Policies**

- 1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

**Program:** The Plan designates hillside property westerly of Crenshaw Boulevard in the Baldwin Hills and View Park areas in the Minimum residential designation and the RE40 Zone and the Low residential designation and the R1 Zone; the Plan also designates land in the Low Medium designations and appropriate corresponding zones in areas which were previously designated Medium residential and zoned R3 and which are located at the base of hillside communities such as the Baldwin Village and the Village Green area and which would impact access to and circulation pattern in hillside areas.

**Program:** Continue the implementation of the Citywide Hillside ordinance.

- 1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

**Program:** Require that a decision maker adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

**Program:** Continue the implementation of the Citywide Hillside Ordinance.

- 1-6.3 Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.

**Program:** The Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue the implementation of Subdivision Map Act on individual project applications.

- 1-6.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

**Program:** Continue the implementation of the Citywide Hillside Ordinance and implement conformance with applicable design standards identified in the Urban Design Chapter of the Plan.

1-6.5 Encourage clustering in order to use the natural terrain to it's best advantage.

**Program:** The Plan includes various areas designated Low density residential which allow a corresponding zone of RD6 which permits clustering.

## COMMERCIAL

Commercial land use in the West Adams - Baldwin Hills - Leimert Community Plan Area is in a state of transition. The traditional retail centers at the Baldwin Hills-Crenshaw Plaza, Santa Barbara Plaza, La Cienega/Rodeo, La Brea/Rodeo (Baldwin Village Plaza) have undergone a transition due to demographic changes, the flight of some businesses from the area, "dollar flight" from the area, competition from neighboring cities and the proliferation of "mini" shopping malls. Other commercial districts in the area are also facing increased competition and have undergone considerable change.

The predominant land use pattern is mainly strip commercial which results in conflicts between traditional commercial development with store fronts being built to the street and new development which has parking adjacent to the street. Also large apartment buildings have been constructed along portions of some of the major arterials in some strip commercial areas. Some of these residential developments are often out of scale with the existing land use pattern and in some locations have had a considerable impact on traffic circulation.

The commercial land use policies reflect the need to locate new commercial uses in the Community to facilitate convenient shopping and easy access to professional services. New and rehabilitated office space can be established in the commercial centers (nodes) and areas designated for mixed use, proposed transit oriented districts and pedestrian oriented areas. Redevelopment of existing commercial strips and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally, incorporate retail, office, and/or parking on the lower floors and residential units on the upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, to reduce congestion and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas, such as in pedestrian oriented areas and in transit oriented districts.

## GOAL 1

***A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.***

## Objective 1-1

To conserve and strengthen viable commercial development.

### Policies

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

**Program:** The Plan retains and in some cases extends the commercial designation and zones to include viable, existing commercial uses which were previously designated residential.

- 1-1.2 Protect commercially planned/zoned areas from encroachment by residential only development, unless such areas are recommended for the encouragement of mixed use development.

**Program:** Require a decision-maker to make a finding that any proposed residential only development in a commercial area is compatible in scale, character and design with adjacent commercial development.

**Program:** Residentially zoned properties within commercial plan designations are proposed to be rezoned to the commercial zone to further implement this policy.

- 1.1.3 Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

**Program:** The Plan recommends the deepening of commercial designations and zones in certain areas recommended as transit oriented districts around proposed transit stations at the time such stations are developed.

- 1-1.4 Ensure the viability of existing neighborhood stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the neighborhood.

**Program:** The Plan redesignates to a neighborhood commercial land use category, some properties which were previously zoned and planned highway commercial and which included the type of uses identified in this policy. Stores, which are a recognized part of the neighborhood, and nonconforming, should be given favorable consideration by a decision maker when a review to continue the use is required.

- 1-1.5 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for commercial development which address this policy; the Plan also insures more compatibility by downzoning and, or establishing more restrictive height limits in some areas, e.g. Leimert Park, and specific areas along Crenshaw Boulevard identified in the Crenshaw Corridor Specific Plan.

## Objective 1-2

Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.

### Policies

- 1-2.1 Permit the continuation of gasoline stations and supporting service facilities along major streets and highways in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed to achieve a high quality architectural and landscape character.

**Program:** The Plan retains commercial corridors in plan designations and zones which permit the uses noted in this policy, and supports application of design standards established in the Urban Design Chapter for vehicle oriented commercial areas.

- 1-2.2 Prohibit the development of new automobile-related uses in pedestrian oriented areas (POA's).

**Program:** The Plan identifies pedestrian oriented areas in its text and in the Plan Map. Within these areas, the plan designations have been retained or amended to Neighborhood Oriented Commercial and the zoning has been retained at or changed as appropriate to C1.5 and [Q]C4 to prohibit new automobile related uses. In addition, to support the pedestrian oriented areas, some corridors which are outside the immediate POA boundaries have been rezoned from the C2 Zone to the [Q]C2 and the [Q]C4 Zones. Examples of this change include Crenshaw Boulevard between Vernon and 48th Streets.

- 1-2.3 Permit the development of new automobile-related uses in some commercial and industrial areas.

**Program:** The Plan retains areas where new automobile-related uses are permitted, primarily along the Highway Oriented and Limited Commercial and Industrial plan designations.

- 1-2.4 Require screening of open storage and auto uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for vehicle-oriented commercial development which address this policy.

### Objective 1-3

To identify and address the over concentration of those uses commercial which have resulted in the encouragement of activities detrimental to the health and welfare of the people of the Community.

#### Policies

- 1-3.1 Opposes any overconcentration of new auto-related uses in any localized area of the Community.

**Program:** The Plan includes a Crenshaw Corridor Specific Plan which limits uses such as those described above. In addition, the Plan specifically limits auto-related uses to areas with specific Plan Designations.

**Program:** Require a decision-maker to adopt a finding which utilizes such an overconcentration as a criteria in any decision relating to such uses.

- 1-3.2 Encourage the active targeting for possible revocation all hotel and motel sites involved with repeated prostitution and drug sales.

**Program:** Continue application of the revocation process and improve enforcement of targeted sites.

- 1-3.3 Encourage the approval of larger markets for alcohol sales only in appropriate areas and where special provisions of public convenience and necessity can be justified.

**Program:** Require a decision-maker to adopt a finding which addresses this issue as part of any decision relating to the approval of such sites.

- 1-3.4 Encourage the greater use of the City's revocation process to close down serious public nuisance alcohol outlets in the Community.

**Program:** Establish a more timely review and processing of revocation cases within the Planning Department.

### Objective 1-4

To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

#### Policies

- 1-4.1 Encourage the development of offices in the vicinity of the Crenshaw-Baldwin Hills Plaza and in mixed-use areas.

**Program:** The Plan retains the Neighborhood and Office Commercial and the Community Commercial designations and the corresponding C1.5 and [Q]C4 Zones which promotes this type of development and the Plan includes design standards for commercial areas as established in the Urban Design Chapter.

- 1-4.2 Identify appropriate revitalization/redevelopment areas and encourage uses that would enhance the economic vitality of the Community.

**Program:** Continue working with the agencies involved in revitalization/ redevelopment projects to establish appropriate areas for redevelopment. The Plan requires that revitalization and redevelopment plans for any portion of the Community be consistent with the City's General Plan

- 1-4.3 Encourage existing businesses to develop local organizations to carry out business improvements and to work with the surrounding neighborhood in determining service and other Community needs.

**Program:** Continue coordination with private and public agencies in the exploration of new and improved business opportunities within the Community.

## Objective 1-5

To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Areas (POAs).

### Policies

- 1-5.1 Existing pedestrian oriented areas should be preserved.

**Program:** The Plan Map identifies specific corridors as Pedestrian Oriented Areas. Development within these areas is subject to the applicable design standards of the Urban Design Chapter. The Plan also identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing pedestrian oriented character.

The Plan identifies and establishes the following as potential pedestrian oriented areas:

Crenshaw Boulevard from 28th Street to Jefferson Boulevard.  
Crenshaw Boulevard from M.L. King Jr. Boulevard to Vernon Ave.  
Leimert Park Village Commercial area, bounded by W. 43rd Street, Leimert Boulevard, Vernon Avenue and Crenshaw Boulevard.  
Slauson Avenue from Crenshaw Boulevard to Deane Avenue. West Boulevard from Slauson Avenue to 63rd Street.

- 1-5.2 New development should add to and enhance the existing pedestrian street activity.

**Program:** Development within these areas is subject to the design standards established in the Urban Design Chapter for Pedestrian Oriented Areas. The zoning for all lots within a pedestrian oriented area contains a 'Q' condition that enforces this policy.

- 1-5.3 Ensure that commercial infill projects achieve harmony with the best of existing development.



**Program:** Implementation of: 1) Design standards established in Urban Design Chapter; 2) Community Design Overlay Ordinance; 3) Proposed Historic Preservation Overlay Zones, where appropriate.

- 1-5.4 New development in Pedestrian Oriented Areas shall provide parking at the rear of the property.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for Pedestrian Oriented Areas which implements this policy.

- 1-5.5 Identify pedestrian oriented-areas as preferred locations for mixed-use projects.

**Program:** Through this policy and a Plan Map footnote, the Plan establishes Pedestrian Oriented Areas as preferred locations for mixed use projects.

- 1-5.6 Require that mixed use projects and development in Pedestrian Oriented Areas be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

**Program:** The Plan includes an Urban Design Chapter which implements this policy in its design standards for mixed-use projects and Pedestrian Oriented Areas.

- 1-5.7 Require that the first floor street frontage of structures, including mixed-use projects and parking structures located in Pedestrian Oriented Areas, incorporate commercial uses.

**Program:** Design standards established in the Urban Design Chapter implement this policy.

- 1-5.8 Require that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

**Program:** Design standards and guidelines established for mixed-use projects in the Urban Design Chapter implement this policy.

- 1-5.9 Require that mixed-use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.

**Program:** Design standards and guidelines for mixed-use projects in the Urban Design Chapter implement this policy.

- 1-5.10 Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

**Program:** Through this policy and a Plan Map footnote, the plan establishes transit oriented districts and Pedestrian Oriented Areas, as preferred locations for mixed-use projects. The Plan also allows a floor area bonus and height bonus for mixed-use projects located within commercially planned areas of a TOD and a POA.

- 1-5.11 Encourage large mixed-use projects and other large new development projects in Pedestrian Oriented Areas or in transit oriented districts to incorporate child care and/or other appropriate human service facilities as part of the project.

**Program:** The Plan supports implementation of this policy and a Plan footnote permits projects within commercially planned TODs and POAs, bonus floor area if a day care center, a Community meeting room, a public library or a police sub-station are included within the project.

- 1-5.12 Provide for community needs, convenience, commercial enhancement, and general welfare of the South Robertson Community.

**Program:** Review the section of Robertson Boulevard from Cadillac Avenue to National Boulevard to determine the appropriate designation. The implementation program should consider the following issues: The kind and intensity of uses; Facade Treatment for new and remodeled buildings; Traffic Controls; Pedestrian Crossings; Parking; Building Heights; Signage; Street Trees and Landscaping.

## **Objective 1-6**

To enhance the appearance of commercial districts.

### **Policies**

- 1-6.1 Improve the appearance and landscaping of commercial properties.

**Program:** Design standards and the Community Design and Landscaping Guidelines established in the Urban Design Chapter implement this policy.

- 1-6.2 Preserve Community character, scale and architectural diversity.

**Program:** The Plan establishes height limits and amends Plan designations and recommends corresponding zone changes to implement this policy; design standards for commercial areas included in the Urban Design Chapter of the Plan implement this policy.

- 1-6.3 Improve safety and aesthetics of parking areas in commercial areas.

**Program:** Design standards for parking areas established in the Urban Design Chapter implement this policy.

1-6.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

**Program:** The Urban Design Chapter, includes a section which establishes guidelines for Community design and landscaping. These guidelines are intended to serve as a reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and rights-of-way, including streetscape and landscaping.

## Objective 1-7

To maintain and increase the commercial employment base for Community residents whenever possible.

### Policies

1-7.1 Protect commercial plan designations so that commercial development is encouraged.

**Program:** Certain residentially-zoned properties within commercial plan designations are recommended to be rezoned to a commercial zone to implement this policy.

## INDUSTRIAL

The geographic location of the West Adams - Baldwin Hills - Leimert Community and its proximity to the historic urban core of the City has resulted in a development pattern of industrial parcels that are generally small in size and often have antiquated facilities and supporting infrastructure. These small lots present problems in acquisition and land assemblage which newer industrial businesses need in order to operate competitively. In addition, these small lots are often located immediately abutting residential property, creating special problems for redeveloping them. Other larger industrially planned parcels, such as the Hyde Park/West area, Crenshaw/Exposition and the Jefferson/La Cienega area, have considerable potential for redevelopment or a change in planned land use.

However, because many industrial facilities use or have used toxic materials, industrial sites especially the larger sites often need extensive toxic remediation before they can be used for other purposes, including new industrial uses. More importantly, industrially planned sites that abut residential development offer a significant challenge for redevelopment due to concern for any potential incompatibility between the two land uses.

Industrial uses provide needed employment opportunities and economic benefits to the Community and should be encouraged when impacts to surrounding land uses can be mitigated.

## GOAL 1

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

## Objective 1-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the Community.

### Policies

- 1-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

**Program:** The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above and through plan amendments and recommended corresponding zone changes implements this policy.

- 1-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

**Program:** The Plan includes an Urban Design Chapter which establishes design standards for industrial development.

- 1-1.3 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

**Program:** The Plan, through plan amendments and corresponding zone changes, establishes transitional buffers between residential and industrial uses; the Plan establishes design standards for industrial development. The Plan also changes most Limited Manufacturing (M1, MR1) designations and zoning to Commercial Manufacturing with a (Q)CM zoning. The "Q" condition and a Footnote on the Plan Map indicates a provision for no residential uses, which the CM Zone allows, in order to minimize industrial/residential conflicts. Environmental protection standards and health and safety requirements are enforced by other public agencies.

## Objective 1-2

To retain industrial plan designations to maintain the industrial employment base for Community residents and to increase it whenever possible.

### Policies

- 1-2.1 The significant, large industrially planned parcels located in predominantly industrial areas associated with railroad transportation facilities along Exposition Boulevard and in the Hyde Park area should be protected from development by other uses which do not support the industrial base of the Community, and the City.

**Program:** The Plan sets forth guiding principles for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Plan retains existing industrial designations on large industrially planned parcels.

## MAJOR OPPORTUNITY SITES

Several areas have been identified as major opportunity sites: the Santa Barbara Plaza, the former Thrifty's headquarters/Shoppers World complex in the La Brea/Rodeo area, the large vacant sites and former car dealerships on Crenshaw Boulevard. The designation has been applied to areas which will potentially generate significant Community wide impacts. The following characteristics were considered in identifying these properties as major opportunity sites:

- The Community identity or uniqueness of a parcel.
- The unimproved or underdeveloped nature/acreage of the parcel.
- The potential buildout created by new development.
- The potential for jobs that new development could bring.
- The adequacy of the existing and proposed infrastructure.
- The potential benefit to the Community.

### **The Santa Barbara Plaza**

The Santa Barbara Plaza is centrally located in the Community Plan Area. The site is immediately northwest of the Baldwin Hills-Crenshaw Plaza. It is bounded on the northeast by the Martin Luther King Jr. Boulevard, on the southwest by Marlon Avenue, on the southeast by Santa Rosalia Drive and on the northwest by Buckingham Road. The parcel is just under 20 acres in size and is developed around its perimeter, generally with one and two-story buildings offering retail, office and service uses. The central portion of the site is occupied by a large, open, shared parking lot. The property is critical to the Community due to its large size, potential to generate significant development and its close proximity to the Baldwin Hills-Crenshaw Plaza. The existing Redevelopment Plan area covering the Baldwin Hills-Crenshaw Plaza has been expanded to include the Santa Barbara Plaza. The Redevelopment Plan for the site is under consideration by property owners, Community residents and the Community Redevelopment Agency. The following are some of the issues which should be addressed by any future development of the site:

- The need for Community empowerment regarding future development.
- The need for a variety of jobs and job training for Community residents.
- Development reflective of Community needs.

- The need for additional public facilities, i.e., library, Community center.
- The need for a master plan on the property to prevent incongruent, incremental development.
- The need to evaluate the impact of competition of commercial development with existing commercial uses in the Baldwin Hills-Crenshaw Plaza.

The redevelopment plan for the site shall establish the principles which will serve as a basis to guide future development of the Santa Barbara Plaza.

### **The Thrifty's/Shoppers World Site**

This former Thrifty's headquarters site is a 13.5 acre parcel located in the La Brea/Rodeo Commercial node in the Baldwin Village area. The site is bordered by La Brea Avenue, the Exposition Railroad Right of Way, Martin Luther King Jr. Boulevard, and the Rancho Cienega Recreation Park and Swim Stadium. Development of the property requires sensitivity to ensure compatibility between established uses, to minimize the impacts to adjacent residential neighborhoods and to expand the Baldwin Village commercial node in order to strengthen this significant Community oriented commercial area. The following is a summary of major issues which should be addressed by any future development of the site:

- The traffic flow along La Brea between Rodeo Road and Jefferson Boulevard.
- The potential impacts created because of the nearby residential uses.
- The strengthening of the commercial node in the vicinity of La Brea Avenue and Rodeo.
- The compatibility with the existing uses and the economic feasibility of new uses.
- The need to develop new uses compatible with Community needs.
- The compatibility of design features with the surrounding neighborhood, such as scale, floor area, elevations and roof lines.

In general, the following principles are identified to serve as a basis to guide future development for the site.

- The frontage along La Brea Avenue should encourage pedestrian-oriented ground floor commercial uses such as retail sales, personal services, and restaurants to strengthen the area's identification in the Plan as a growth area.
- That portion of the property at the intersection of Martin Luther King Jr. Boulevard and La Brea Avenue should incorporate landscaping, appropriate signage and other amenities to accentuate the entrance to the site.

- Architectural facades should incorporate features compatible to the surrounding architecture.
- The height of all structures should be limited to 45 feet.
- Vehicular access off the Exposition right of way should be permitted for service and emergency vehicles only.
- No new driveways should be located along La Brea Avenue.
- Parking areas should be sufficiently landscaped to create a park-like atmosphere.
- Lighting directed off-site and public announcement systems should be prohibited.
- Should the site be redeveloped, on-site space amenities such as plazas, courtyards, furniture and sculptures should be provided and be of sufficient size to be useable by patrons, tenants and employees.

#### **The Crenshaw Corridor Vacant Parcels**

The Crenshaw Corridor is described as a Scenic Highway in the Plan. There are specific development guidelines and standards established for property located within the Corridor. Development of all parcels within the Corridor shall conform to the appropriate standards and guidelines described in the Crenshaw Corridor Specific Plan and the Standards and Guidelines established for the Corridor in Chapter V of this Plan.

## **ECONOMIC DEVELOPMENT**

There are considerable issues affecting the level of economic development within the West Adams-Baldwin Hills-Leimert Community Plan area. While the Community Plan is principally a land use document, it can identify the significant issues and provide guidance in the effort to revitalize communities economically. However, the Department of City Planning has limited control of the means of effecting change in economic development within any single community. Other agencies, public and private have direct involvement in this area. Therefore, a set of goals, objectives, policies and programs are outlined in Chapter IV as a basis for a coordination effort between the Department and appropriate agencies.

## **PUBLIC AND INSTITUTIONAL LAND USE**

Public facilities such as fire stations, libraries, schools, parks and police stations shown on the West Adams - Baldwin Hills - Leimert Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and

adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the West Adams - Baldwin Hills - Leimert Community Plan. However, the amenities and environmental quality of the Community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services and costs.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

## **RECREATION AND PARKS FACILITIES**

In the West Adams - Baldwin Hills - Leimert Community Plan area public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks: Regional, Community and Neighborhood.

There are two Community parks which serve the West Adams - Baldwin Hills - Leimert Community Plan Area, one is the Rancho Cienega Recreation Center which is a 12 acre site located at 5001 Rodeo Road. The other is the Van Ness Recreation Center, just over 8 acres in size and located at 5720 Second Avenue. The Kenneth Hahn Regional County Park is within the County of Los Angeles and is immediately south and west of the Baldwin Hills neighborhood. It is approximately 318 acres in size and is under the control of the County Department of Parks. However, portions of the Park lie within the boundaries of the West Adams-Baldwin Hills-Leimert Community. It is accessible from both La Brea Avenue and La Cienega Boulevard. There are nine Neighborhood Parks, ranging in size from half an acre to 28 acres. There are three, small Neighborhood Parks, described as mini-parks within the Community Plan area: The Mascot Triangle, is located at Mascot and Pickford Streets, the 48th Street & 8th Avenue Park is located at 2929 W. 48th Street, and Circle Park which is located at 76th Street and Grammercy. The Claude Pepper Senior Citizen Center at 1760 S. La Cienega Boulevard is a special service facility. The Community Parks serve a much wider interest range than those of a neighborhood site, but neither the Community Parks nor the Neighborhood Parks satisfy the needs of the existing population. The Community is still deficient in the number and location of both Community and Neighborhood Parks.

### **OPEN SPACE**

In the West Adams - Baldwin Hills - Leimert Community Plan Area, important open space areas exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Open space



is important due to its role in both physical and environmental protection. There are two types of Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/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 natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

## **SCHOOLS**

Based on the Los Angeles Unified School District enrollment and capacities table of 1992, within the Plan area, the overall planned capacity of students in elementary schools was 14,208, with an actual enrollment of 12,487 students. The two junior high schools had a planned operational capacity of 4,016 students, with an actual enrollment of 3,858 students. In the three senior high schools, the operational capacity was 7,798, with an actual enrollment is 6,623 students.

The Los Angeles Unified School District, anticipating significant increases in enrollment over the next several years, is presently considering numerous options for student enrollment patterns. Factors involved in determining future student enrollment range from legal decisions, State financing, construction of new or expansion of existing schools, and the overall Unified School District budget.

## **LIBRARIES**

The Plan area is serviced by four community branch libraries. The renovation and structural reinforcement of the Angeles Mesa branch will increase the size of the facility to 5,250 square feet. The Hyde Park branch which is in need of structural reinforcement, renovation and expansion is likely to be moved and an expanded facility built. Both the Baldwin Hills and Jefferson Square branches are in need of improvements and expansion.

Apart from the Los Angeles Public Library branches, the West Adams-Baldwin Hills-Leimert Community is also serviced by the libraries associated with a number of established ethnic bookstores. The Dawah Bookstore, for example, located on Crenshaw Boulevard, services a clientele beyond the boundaries of the Community Plan area.

## **POLICE PROTECTION**

Police protection services are provided by the Los Angeles Police Department. There are four police stations serving the Plan area. All of these are located outside of the Community Plan boundaries. The Southwest area station is located in the South Central Plan area at 1546 Martin Luther King Jr. Boulevard, east of Western Avenue. The Wilshire area station is located at 4861 Venice Boulevard and the Seventy Seventh Street station is at 125 W. 77th Street. The West Los Angeles area station is located at 1663 Butler Avenue. In addition, there is a police substation located within the Baldwin Hills-Crenshaw Plaza.

## **FIRE PROTECTION**

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 their plan, it may be necessary to expand or relocate existing facilities as land patterns change. Many structures in the West Adams - Baldwin Hills - Leimert Community Plan area lack fire protection systems, being turn-of-the century structures, thus, increasing the potential for property damage and personal injury due to fire.

Fire protection in the Plan area is provided by one Single-Engine Company station and two Task Force stations. The adequacy of fire protection is based on the required fire-flow, (measured in gallons per minute), response distance from existing fire stations and the Fire Department's judgement for needs in the area. The Los Angeles Fire Department currently considers some portions of the West Adams - Baldwin Hills - Leimert Community Plan area inadequate in terms of existing staffing and response distances from existing facilities. Limited street access, steep and winding grades which characterize the hillside areas as well as traffic congestion could additionally slow response time. In addition to these three stations, there are eight other fire stations outside the Community Plan area, four of them Task Force Stations, which offer additional fire protection services to the West Adams-Baldwin Hills- Leimert Community Plan area.

## **RECREATION AND PARK FACILITIES**

### **GOAL 1**

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

### **Objective 1-1**

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

#### **Policies**

1-1.1 Preserve the existing recreational facilities and park space.

***Program:*** The Plan assists in preserving such facilities and park space by changing the existing zone as applicable to the Open Space Zone, which provides such protection. In addition, the Plan amends to the open space designation and zone, certain lands

which are existing parkland but which were previously planned and zoned for other unrelated uses.

- 1-1.2 Increase accessibility to park land along La Cienega Boulevard and La Brea Avenue.

**Program:** The Plan Map and legend retain the proposed bicycle path and proposes additional paths along Exposition Boulevard, Buckingham Avenue and Stocker Street which would provide a means to increase accessibility in this area.

## OPEN SPACE

### GOAL 2

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

#### Objective 2-1

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

##### Policies

- 2-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan area.

**Program:** The Plan Map designates areas for open space and protects slopes and open areas in the Baldwin Hills and View Park areas. It changes the Plan designations from Minimum Density Residential and the RE40 Zone to Open Space and the OS-1-XL Zone.

- 2-1.2 Accommodate active parklands, and other open space uses.

**Program:** The Plan Map designates lands for open space uses including all active parklands.

- 2-1.3 Require development in major opportunity sites to provide public open space.

**Program:** The Plan includes this as a guiding principle in the section which addresses the future development of major opportunity sites.

## SCHOOLS

### GOAL 3

**APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATION.**

**Objective 3-1**

To site schools in locations complementary to existing land uses and Community character.

**Policies**

3-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and Community character and as appropriate use schools to create a logical transition and buffer between uses such as multiple-family and single-family residential or between commercial and residential uses.

***Program:*** Require that a decision maker involved in a discretionary review for a proposed school, adopt a finding which supports the application of this policy.

3-1.2 Retain existing school sites within the Community Plan area.

***Program:*** The Plan designates the existing school sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

**LIBRARIES**

**GOAL 4**

***ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.***

**Objective 4-1**

To assist the City Library Department in providing adequate library service which responds to the needs of the Community.

**Policies**

4-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the Community.

***Program:*** The Plan designates the existing library sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

4-1.2 Encourage flexibility in siting libraries in mixed-use projects, Pedestrian Oriented Areas, transit oriented districts, and similarly accessible facilities.

***Program:*** Through the inclusion of this policy in the Plan text and a Plan Map Footnote, the Plan supports these identified locations

as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review potential sites for new libraries. Through the Plan Map footnote and a corresponding condition on the zoning, Floor Area utilized for a library, within projects in Pedestrian Oriented Areas or in transit oriented districts is exempted from the calculation of total floor area permitted.

## **POLICE PROTECTION**

### **GOAL 5**

#### ***A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROVIDE FOR PUBLIC SAFETY NEEDS.***

#### **Objective 5-1**

To provide adequate police facilities and personnel to correspond with population and service demands.

#### **Policies**

5-1.1 Coordinate with Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

***Program:*** Require a decision-maker to include a finding which considers the impact on police service demands of the proposed project or land use plan change.

This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board, which includes representation from the Police Department.

5.1-2 Promote the establishment of Police facilities which provide police protection at a neighborhood level.

***Program:*** Through a Plan Map footnote and a corresponding condition on the zoning, floor area utilized for a Police substation, within projects in Pedestrian Oriented Areas or in transit oriented districts, is exempted from the calculation of total floor area permitted.

## **FIRE PROTECTION**

### **GOAL 6**

#### ***PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM***

#### **Objective 6-1**

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

#### **Policies**

- 6-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

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

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

- 6-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the Community in order to maintain safety.

**Program:** The Plan Map identifies general locations for the establishment of fire services facilities in the Community.

## CIRCULATION

### TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

The Transportation Improvement and Mitigation Program (TIMP) was prepared for the West Adams - Baldwin Hills - Leimert Community Plan Area through an analysis of the land use impacts on transportation as identified in the Environmental Impact Report. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. The TIMP document, which is an implementation program for the circulation needs of the Plan Area, consists of a set of recommendations described as:

- a) Highway Infrastructure Improvements.
- b) Transit Improvements.
- c) Transportation Demand Management (TDM) Strategies.
- d) Transportation System Management (TSM) Strategies.
- e) Residential Neighborhood Protection Plans.

The transportation improvement and mitigation program (TIMP) projects for West Adams-Baldwin Hills-Leimert will be identified as part of the implementation for the Transportation Section.

## FREEWAYS, HIGHWAYS AND STREETS

The West Adams - Baldwin Hills - Leimert Community Plan Area is traversed in an east-west direction by the Santa Monica Freeway (I-10) in the northern part of the Community. A short distance outside the western-

most boundary of the Community, the San Diego Freeway (I-405) runs north to south, providing access to the San Fernando Valley and the South Bay area. The number of lanes on most of the freeway segments is six, but increases to ten lanes on the Santa Monica Freeway (I-10) in the vicinity of Crenshaw Boulevard and on the San Diego Freeway (I-405) north of Slauson Avenue.

Daily traffic volumes on the Santa Monica Freeway grew to an a.m. and p.m. peak of 224,600 and 164,800 on the San Diego Freeway, during the base year of 1990.

Routes designated as Major Highways are La Cienega Boulevard, La Brea Avenue, Fairfax Avenue, Crenshaw Boulevard south of 60th Street, Washington Boulevard, Adams Boulevard, Martin Luther King Jr. Boulevard, Rodeo Road west of Martin Luther King Jr. Boulevard, Stocker Street, Slauson Avenue and Florence Avenue. Venice Boulevard west of La Brea Avenue and Leimert Avenue are Divided Major Highways. Crenshaw Boulevard between Adams Boulevard and 60th Street is designated a Scenic Principal Major Highway. As a Scenic Principal Major Highway in this alignment, the minimum roadway width for Crenshaw Boulevard is 104 feet, curb-to-curb. Secondary Highways are Robertson Boulevard, Redondo Boulevard, Pico Boulevard, Venice Boulevard east of La Brea Avenue, Jefferson Boulevard, Rodeo Road east of Martin Luther King Jr. Boulevard, Exposition Boulevard, Arlington Avenue, Vernon Avenue, 48th Street, 54th Street and Hyde Park Boulevard.

Circulation and accessibility within the Plan Area are relatively easy because of the street patterns due to the general north/south, east/west grid pattern of the streets. Topography in the Baldwin Hills/View Park areas has resulted in a street pattern that is irregular with a number of dead end streets.

Roadways are required to be developed in accordance with standards and criteria contained in the Circulation Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements. Collector streets in hillside areas may be developed to hillside street standards when it is found necessary and desirable to preserve the topography and/or adjacent homes.

The full residential, commercial and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

## **GOAL 7**

***A SYSTEM OF FREEWAYS, HIGHWAYS, AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.***

### **Objective 7-1**

To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street

improvements are provided to accommodate traffic generated by all new development.

### **Policies**

7-1.1 Maintain an LOS not to exceed LOS "D" for streets and highways that are currently operating at LOS "D" or better. Where existing levels of service are LOS "E" or LOS "F" on any portion of a major or secondary highway, then those segments should be improved, where economically feasible and environmentally acceptable, to operate at LOS "E" or, at a minimum, those segments should be maintained to operate at their existing level of service.

**Program:** Improve to their designated standard specifications, substandard segments and intersections along those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010. No specific street segments are identified as these will be determined based upon feasibility, economic and environmental impact upon the Community.

**Program:** Encourage the completion of the following street improvements in the City's Capital Improvement Program:

- *Adams Boulevard between La Brea Avenue and Hauser Boulevard*

Storm drain construction to relieve flooding and dry weather ponding in order to improve traffic flows.

- *Arlington Avenue from Santa Monica Freeway (I-10) to Jefferson Boulevard*

Roadway widening to Secondary Highway Standards; curb and gutter; sidewalk, access ramps and bus pads; street lights and traffic signals. This will promote smoother traffic flows and better amenities for bus riders and pedestrians.

- *Hauser Boulevard from Washington Boulevard to Alley N/O Adams Boulevard*

Roadway widening; sidewalk improvements; pavement surface repair; curb, gutters and storm drains.

- *Robertson Boulevard from Cadillac Avenue to the Santa Monica Freeway (I-10)*

New rubberized asphalt roadway surface; bus pads, curbs and gutters; sidewalk repairs.

- *Stocker Street at Victoria Avenue*

Increase width to major highway standards at bottleneck; curb and gutter; sidewalk access ramp.



- 7-1.2 Highways and Street dedications shall be developed in accordance with standards and criteria contained in the Circulation Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

**Program:** Implementation of the Circulation Element supports this policy.

- 7-1.3 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

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

## **Objective 7-2**

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards.

### **Policies**

- 7-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

**Program:** Require a decision maker to adopt a finding which addresses this factor as part of any decision.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

- 7-2.2 New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

**Program:** Implementation of the Highways and Freeways Element supports this Policy.

**Program:** Require that driveway access points onto major and secondary highways, arterials, and collector streets be limited in number and be located to ensure a smooth flow of vehicles and bicycles.

- 7-2.3 Require that driveway access points onto major and secondary highways and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with

the Citywide Land Use Transportation Policy.

**Program:** Implementation of the Circulation Element supports this policy.

7-2.4 Require that new development install traffic signals at intersections on arterials when such is warranted on an individual case by case study.

**Program:** Require that new development projects incorporate TSM programs or transit improvements consistent with the Citywide Land Use Transportation Policy.

## PUBLIC TRANSPORTATION

Some of the major opportunities within the Plan Area relate to the proposed development of Metro Rail Transit lines. While it is anticipated that within the time frame of the Community Plan the private automobile will remain one of the principal modes of transportation, bus service will provide the basic public transportation system until the proposed Metro Rail projects are operational.

The City Council, in November, 1993, adopted a Land Use-Transportation Policy which provides the framework to guide future development around transit station areas. The Policy includes land use, housing, urban design, ridership strategy, parking and traffic circulation, equity, economic development and Community components.

The Plan Map identifies the boundaries of Transit Oriented Districts (TODs) around proposed transit stations in accordance with the Land Use Transportation Policy. Further refinement of design guidelines, incentives for Community facilities and other strategies to meet the identified objectives of the Policy, will be studied and recommended for implementation in the TODs through a subsequent, focused, coordinated effort with the Metropolitan Transportation Authority.

The proposed Exposition Mass Transit Project, which generally follows Exposition Railway right of way, will link the Long Beach-Los Angeles Light Rail Transit line from Union Station to Santa Monica through the West Adams-Baldwin Hills-Leimert Community. Three of the stations on the proposed alignment are within the Plan Area, namely: (1) Exposition/Crenshaw Boulevards; (2) La Brea Avenue/Exposition Boulevard; and (3) La Cienega/Jefferson Boulevards. It will provide residents living in the Exposition/Jefferson Corridor with an alternative means to get from home to work. The operation of a safe, convenient, and efficient mass transit line would also lessen regional dependence on the private automobile and the need for additional freeway capacity.

The proposed Crenshaw Corridor Mass Transit project, which generally follows the Crenshaw Boulevard alignment would extend from the Mid City Red Line rail in the Wilshire District to the Los Angeles Airport in the Westchester area. This alignment, once built, will result in changes in the

physical environment of built out areas adjacent to the rail line and at station areas. Only four of the stations on the alignment are immediately within the Plan Area, namely: (1) Washington/Crenshaw; (2) Exposition/Crenshaw; (3) Crenshaw Plaza/Leimert Park, and (4) Slauson/Crenshaw. The transit corridor alignment is likely to turn west in the vicinity of 67th Street through the City of Inglewood to the Airport. Due to the development potential along this corridor, the alignment and station platform sites may be utilized to support joint development projects.

Both these alignments are a long-range proposals which are not anticipated to be operational within the next twenty years. They are low on the current priority list and funding for either of these projects is not currently available.

Light Rail Transit (LRT) provides opportunities for more intense land use around the rail stations, especially commuter related services, and encourages commercial growth adjacent to the alignment by eliminating or reducing traffic and parking constraints. Existing development surrounding some proposed stations is less intense than that permitted by the existing Plan designation. The LRT project could therefore result in redevelopment to the higher densities permitted by the Plan.

## **GOAL 8**

### ***DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY AND ACCESSIBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.***

#### **Objective 8-1**

To encourage improved local and express bus service through the West Adams-Baldwin Hills-Leimert Community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.

#### **Policies**

8-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the West Adams-Baldwin Hills-Leimert area.

**Program:** Implementation of the "Restructuring Public Transit Service" (RPTS) study proposals to replace services with new local, higher capacity or articulated buses and expand and improve the West Los Angeles Transit Center.

**Program:** Transit improvements (TIMP): Recommended Service Improvements of higher capacity buses and/or increased service frequency:

- Lines 33/34 - along Venice Boulevard.
- Line 333 - Venice Boulevard Limited.
- Line 40 - South Bay Galleria-Hawthorne-Inglewood-L.A. County Jail.
- Line 42 - Los Angeles-Westchester-LAX City Bus Center.
- Line 210 - Vine Street-Crenshaw Boulevard-South Bay Galleria.
- Line 212 - La Brea Avenue-Hollywood Way-Burbank Airport.

- Line 439 - Los Angeles-LAX-Redondo Beach Express.
- Line 37 - along West Adams Boulevard.
- Line 38 - along West Jefferson Boulevard.
- Line 68 - West Jefferson Boulevard-Brooklyn Avenue.
- Line 102 - East Jefferson Boulevard-Coliseum Street.
- Line 105 - Vernon Avenue-La Cienega Boulevard.
- Line 108 - along Slauson Avenue.
- Lines 111/112 - LAX-Florence Ave-Leffingwell Rd/Florence Ave.- Otis Street.

8-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

**Program:** The Plan includes an Urban Design Chapter that outlines design guidelines for transit stops.

8-1.3 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility and transit accessibility of senior citizens, disabled persons and the transit-dependent population.

**Program:** Implementation of the RPTS study proposals to replace existing bus services along particular routes with new local buses, the expansion and improvements to the West Los Angeles Transit Center and the implementation of new DASH lines and Paratransit programs.

**Objective 8-2**

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

**Policies**

8-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

**Program:** Implementation of the “Restructuring Public Transit Service” (RPTS) study proposals to replace existing services with new local buses and expand and improve the West Los Angeles Transit Center.

**Program:** Circulation system improvements (TIMP):

Implement DASH route along Western Avenue to the east, Martin Luther King Boulevard to the north, Crenshaw Boulevard to the west, and Slauson Avenue to the south to serve the commercial districts and other activity centers in that area.

**Program:** Implement community-based “circulators” or neighborhood-oriented mini-bus service along collector and local streets within the following two areas: (a) La Brea Avenue to the east, the City limit to the south and the Community Plan boundary to the north and west; and (b) Vernon Avenue to the north, City boundary to the west, Arlington Avenue to the east, City boundary to the south.

8-2.2 Support the Crenshaw/Prairie Corridor improvements.

**Program:** Metro Rail Service (TIMP):

Encourage the implementation of the Metrorail service link utilizing buses until rail can be constructed from the Metro Red Line Mid-City segment at the Pico-Rimpau Boulevard station to LAX or the South Bay Cities of Hawthorne or El Segundo.

8-2.3 Support the Exposition/Santa Monica Corridor improvements.

**Program:** Metro Rail Service (TIMP):

Encourage the implementation of the Metrorail service link until rail can be constructed from the Exposition Park/USC area along the Exposition Right of Way to the City of Santa Monica.

8-2.4 Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.

**Program:** The Plan establishes boundaries for Transit Oriented Districts (TODs) around the proposed station stops along the Exposition and the Crenshaw/Prairie Corridors and through incentives and guidelines, encourages mixed-use and pedestrian oriented development within these areas.

8-2.5 Encourage the provision safe, attractive and clearly identifiable transit stops with user friendly design amenities.

**Program:** Implementation of the Community design and landscaping guidelines in the Urban Design Chapter as well as appropriate design guidelines contained in the Citywide Land Use Transportation Policy.

**TRANSPORTATION  
DEMAND  
MANAGEMENT  
(TDM)**

It is the City's objective that the traffic level of service (LOS) on the street system in the Community Plan area not exceed LOS "E". Although studies indicate that most of West Adams-Baldwin Hills-Leimert major street intersections are in compliance with this City policy, there are several intersections that operate at a level that suggest the need for corrective action. In addition, the level of trips generated by future development in the Community Plan area and in the surrounding Southwest Los Angeles area require the implementation of a Transportation Demand Management (TDM) Program to make sure that levels of service on the street system does not deteriorate into gridlock. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient modes of transportation. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

However, because of the level of economic activity within the West Adams-Baldwin Hills-Leimert area, the scope for the introduction of aggressive TDM

strategies is limited. Trip fees, for instance, would conflict with efforts to attract development and revitalize parts of the Community. Therefore, the Plan continues the support of existing Citywide TDM programs.

## **A Transportation Demand Management Program**

### **1. Bikeways**

The City should implement the Bicycle Master Plan as part of an overall transportation demand management program. A Class I bicycle facility (bike path) in the Exposition Corridor is a funded project and will be constructed. This bike path will ultimately provide a continuous bikeway from Santa Monica to Exposition Park. The City should also consider the potential to link two existing bike routes by designating Jefferson Boulevard between Redondo Boulevard and Crenshaw Boulevard and Crenshaw Boulevard between Jefferson Boulevard and 39th Street as bike routes.

### **2. Transportation Management Association Formation/Coordination**

The City will continue to encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

### **3. Telecommuting**

The City should encourage large non-residential office developers, those with 1,000 employees or more, to provide teleconferencing facilities. Large residential developers, those with developments containing 500 or more units, are encouraged to incorporate "work centers" for telecommuting into their developments.

### **4. Participation in Regional Transportation Management Programs**

The City will continue to participate in local and regional TDM programs being implemented by the City other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

### **5. TDM Ordinance**

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the West Adams-Baldwin Hills-Leimert area. This Ordinance calls for several measures to be taken by developments to achieve the necessary trip reduction targets.

### **6. Monitoring**

The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

## 7. Land Use Transportation Policy

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

This policy is a long term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that compliments and maximizes the utilization of the region's transit system.

Among the objectives of the Land Use Transportation Policy are:

- Focus future growth of the City around transit stations.
- Increase intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in the context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places for employment.
- Provide for a wide variety of housing for a substantial portion of the projected Citywide population.
- Protect and preserve existing single family neighborhoods.

In the West Adams-Baldwin Hills-Leimert Community Plan area mass transit lines are primarily by Metropolitan Transportation Authority (MTA) buses. The Community joins several others in the MTA 30 year plans to establish other forms of mass transit. The principal mass transit lines proposed in this Community are along the Exposition Right-of-Way and the Crenshaw-Prairie Corridor.

The Exposition Right-of-Way project is a proposed 12 mile long line connecting the Exposition Park/Coliseum area with the City of Santa Monica. Four transportation modes are under consideration for this project - light rail transit, trolley bus, transitway and bikepath. Completion of this project would provide additional transportation capacity to move commuters and transit riders more efficiently. In addition, a potential exists to improve levels of service along major east/west arterials and provide congestion relief in the east/west corridor paralleling the route between Exposition Park/Coliseum and the City of Santa Monica.

The Crenshaw/Prairie Corridor Project would provide Metro rail service from the Metro Red Line Mid-City segment at the Pico/Rimpau Station, south along Crenshaw Boulevard through the City of Inglewood to either the Los Angeles International Airport (LAX) or El Segundo Boulevard in the City of

Hawthorne. Three route and mode alternatives are under consideration: a subway from Pico/Rimpau to El Segundo Boulevard in Hawthorne; an elevated light rail from Pico/Rimpau and El Segundo Boulevard; Light rail, elevated from Pico/Rimpau to LAX.

Major station areas are proposed at Washington, Exposition, and Martin Luther King Jr. Boulevards, Vernon and Slauson Avenues, and West Boulevard/Florence Avenue. Completion of the project would encourage an increase in transit demand and reduce single occupancy vehicle ridership, while improving circulation in the Community.

Land use changes can be expected to occur along these transit corridors during the life of this Community Plan. The Plan is consistent with the Citywide Land Use-Transportation Policy by allowing for an increase in residential densities near transit stations and by allowing mixed-use projects near stations. It does this by establishing Transit Oriented Districts (TOD's) around stations and providing encouragement to such increases of densities and commuter related businesses and services within these Districts.

## **NON-MOTORIZED TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/circulation, such as walking and bicycling. It identifies Pedestrian Oriented Areas along portions of Robertson Boulevard, Crenshaw Boulevard, West Boulevard, and within the Leimert Village Commercial area and encourages mixed-use development in other areas to promote pedestrian activity.

The Citywide Bicycle Plan identifies major routes through the West Adams - Baldwin Hills - Leimert Community Plan Area. The Community Plan establishes policies and standards to facilitate the development of a local bicycle route system within West Adams-Baldwin Hills-Leimert which is intended to complement other transportation modes.

### **GOAL 9**

***COORDINATED DEVELOPMENT AROUND TRANSIT STATIONS IN ORDER TO IMPROVE SERVICES, ACCESS, AND ECONOMIC VITALITY OF THE COMMUNITY.***

#### **Objective 9-1**

Implement the objectives and guiding principles of the City Council adopted Land Use-Transportation policy.

#### **Policies**

9-1.1 Target growth, as appropriate, around transit stations when these become operational.

***Program:*** The Plan identifies Transit Oriented Districts (TODs) as Targeted Growth Areas (TGA's) in accordance with the principles in the Land Use Transportation Policy.



- 9-1.2 Identify Pedestrian Oriented Areas, transit corridors and nodes as preferred locations for mixed-use development.

**Program:** The Plan Map identifies Pedestrian Oriented Areas, some of which are adjacent to transit stations, and through a Plan Footnote establishes the preferred locations for mixed used projects, which include Pedestrian Oriented Areas and Transit Oriented Districts.

- 9-1.3 Preserve existing stable single family neighborhoods from encroachment by transit oriented districts and their associated uses.

**Program:** The Plan Map identifies boundaries for Transit Oriented Districts which have been carefully delineated to exclude stable single-family neighborhoods, thus affording these neighborhoods protection from any encroachment of incompatible densities. The Plan encourages intensification of uses within these TOD'S. In addition, focusing growth in these TGA's would relieve the pressure of re-development on stable single family and lower density multi-family areas.

- 9-1.4 Promote child care facilities, libraries, senior citizen and Community centers, and other human service facilities at transit stations.

**Program:** Through the inclusion of this policy in the Plan text, the Plan supports the location of these facilities in proximity to transit stations and recommends that such facilities be incorporated in joint development or other significant development projects. To promote this policy a Plan Footnote and a corresponding condition on the zoning allows floor area utilized for child care centers and Community centers and certain other uses in projects located within Transit Oriented Districts, to be exempted from the calculation of total floor area permitted. In addition, other methods of encouraging such uses are not precluded from consideration.

## GOAL 10

**AN ENVIRONMENT WHICH ENCOURAGES AND PROVIDES PEOPLE WITH ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANCY VEHICLES (SOV) IN ORDER TO REDUCE VEHICLE TRIPS.**

### Objective 10-1

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

#### Policies

- 10-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles and walking, etc.).

**Program:** The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT in the Community Plan area.

- 10-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

**Program:** The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT. This includes the proposed DASH and the "Community Circulator" service scheduled for the Community Plan area.

- 10-1.3 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

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

## **GOAL 11**

### **A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN ROUTES.**

#### **Objective 11-1**

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

#### **Policies**

- 11-1.1 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to regional open space areas and employment centers.

**Program:** The Citywide Bicycle Plan addresses concerns regarding bicycle issues, and designates a Citywide Bikeway system.

- 11-1.2 Identify local bicycle routes which link high schools, junior high/middle schools, neighborhood commercial districts and local parks.

**Program:** This issue will be addressed during Community Plan updates and with the participation of the Department of Transportation and the City Bicycle Advisory Committee.

- 11-1.3 Encourage the provision of showers, changing rooms 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 and Transit Oriented Districts and recommends that this policy be considered, in the revision of the

Citywide Bicycle Plan. In addition, Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

- 11-1.4 Assure that local bicycle routes are linked with Citywide Bikeways as well as those of adjacent jurisdictions.

**Program:** This issue will be addressed through the Community Plan updates and the City Bicycle Committee, the Metropolitan Transportation Authority, the Department of Transportation and the Westside Area Bicycle Master Plan.

## **Objective 11-2**

To promote Pedestrian Oriented Areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

### **Policies**

- 11-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public rights-of-way and streets wherever possible for the use of bicycles and/or pedestrians.

**Program:** The Citywide Bicycle Plan addresses these issues. Implementation of the Citywide Land Use Transportation Policy and the City's discretionary approval process would address these issues.

- 11-2.2 Identify Pedestrian Oriented Areas.

**Program:** The Plan text and Map identifies the locations of pedestrian oriented areas.

- 11-2.3 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

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

## **Objective 11-3**

To provide for pedestrian and Bikeway access to transit stations.

### **Policies**

- 11-3.1 Assure that all development in the area surrounding transit stations make adequate provision for pedestrian and bicycle access and to share proportionally in the cost of such access.

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

- 11-3.2 Designate generalized locations for pedestrian and bike access in areas around transit stations.

**Program:** The Community Plan Map describes such locations as Transit Oriented Areas.

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

## TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park-and-ride facilities, anti-gridlock measures and parking management programs.

## PARKING

The Plan supports the City's continuing efforts to develop off-street parking facilities within the Community Plan area so that an adequate supply of parking is available to meet the demand. City-owned parking lots should be located in or near commercial areas.

## GOAL 12

### ***A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY AND STREET NETWORK DESIGNED TO MAXIMIZE TRAFFIC FLOW.***

### **Objective 12-1**

That the West Adams-Baldwin Hills-Leimert's signalized intersections are integrated with the City's ATSAC system by the year 2010.

#### **Policies**

12-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

**Program:** The Plan proposes the installation of the West Adams and the Slauson-Florence ATSAC systems to be completed by the year 2000.

12-1.2 Improve vehicular traffic flow on the Santa Monica Freeway.

**Program:** Continue the Santa Monica Freeway Corridor Smart Streets Demonstration Program which alleviates congestion on the Santa Monica Freeway and parallel arterials. It coordinates the enhanced freeway traffic management system with that of the street traffic signal management system on five parallel routes: Olympic, Pico, Venice, Washington and Adams Boulevards.

12-1.3 Improve the timing of traffic signals in the Community Plan and neighboring jurisdictions through cooperative agreements.

**Program:** The Plan supports cooperative agreements with neighboring jurisdictions to improve traffic signal timing.

12-1.4 Support the Department of Transportation program to provide separate left and/or right turn lanes on all arterial streets, where feasible.

**Program:** The Plan supports all Capital Improvement Programs for street intersection improvements adopted by the City.

12-1.5 Accelerated controller replacement to upgrade and improve signal efficiency.

**Program:** The completion of the West Adams and the Slauson-Florence ATSAC systems by the year 2000.

## GOAL 13

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

#### Objective 13-1

To provide parking in appropriate locations in accord with Citywide standards and Community needs.

#### **Policies**

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

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

13-1.2 Consider the use of public/private joint ventures to provide funding sources for parking facilities.

**Program:** The Plan text supports this policy.

13-1.3 Encourage shared parking for mixed-use projects.

**Program:** A decision maker shall require shared parking as a condition of approval for mixed-use projects.

13-1.4 Consider new Citywide parking standards for areas around transit stations, designated centers, and Pedestrian Oriented Areas.

**Program:** The Citywide Land Use Transportation Policy addresses this issue.

13-1.5 New parking lots and new parking garages shall be developed in accordance with the design standards.

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

13-1.6 Consider peak hour parking restrictions on selected arterials, where appropriate.

**Program:** Peak hour parking restrictions (TIMP):

Peak hour parking restrictions are proposed along the following roadway segments:

- \* Arlington Avenue on the east side between M.L. King Jr. Boulevard and 48th Street, and both sides of Arlington Avenue between 48th Street and 54th Street.
- \* Van Ness Avenue between Slauson Avenue and 79th Street.
- \* Redondo Boulevard between Venice Boulevard and Rodeo Road.
- \* East side of Fairfax Avenue between 18th Street and Venice Boulevard.
- \* North side of Washington between Arlington Avenue and the I-10 Freeway westbound ramp.
- \* 54th Street between Arlington Avenue and Angeles Vista Boulevard.
- \* Venice Boulevard between Cadillac Avenue and the Community Plan Boundary.
- \* Rodeo Road between La Brea Avenue and La Cienega Boulevard.
- \* South side of Vernon Avenue between Leimert and Crenshaw Boulevards.

## NEIGHBORHOOD TRAFFIC CONTROLS

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

In order for these traffic control measures to be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to (a) convey clear and unambiguous messages; (b) be justified and (c) regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan requires that residents within the Plan area participate in the Plan process, to articulate their priorities and values, respond to proposed plans and designs and offer alternatives of their own.

## GOAL 14

### **COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.**

#### **Objective 14-4**

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

#### **Policies**

14-4.1 The City should establish residential neighborhood traffic control and parking management plans as appropriate.

**Program:** Implement Residential Neighborhood Protection Plans. (TIMP)

14-4.2 The City should establish neighborhood traffic control monitoring programs within the Community Plan area.

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

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

## **CULTURAL AND ARCHITECTURAL HISTORY**

### **COMMUNITY HISTORY**

The West Adams-Baldwin Hills-Leimert Community Plan Area consists of several distinct neighborhoods, each developed as separate communities or cities. Early development consisted of a number of large "Ranchos". One of these was obtained by E.J. "Lucky J" Baldwin in 1875. Later subdivisions of this large holding created Leimert and the Baldwin Hills Estates. In the 1880's, Daniel Freeman, a Canadian businessman, who had acquired portions of several "Ranchos" began subdividing his land. Some of these subdivisions included the southern portions of the Community Plan area. Victoria Circle, Lafayette Square and other neighborhoods in the northwestern portion of the Community Plan area were subdivided beginning in the 1880's as well.

These early subdivisions were not all part of the City of Los Angeles. In 1909, the Colegrove Addition annexed the area between Arlington Avenue and Crenshaw Boulevard, north of Rodeo Road to the City of Los Angeles. In 1918, the West Adams area between La Brea Avenue and La Cienega Boulevard was annexed while portions of Baldwin Hills did not become a part of the City until the 1940's. Each of these neighborhoods, though subdivided at an earlier date, were developed with residences and

commercial structures at varying times in the history of the Community. As a result, each contains one or more of the several phases of architectural evolution in Los Angeles which are listed below:

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

This historical pattern of growth remains evident in the built form and the names of many neighborhoods today: Hyde Park, Leimert Park, Arlington Heights, West Adams, Beverlywood. Craftsman houses prevailed in the first two decades of the century and ranged from two or three room cottages to the mansion-like homes of the well-to-do. These were developed throughout the Community, though concentrations in Jefferson Park and along Adams Boulevard. In the Leimert Park area, the Spanish Colonial Revival style predominates. In the 1920's, Crenshaw Boulevard developed as a major commercial area. In the 1940's several notable and influential Moderne styled stores were constructed. Similar architectural styling predominated on Venice Boulevard. Other significant residential and historical buildings were constructed on Washington Boulevard, 43rd Place and Degnan Boulevard. The Plan area is also notable for its legacy of public schools built in historic architectural styles.

In addition to the built form and streetscape, natural, man-made and open space amenities define the area.

The Baldwin Hills form a significant feature in the west-central portion of the Community. Arlington Heights, located in the northeastern section of the Community, is a system of low, rolling hills, descending gently southwards to Leimert Park and the Crenshaw/Slauson low lands. The Santa Monica Freeway forms a major feature running across the northern part of the Plan area. The triangular park in front of West 43rd Place at Crenshaw is embellished with a fountain. Older, double lantern street lights are a significant feature in the 2200 block of Jefferson Boulevard and on Hyde Park between West and 11th Avenue. The Watchtower Theater, with its significant tower is an important visual landmark. The vistas from various hillside locations are significant features establishing a sense of place in the Community. The views from the "Dons", the crests of Cloverdale and Punta Alta are a few such locations.

## **PRESERVATION OF HISTORIC AND CULTURAL AMENITIES**

This section provides a basis to effectively preserve, enhance and maintain sites and structures which have been deemed culturally and/or historically significant. Policies and programs for historic preservation are also addressed in the residential section of this Chapter.



**GOAL 15**

**A COMMUNITY WHICH PRESERVES AND RESTORES THE MONUMENTS, CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.**

**Objective 15-1**

To ensure that the Plan Area's significant cultural and historical resources are protected, preserved and/or enhanced.

**Policies**

- 15-1.1 Establish one or more Historic Preservation Overlay Zones (HPOZ) to protect and enhance the use of historic structures and neighborhoods.

**Program:** The Plan Map identifies potential Historic Preservation Overlay Zones for several areas which if adopted by the City Council will afford protection and promote the enhancement of the area.

- 15-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

**Program:** The Plan includes in the Appendix, a complete list of sites which have been designated by the Los Angeles City Council as Historic and Cultural Monuments in the West Adams - Baldwin Hills - Leimert Community Plan Area. In addition through inclusion of this Plan policy, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.

**Objective 15-2**

To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.

**Policies**

- 15-2.1 Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion, enhancing the historic pattern.

**Program:** Implementation of the design standards in the Urban Design Chapter of this Plan.

**Objective 15-3**

To enhance and capitalize on the contribution of existing cultural and historical resources in the Community.

**Policies**

- 15-3.1 Support Leimert Park Village as a cultural resource center and encourage its revitalization through reinvestment in the area.

**Program:** The Plan's policies and programs regarding the Crenshaw Corridor Specific Plan, improves the viability of the Village as a center and reinforces its significance as a focal cultural point within the Community.

- 15-3.2 Support the continued progress in the maintenance and rehabilitation of structures of historic significance in the Arlington Heights area, Victoria Park, Jefferson Park and other potentially historic districts.

**Program:** The Plan supports the establishment of a Historic Preservation Overlay Zone or a Design Overlay Zone to protect structures of historic significance in these areas.

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

- 15-3.3 Encourage the preservation of the views from Baldwin Hills and other hillside areas as a unique resource within the Community.

**Program:** Continue the implementation of provisions of the Hillside Ordinance in the approval of any development in the Baldwin Hills and other hillside areas.

Require a decision-maker to make a finding that any project in the Baldwin Hills area will not obstruct views from the hills unless such a requirement creates an unmitigateable hardship.

**Objective 15-4**

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

**Policies**

- 15-4.1 To assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

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

- 15-4.2 Encourage appropriate adaptive reuse of historic resources.

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

# CULTURAL AMENITIES

## GOAL 16

### ***A COMMUNITY WHICH PROMOTES CULTURAL AMENITIES AND IMPLEMENTS THE CITY'S CULTURAL MASTER PLAN.***

#### **Objective 16-1**

To enhance and capitalize on the contribution of existing cultural and historic resources in the Community.

#### **Policies**

16-1.1 Support the places and features identified within the Community as cultural resources for the City of Los Angeles.

***Program:*** Implementation of the provisions of the Cultural Master Plan.

16-1.2 Support the development and growth of the St. Elmo's Village and Leimert Park areas as Cultural Centers in the Community for the provision performing arts auditoriums, classrooms, workshops, library, children's art center and a museum of African-American culture and art, as appropriate.

***Program:*** Implementation of private programs and the Cultural Affairs Department programs that focus on these activities.

16-1.3 Encourage the coordination of cultural programs at local schools between the schools, the Cultural Affairs Department and local artists.

***Program:*** Implementation of the Cultural Master Plan.

16-1.4 Encourage the development and implementation of a cultural streetscape plan to complement and enhance the neighborhoods and with a specific cultural theme.

***Program:*** Implementation of the design requirements of the Urban Design Chapter and the Cultural Master Plan.

**SUMMARY OF LAND USE**

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
<b>RESIDENTIAL</b>						
	<b>Single Family</b>				<b>2,283</b>	<b>29.0</b>
	Minimum	OS, A1, A2, RE40,	21.78	1.0		
	Low	RE9, RS, R1, RU, RD5, RD6				
	<b>Multiple Family</b>				<b>1,911</b>	<b>24.2</b>
	Low Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	361.15	18.9		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	1,257.74	65.8		
	Medium	R3	648.66	34.0		
	High Medium	R4	4.23	0.2		
<b>COMMERCIAL</b>						
	Neighborhood	C1, C1.5, C2, C4, P	80.00	13.3		
	General (F)	C1.5, C2, C4, P	299.04	50.1		
	Community	CR, C2, C4, P, PB	156.00	26.1		
	Regional	CR, C1.5, C2, C4, R3, R4,	62.00	10.4		
					<b>597</b>	<b>7.6</b>
<b>INDUSTRIAL</b>						
	Commercial	CM, P	171.51	48.7		
	Limited	CM, MR1, M1, P	181.00	51.3		
					<b>353</b>	<b>4.5</b>
<b>OPEN SPACE/PUBLIC FACILITIES</b>						
	Open Space	OS, A1	199.82	31.0		
	Public Facilities	PF	445.67	69.0		
					<b>645</b>	<b>8.2</b>
<b>STREETS</b>						
	Private Street		2.02	0.1	<b>2,092</b>	<b>26.5</b>
	Public Street		2,089.85	99.9		
<b>TOTAL</b>					<b>7,881</b>	<b>100.0</b>

## Chapter IV

# COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Land use plan policies and programs, as set forth in Chapter III have a direct influence on land use patterns which in turn affect the community's quality of life. The provision of public services and other programs point to the complementary relationship that exists between land use and service programs. While in many of these areas, the land use plan does not directly have the enabling power to affect how service programs or other private actions are structured, the Plan can influence their direction. This chapter 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 Department of City Planning does not have responsibility for, but if implemented would assist in reinforcing the intent of the goals and objectives described in Chapter III.

### RECREATION AND PARK FACILITIES

1. Encourage cooperation between Los Angeles Unified School District and the Recreation and Parks Department to jointly make facilities available to residents after school and on weekends. Joint use is proposed as a way to minimize the amount of land acquisition required in developed areas.
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.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity.
5. Coordinate between the Recreation and Parks Department and the Police Department to insure adequate police patrols and defensible space design.
6. Improve utilization and development of recreational facilities at existing parks, particularly the Norman O. Houston Park.
7. Coordinate with City departments, neighboring cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for such recreational needs as hiking, biking and equestrian trails.

8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target park and recreation projects in areas with the greatest deficiencies.
10. Pursue resources to clean up land that could safely be used for public recreation.

**SCHOOLS**

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools.
2. Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous use.
3. Maximize the accessibility of school facilities to neighborhood organizations.

**LIBRARIES**

1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
2. Consider the use of computer technology in creating on-line access to library collections and services.
3. Develop a Citywide policy for locating non-English language permanent collections.

**POLICE PROTECTION**

1. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhoods and civic organizations.
2. Identify neighborhoods where facilities are needed to provide adequate Police protection.

**FIRE PROTECTION**

1. Provide that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing) and fire hazards in the City.
2. Identify neighborhoods with deficient fire facilities and/or services.
3. Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.

**HISTORIC  
PRESERVATION**

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

**HOUSING**

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City Codes.
6. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
7. Ensure that any development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

**INDUSTRIAL**

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist this process through City, State and Federal 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, when feasible.

**EMPLOYMENT**

1. Encourage businesses to participate in job training programs for local residents.
2. Target job training programs towards groups and geographic areas most impacted by long-term structural unemployment.

**PUBLIC  
TRANSPORTATION**

3. Develop employment opportunities for a wide range of jobs, skills, and wages.
1. Coordinate with the Metropolitan Transit Authority to improve local bus service to and within the West Adams-Baldwin Hills-Leimert Community Plan Area.
2. Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
3. Develop an intermodal mass transportation plan to link future rail service.

**NON-MOTORIZED  
TRANSPORTATION**

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

**ECONOMIC DEVELOPMENT**

An Economic Development Element is not one of the State mandated elements of a General Plan. However, such an Element is appropriate in a General Plan where significant economic changes have occurred within communities covered by that General Plan. Over the past 30 years, the plight of business, and the loss of job opportunities affecting South Los Angeles requires that strategies be developed to address these economic issues. The Economic Development Element is intended to examine current conditions within the economy, identify problem areas, and establish strategies to resolve these problems.

For South Los Angeles, the Element addresses the following major concerns.

1. The revitalization of and redevelopment in commercial and industrial areas..
2. The identification of initiatives for the maintenance and enhancement of economic development opportunities.
3. Establishing the preconditions for maintaining and attracting new job opportunities.
4. Provision of needed job skills within the labor force.

Traditional economic development strategies have emphasized the introduction of large plants, commercial or industrial, to serve as a catalyst to generate a variety of spinoff enterprises to revitalize communities. Within South Los Angeles, the environment is less conducive to the creation of such plants.



- There are few large, vacant parcels to accommodate such plants.
- Large areas of redundant or under utilized industrial property require assemblage of parcels under different ownerships.
- The lack of adequate infrastructure and appropriate incentives.
- The large pool of skilled labor of the 60's and the 70's has dwindled as a result inadequate investment in human capital.
- Social and economic conditions, resulting from structural disinvestment, do not encourage such venture.

The goal and the challenge is to reinvest in both human and capital resources in order to address the issues described above. Changing these conditions would have a significant effect on the results of any economic development strategies devised for the establishment of large plants within these communities. In addition the development of locally based, small enterprises within the community, should be encouraged as a vital part of the strategy to revitalize neighborhoods. The significant issues that would affect the achievement of these goals are:

- A lack of training in, knowledge of and experience in the business world.
- Inadequate access to legitimate funding sources.
- The need to generate and take advantage of economic development opportunities in the area.
- Centralized source of available resources in the Community.
- A poor physical environment and unsightly commercial areas.
- Disinvestment in the area on the part of public and private institutions.

Any policies and programs should consider the following characteristics of the community.

- Age distribution of the population.
- Level of educational attainment
- The need for specific services e.g. day care for working mothers.
- Households in poverty
- Households with children
- Existing levels of economic activity
- Available income

Policies and programs should therefore focus on the following:

- Creation of a physical environment conducive to increasing economic activity.
- Coordination of public and private resources engaged in economic development activities.
- Streamlining of regulations and where appropriate, the removal of regulatory barriers/obstacles to economic development programs.
- Creation of appropriate incentive programs designed to encourage business development.
- Training and development of human resources.

**GOAL 1**

***THE REVITALIZATION OF A PHYSICAL ENVIRONMENT CONDUCTIVE TO INCREASING AND IMPROVING ECONOMIC ACTIVITY.***

**Objective 1-1**

To improve the visual environment of existing commercial and industrial areas.

**Policies**

1-1.1 Identify distinctive commercial and industrial areas within the community.

***Program:*** Plan map and text in Chapter III of this Plan identifies commercial and industrially planned areas with specific characteristics (and establishes POD's and a CDO).

1-1.2 Develop architectural and design guidelines and standards for revitalization and new development in commercial and industrial areas.

***Program:*** The Plan establishes an Urban Design Chapter and an Appendix of Standards and guidelines to address this policy.

1-1.3 Assess the needs of such commercial and industrial to retain and improve, and the visual characteristics of these areas.

***Program:*** Implement

- a. Revitalization /Redevelopment programs
- b. The commercial and industrial policies in Chapter III
- c. CDO's and the Urban Design Chapter of this Plan.

**GOAL 2**

***THE COORDINATION OF RESOURCES GENERATING ECONOMIC ACTIVITY IN ORDER TO MAXIMIZE THEIR IMPACT WITHIN THE COMMUNITY.***

**Objective 2-1**

To identify public and private resources generating economic activity within the Community.

**Policies**

2-1.1 Establish a clearinghouse of community resources to identify agencies and organizations engaged in economic development.

**Program:** Utilize the outreach programs in the Planning Department and Council Offices in compiling and reviewing such a resource list.

2-1.2 Strengthen contacts and cooperation between public and private sector organizations engaged in economic development activities within the community.

**Program:** Determine an appropriate agency to organize a regular schedule of meetings and networking activities between public and private

2-1.3 Encourage the improvement of infrastructure facilities in areas requiring the revitalization of economic activities.

**Program:** Continue implementation of the City's Capital Improvement Program and the Circulation TIMP's in Chapter III.

2-1.4 Support and encourage the expansion of existing programs operated by all agencies that are designed to assist in the formation and growth of viable small businesses in the community.

**Program:** Continue programs such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.

2-1.5 Develop with appropriate agencies, a comprehensive package of incentives in order to stimulate economic growth.

**Program:** Continue expansion and implementation of City, State, and Federal incentive programs.

2-1.6 Support appropriate State and Federal enterprise and revitalization zones.

**Program:** Continue cooperation with the CRA, CDD, and Housing Department, in the determination of boundaries for such zones and the development programs to achieve the goals and policies identified in the zones.

**Objective 2-2**

To streamline, and where appropriate, revise regulations that create barriers to economic development.

**Policies**

2-2.1 Identify and amend or remove local ordinances that are duplicative and/or do not offer safeguards to the community while impeding appropriate economic development.

**Program:** Continue implementation of a regular review of local ordinances and their effectiveness.

2-2.2 Encourage legislative advocacy which generates proposals appropriate for the community and the City of Los Angeles.

**Program:** Continue to provide analysis and data for legislative programs that address land use and economic development issues affecting the community.

### GOAL 3

#### ***THE TRAINING AND DEVELOPMENT OF THE COMMUNITY'S HUMAN RESOURCE POTENTIAL TO TAKE ADVANTAGE OF THE JOB OPPORTUNITIES OF THE FUTURE.***

#### Objective 3-1

To prepare the community's labor force for the jobs of the future.

##### **Policies**

3-1.1 Encourage local school boards to develop programs in consultation with local businesses to prepare students for the job market.

**Program:** Develop business outreach programs that target schools for student participation in business activities apprenticeship and internship programs.

3-1.2 Target job training programs toward groups and geographic areas most impacted by long-term structural employment.

**Program:** Utilize programs of the Community Development Department which establishes training for the expansion of existing and new business within the community.

# Chapter V

## URBAN DESIGN

The West Adams - Baldwin Hills - Leimert Community Plan Area is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this chapter to lay out broad, general guidelines for individual projects and community design. This chapter is divided into two sections. The Design Policies for Individual Projects section is directed at individual projects. The Design Policies for Individual Projects section identifies general guidelines which should be considered for certain individual projects. The Community Design and Landscaping Guidelines section is directed at a community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

Supplementing this chapter is a separate document entitled "The West Adams-Baldwin Hills-Leimert Community Design Overlay District Guidelines and Standards". The purpose of this document is to provide standards and guidelines to carry out the policies of this chapter for individual projects within the Community Plan area. In addition, the Plan is further supplemented by the regulations established in the "Crenshaw Corridor Specific Plan" which is attached as an appendix to the Community Plan. The Design Standards and Guidelines specific to the Crenshaw Corridor are included in the Community Design Overlay District Guidelines and Standards. These documents are intended for use by decision makers, developers and the Community in the evaluating and approval of development plans prior to the issuance of building permits.

The Design Policies in this Chapter establish the minimum level of design that shall be observed in multiple residential, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping. Projects should implement to the maximum extent feasible the applicable policies outlined in this chapter. Projects within a Pedestrian Oriented District or Transit Oriented District are also required to observe any applicable design standards found under the "Additional Policies for Pedestrian Oriented Districts" Section of this chapter.

The Administration of the general policies found in this chapter and the implementing West Adams-Baldwin Hills-Leimert Community Design Overlay District Guidelines and Standards shall be accomplished with the establishment of a Community Design Overlay District (CDO), for the entire West Adams-Baldwin Hills-Leimert Community, per the Supplemental Use District Section of the Zoning Code (LAMC Section 13.00).

### DESIGN POLICIES FOR INDIVIDUAL PROJECTS

The Design Policies are grouped as follows:

#### Commercial and Industrial

1. Site Planning

2. Parking Structures
3. Height and Building Design
4. Surface Parking and Landscaping
5. Light and Glare

**Multiple Residential**

1. Site Planning
2. Design
3. Parking Structures

**COMMUNITY DESIGN AND LANDSCAPING GUIDELINES**

1. Entryway Improvements
2. Streetscape
3. Street Trees
4. Street Furniture
5. Street Lighting
6. Sidewalks/Paving
7. Signage
8. Public Open Space and Plazas

**DESIGN POLICIES FOR INDIVIDUAL PROJECTS**

**COMMERCIAL  
AND INDUSTRIAL**

**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 to the rear of structures.
2. Minimizing the number and widths of driveways providing sole access to the rear of commercial lots.
3. Where appropriate, locate retail and commercial service uses along frontages of commercial developments.

4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing pedestrian access from the front of buildings to rear parking for projects with wide frontages.
6. Providing landscape strips between driveways and walkways accessing the rear of properties.
7. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
8. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
9. Providing where feasible, the undergrounding of new utility service.

### **Height and Building Design**

The mass, proportion of all new buildings and remodels shall adequately address pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland, untreated portions of exterior building facades. The purpose of these provisions is to ensure that building walls are designed to complement the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures shall exceed 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively.
2. Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage. (Commercial Only).
3. Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
4. Provide accenting, complementary building materials to building facades.
5. Maximize the applications of architectural features or articulations on building facades.
6. Design architecturally untreated facades for signage.
7. Screen mechanical and electrical equipment from public view.
8. Screen all rooftop equipment and building appurtenances from public view.

9. Require the enclosure of trash areas for all projects.
10. Require freestanding walls to conform to requirements of Section 2.c above.

**Parking Structures**

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

1. Design parking structure exteriors to complement the style, materials and color of the main building.
2. Maximize retail and commercial service uses on ground floors (Commercial only).
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilize decorative walls and landscaping to buffer residential uses from parking structures.

**Surface Parking Landscaping**

1. Devote 7% of total surface area of surface parking lots to landscaping.
2. Provide a landscape buffer along public streets or adjoining residential uses.

**Light and Glare**

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

**ADDITIONAL  
POLICIES  
FOR PEDESTRIAN  
ORIENTED DISTRICTS**

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

1. Require site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
2. Provide where feasible, the undergrounding of new utility service.

**MULTIPLE  
RESIDENTIAL**

**Site Planning**

All multiple 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. Provide a pedestrian entrance at the front of each project.
2. Require useable open space for outdoor activities, especially for children.

### **Design**

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

1. Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
2. Utilize complementary building materials in building facades.
3. Consider the use of varying design features to provide definitions for each story in a development.
4. Integrate building fixtures, awnings, security gates, etc. into design of building.
5. Screen all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

### **Parking Structures**

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

1. Design parking structure exteriors to match the style, materials and color of the main building.
2. Maximize commercial uses on ground floors.
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilize decorative walls and landscaping to buffer residential uses from parking structures.

## **COMMUNITY DESIGN AND LANDSCAPING GUIDELINES**

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

to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update and implement their respective plans.

A sense of entry into the West Adams - Baldwin Hills - Leimert Community from adjacent cities that serves to define the boundaries and the edges of the City and the unique attributes of the community should be created. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the Community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes the neighborhoods within West Adams-Baldwin Hills-Leimert from each other.

The following improvements are recommended:

## **ENTRYWAY IMPROVEMENTS**

1. Provide improvements along principal streets at the City boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguishes these as major entries into the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.
2. Establish primary entry improvements at the following areas:
  - a. Crenshaw Boulevard at Leimert Boulevard
  - b. Crenshaw Boulevard at 39th Street
  - c. La Cienega Boulevard at Rodeo Road
  - d. La Brea Avenue at Rodeo Road
  - e. Venice Avenue at the Culver City Boundary
3. Establish secondary entry improvements at the following areas:
  - a. At the Lafayette Overpass
  - b. Jefferson Boulevard at Rodeo Road
  - c. Martin Luther King Jr. Boulevard at Leimert Boulevard
  - d. Martin Luther King Jr. Boulevard at Rodeo Road
  - e. Degnan Boulevard at 43rd Street
  - f. Degnan Boulevard at 43rd Place
  - g. Adams Boulevard at the Santa Monica Freeway
4. Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.
5. Create entry improvements as gateway elements to districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing light or marbelite standards or graphic elements hung from or attached to privately owned buildings. These improvements should be located at the intersections described in 2. and 3. above.

## **STREETSCAPE**

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to, the following:
  - a. street trees
  - b. street lighting
  - c. streetscape elements (sidewalk/crosswalk paving, street furniture)
  - d. public signage
3. Establish streetscape and landscape standards for, but not limited to, the following corridors and districts:
  - a. Crenshaw Boulevard from the Santa Monica Freeway to Florence
  - b. Adams Boulevard from La Brea Avenue to Arlington Avenue
  - c. Adams Boulevard from La Cienega Boulevard to La Brea Avenue
  - d. La Cienega Boulevard from 18th Street to Cadillac
  - e. La Cienega Boulevard from Cadillac Avenue to Jefferson Boulevard
  - f. Washington Boulevard from La Cienega Boulevard to Arlington Avenue
  - g. Jefferson Boulevard from La Brea Avenue to Arlington Avenue
  - h. Venice Boulevard from La Brea Avenue to Arlington Avenue
  - i. Slauson Avenue from Alviso Avenue to Van Ness Avenue
  - j. Martin Luther King Jr. Boulevard from La Cienega Boulevard to Arlington Avenue
  - k. Van Ness Avenue from Pico Boulevard to Exposition Boulevard
  - l. Arlington Avenue from Exposition Boulevard to 76<sup>th</sup> Street
  - m. Leimert Boulevard from Crenshaw Boulevard to Martin Luther King Jr. Boulevard

4. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

## **STREET TREES**

1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought- and smog-tolerant, fire-resistant, and (c) complement existing street trees.
2. Establish a hierarchy for the street trees which shall include:

- a. Major Accent Trees

These trees should be located at entry locations, intersections, and activity centers.

- b. Street Trees

Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

- 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**

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

## **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, to provide adequate visibility, security, and a

festive night time environment.

2. Establish a consistent street lighting type in areas designated historic, utilizing a light standard that is compatible with the historic commercial theme and coordinated with an overall street furniture and graphics/signage program.

#### **SIDEWALKS/PAVING**

1. Re-pave existing sidewalks and crosswalks in principal commercial districts such as Crenshaw Boulevard, La Brea Avenue and La Cienega Boulevard, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

#### **SIGNAGE**

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

#### **PUBLIC OPEN SPACE AND PLAZAS**

1. Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.

**APPENDIX**  
**COMMUNITY DESIGN OVERLAY DISTRICT**  
**GUIDELINES AND STANDARDS**

**INTRODUCTION**

The following design guidelines, and standards implement the urban design goals and policies contained in Chapter V of the West Adams-Baldwin Hills-Leimert Community Plan. These guidelines and standards shall be applicable to the following projects: all new commercial and industrial development, and all new multiple-family residential projects of five units or more; any remodel or structural alteration of an existing structure that results in an increase of 1,000 square feet or more or in an increase equivalent to 10% or more of the existing floor area.

For purposes of this document, the above noted projects define further for this community the applicability of the project definition found in the Community Design Overlay District Ordinance.

The Guidelines and standards are classified as follows:

1. Design Guidelines and Standards for commercial and industrial projects.
2. Additional Design Guidelines and Standards for commercial projects located within a Pedestrian Oriented District.
3. Design Guidelines and Standards for Multiple-Family Residential projects.
4. Design Guidelines and Standards for the Crenshaw Corridor Specific Plan Area.

There may be some geographic overlap between the boundaries of established, or future specific plans and the boundaries of designated PODs or TODs. Wherever this overlap occurs, all projects shall comply to both sets of regulations (i.e. the regulations of any specific plans and the design criteria set forth here).

The West Adams- Baldwin Hills - Leimert Community neighborhoods where regulations set forth by Historic Preservation Overlay Zones (HPOZ) may be established. These design guidelines and standards shall not be applicable to "contributing structures" when such HPOZ's are developed. "Contributing Structures" are structures identified in an architectural, historic survey approved in the establishment of an HPOZ, per Section 12.20.3 of the Zoning Code.

Wherever there is a conflict, regarding “Non-contributing structures” and these design guidelines and standards and the provisions of any established HPOZ, the provisions of the established HPOZ, or actions related thereto, shall prevail.

The nature of the design guidelines and standards established here is to improve the functional and aesthetic quality of the community. All projects shall comply with all other applicable provisions of the L.A.M.C.

The intent of the Design Guidelines and Standards is to promote a stable and pleasant environment, with desirable character, for the residents and users of the community. These guidelines and standards ensure that new development or alterations/remodels to existing structures, make an aesthetic contribution to the built environment, provide public amenities, and increase neighborhood identity within the West Adams - Baldwin Hills - Leimert Community Plan area.

In commercial corridors, the objectives of these guidelines and standards is to provide and maintain visual continuity of the streetscape and to create an environment that encourages pedestrian and economic activity.

In multiple-family residential zones, the objectives of these guidelines and standards is to promote architectural design that enhances the quality of life and living conditions of the residents and creates neighborhood pride.

## **DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS**

The following design guidelines and standards shall be applicable to all new and remodeling commercial projects located in any C Zone, including those located within a Pedestrian Oriented District (POD), a “Transit Oriented District (TOD), or the Crenshaw Corridor Specific.

All Sections, except Section A.1, Height and Section A.1, Design, #’s 1 and 2 shall be applicable to all New and Remodeling industrial projects located in any M Zoned lot that abuts or is directly across an alley or public street from any R Zoned lot. The Transitional Height requirements of the L.A.M.C. shall apply to all Industrial projects within the Plan area.

### **HEIGHT AND BUILDING DESIGN**

The mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the street scape by providing continuity and avoiding opportunities for graffiti. Building materials such as brick, stone, metal, glass, tile or any similar material shall be employed to provide relief to bland untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following standards shall be met:

## Height

1. No portion of any structure located in any C Zone shall exceed more than 30 feet in height within 15 feet of the front property line. (See Figure I.A-1)
2. Transitional Height Ordinance limits heights as follows:
  - 25 feet within 49 feet of residential zoning
  - 33 feet between 50 and 99 feet
  - 61 feet for 100 feet and over

## Design

1. Transparent building elements such as windows, doors and the like shall occupy at least 50% of the exterior wall surface of the ground floor facade. (See Figure I.A-2)
2. Transparent building elements such as windows, doors and the like shall occupy at least 20% of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.
3. All exterior building walls shall provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:
  - a. A change in plane of at least 6 inches for a distance of not more than 20 feet.
  - b. Recessed entryways, recessed windows, or pop out windows;
  - c. Porticoes, building overhangs, projections or cantilevered designs.
  - d. Other architectural features or building materials that create a visual break. (See Figure I.A-2 & 3)
4. For all buildings more than one story in height, a horizontal element shall be employed for the full length of the exterior building facade that distinguishes and provides definition for each floor utilizing such elements as:
  - a. Horizontal moldings
  - b. Cornice lines
  - c. Raised stucco designs that are raised at least 6 inches. (See Figure I.A-2)



5. All buildings shall apply at least two types of complementary building materials to exterior building facades. Accents such as decorative glass block, brick, tile and the like are materials that are encouraged as accents.
6. Not more than 30% of the total exterior surface area of any building facade or of any visible side or rear elevations shall be free from architectural features or articulations. (See Figure I.A-4)
7. Exterior building surface area shall be earmarked for signs. This space shall constitute a portion or all of the 30% surface area permitted to be left untreated. All signs shall conform to Part IV, Section E, Design Standards for the Crenshaw Corridor Specific Plan.
8. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and/or treated to match the materials and colors of the building which they serve.

#### **Roofs and Roof Top Equipment**

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

1. Flat Roofs: Building equipment and ducts on flat roofs shall be screened from view from any street, public right-of-way or adjacent property. The screening shall be solid and match the exterior materials, design and color of the building.
2. Pitched Roofs: Building equipment and ducts on pitched roofs shall be screened from view from any street, public right-of-way or adjacent property. The pitched roof shall be designed and constructed to accommodate roof-mounted equipment. A platform shall be constructed and recessed into the roof such that one side of the equipment shall be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch shall be screened from view. The screening shall be solid and match the exterior materials, design and color of the building.
3. Parapet Roof: The parapet roof shall be designed and constructed to accommodate roof-mounted equipment. Any portion of the equipment or ducts which are above the parapet shall be screened from view from any street, public right-of-way or adjacent property. The screening shall be solid and match the exterior building material, design and color of the building.

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

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

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

### **Freestanding Walls**

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

1. All freestanding walls shall conform to the requirements contained in Section A.5. above. (See Figure I.A-5)
2. In lieu of the requirements in Section 15.a. above, a freestanding wall shall provide a minimum three foot wide landscaped buffer. The landscaped buffer shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall, and shall include the installation of an automatic irrigation system. (See Figure I.A-6)

### **Repair and Service Shop Not Fully Enclosed:**

1. All repair and service uses, such as tire shops, auto tune-up, car washes, appliance repair and other similar uses that are not fully enclosed shall be screened from adjacent residential uses and from the main commercial street where the use is fronting as follows:
  - a. A solid decorative wall, at least six feet in height, shall be provided along the rear property line of any lot that abuts or is directly across the street or alley from any residential use or R zoned lot. This decorative wall shall conform to the standards set forth in Section A.5 above.
  - b. A three foot landscaped setback shall be provided along the front property line of all lots. The landscaped setback shall include a solid three and a half foot wall along the property line and the remainder of the setback shall be fully landscaped with ground cover, shall contain one 15 gallon tree for every 20 lineal feet, and shall include an automatic irrigation system.

### **PARKING STRUCTURES**

1. The exterior elevations of all parking structures having any frontage along any major commercial street shall be designed to match the style, materials and color of the main building by incorporating all or some of the design elements used for the main facade of the building it serves, such that there is no notable differentiation between the parking and non-parking structures. (See Figure I.B-1 and Photo IB.1)

2. Along all other street frontages, if a parking structure is not architecturally integrated with the design of the main building, then the parking structure wall at ground level shall be screened by a minimum, three foot wide landscaped buffer. The landscaped buffer shall conform to the following standards.
  - a. One 24" box tree, not less than ten feet in height at the time of planting, shall be planted at a ratio of one for every 20 lineal feet; or
  - b. Ground cover with a minimum height of three feet at maturity shall be planted over the entire landscaped setback; or
  - c. The landscaped setback shall contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall up to a height of at least nine feet.
  - d. An automatic irrigation system shall be installed within the landscaped buffer. (See Figure I.B-2)
  
3. Wherever a parking structure abuts, or is directly across an alley or public street from any residential zone or residential use, the wall facing such residential use or zone shall conform to the following standards and requirements:
  - a. Solid decorative walls or decorative baffles to block light and deflect noise shall be installed along the sides of the structure which face residential uses or zones.
  - b. Solid spandrel panels a minimum of 3-feet-6-inches in height shall be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight glare.
  - c. Light standards on any uncovered, above ground level areas of the structure shall not be higher than the adjacent perimeter walls.
  - d. Garage floors and ramps shall be constructed with textured surfaces to minimize tire squeal noises.
  - e. A landscaped buffer shall be provided in conformance to the standards set forth in Section C.20.a through c above along the sides of the structure which face any residential uses or zones.

**SURFACE PARKING  
LANDSCAPE**

1. At least 7% of the total surface area of a surface parking lot shall be landscaped in accordance with the following standards:
  - a. All surface parking lots shall contain one tree for every 4 parking spaces and such trees shall be dispersed evenly throughout the parking lot. (See Figure I.C-1)

- b. Wherever a surface parking lot abuts a public street, public sidewalk or public alley, a three foot landscaped buffer shall be provided, and a three and a half foot solid decorative wall shall be provided along the property line facing such public right-of-way, and shall contain one 15 gallon tree every 20 lineal feet. The landscaped buffer provided pursuant to this section may be included as part of the landscape calculation required in C1 above. Trees provided within the landscape buffer may also be applied toward the tree requirements in 1a above. (See Figure I.C-1)
- c. Wherever a surface parking lot abuts, or is directly across an alley from any residential use or any residentially zoned lot, a decorative wall, at least six feet in height, shall be erected along the perimeter of the parking area facing such residential lot or use, and minimum three foot wide landscaped buffer shall be installed along this wall. The buffer shall be landscaped as set forth in Section B.2 above, under Parking Structures.
- d. An automatic irrigation system shall be installed for all landscaped areas.

**LIGHT AND GLARE**

- 1. On-site lighting shall be installed along all vehicular access ways and pedestrian walkways. Such lighting shall be directed onto the driveways and walkways within the development and away from adjacent properties.
- 2. All other on-site lighting shall be shielded and directed onto the site. No floodlighting shall be located so as to shine directly onto any adjacent residential property. This condition shall not preclude the installation of low-level security lighting.

**ADDITIONAL DEVELOPMENT STANDARDS FOR COMMERCIAL PROJECTS LOCATED WITHIN PEDESTRIAN ORIENTED DISTRICTS**

The following standards have been established to promote an environment that strengthens existing commercial hubs by orienting retail shops and services toward the street frontage.

In addition to the design guidelines and standards set forth below, all commercial projects located within Pedestrian Oriented Districts shall comply to all of the design requirements in Section I A through D above.

**SITE PLANNING**

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

1. Surface parking shall be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street. Where no vehicular access is available from the rear of any lot, parking shall be provided to the rear of a lot via a "flag" parking lay out. For midblock lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a loss of 10% or more of the building frontage, a waiver from this requirement may be requested. All surface parking lots shall conform to the landscape requirements contained in Section C below.

Criteria: for granting a waiver. Applicant must submit alternative site plan scenarios with calculations showing frontage that would be lost. Applicant shall incorporate design mitigation measures to ensure the intent of this criteria is not undermined.

2. Wherever a project must take its access from a "main commercial street", only one curb cut shall be permitted for every 150 feet of street frontage on the "main commercial street". Such curb cuts shall be a maximum width of 20 feet, unless otherwise required by the Department of Building and Safety.
3. At least 50% of the ground floor frontage of any building, including any portion of a building used for parking, shall be devoted to retail or commercial service uses. (See Figure II.A-1 and Photo IIA.1)
4. All buildings shall provide a Pedestrian Entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. A clearly defined pedestrian walkway(s) shall be provided, and shown on the site plan, to connect building entrances to parking areas.
5. Wherever a project has a street frontage of 250 feet or greater, and parking is located to the rear of the building, a through arcade or through interior pedestrian path shall be provided from the rear of the building to the front property line of the building.
6. Curbs used as a pedestrian walk that are located parallel to, and abutting any driveway, shall be a minimum of five feet wide and shall include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement will not be applicable to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path.
7. Wherever a pedestrian walkway and a driveway share the same path for more than 50 lineal feet, speed bumps shall be provided on the driveway at a distance of no more than 50 feet apart.
8. The site plan shall identify and distinguish the locations of all ancillary structures or service areas, pedestrian walkways, vehicular paths, loading areas, passenger drop-off areas, trash enclosures and landscaped areas.

9. When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site shall be placed underground.

## DESIGN GUIDELINES AND STANDARDS FOR MULTI-FAMILY RESIDENTIAL PROJECTS

The following design guidelines and standards have been established to promote development that enhances the quality of the environment and the living conditions of the residents of the district. These guidelines and standards shall apply to new residential projects of five units or more.

### SITE PLAN

All **multiple-family residential development**, not located within a mixed use project, shall be designed around a landscaped focal point or courtyard. The intent is to create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment.

1. A pedestrian entrance shall be provided at the front of every project. The pedestrian entrance shall provide a view to an interior courtyard or landscaped open space area. The entrance shall be emphasized by employing one of the following paving treatments:
  - a. Brick or Tile
  - b. Precast Pavers
  - c. Stamped Concrete

#### Open Space Requirements:

2. All residential projects shall provide usable open space at the following ratio:
  - a. 75 square feet for each unit less than three habitable rooms;
  - b. 100 square feet for each unit of three habitable rooms;
  - c. 150 square feet for each unit of more than three habitable rooms.
3. All open space required above shall conform the following standards:
  - a. A surface shall be provided which prevents dust and allows convenient outdoor activities, especially for children. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Concrete and asphalt shall be permitted subject to the restrictions below.
  - b. No portion of the required open space shall have a dimension less than 20 feet.
  - c. Slope shall not exceed 10%.

- d. Off-street parking, loading areas, driveways and service areas shall not be counted as open space.
4. At least 30 % of the required open space shall be landscaped.
5. Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of four feet for balconies and six feet for patios may reduce the required open space directly commensurate with the amount of private space provided. However, at no time shall common open space be less than 350 square feet for projects under 10 units and 600 square feet for projects 10 units or more.
6. An automatic irrigation system shall be installed within all landscaped areas, prior to the issuance of a Certificate of Occupancy by the Department of Building and Safety.

## DESIGN

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings shall be composed of a variety of forms, contrasting shapes and shall employ attractive and complementary building materials and architectural features.

1. All exterior building walls shall provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:
  - a. A change in plane of at least 18 inches for a distance of not more than 20 feet.
  - b. Windows that are recessed at least six inches.
  - c. Incorporation of varied window treatments such as multi-paned, octagonal, circular, green house or bay windows or other fenestration .
  - d. Perforations on the surface of the building plane.
  - e. Building overhangs, porticoes, or projections.
  - f. Terraces, balconies or cantilevered designs.
  - g. Wood accents and wood trim for windows and doors.
  - h. Other architectural features or building materials that create a visual break. (See Figure III.B-1)
2. A pedestrian entrance shall be provided in conformance to Section A.1. above for every 150 feet of building frontage.
3. Plaster or stucco finishes shall not occupy more than 60% of the surface area of any exterior elevation.
4. All buildings shall apply at least three types of complementary building materials to exterior building facades. Aluminum framed windows or doors, that are flush with the plane of the building shall not be included as an additional material. Accents such as, wood frames around windows or doors, decorative glass block, brick, tile and the like are materials that are encouraged as accents.

5. Horizontal elements shall be incorporated into the design of each project to provide definition for each floor.
6. The exterior finish on all balconies shall employ a finish material that is different, from the finish material employed on the primary body of the building.
7. All building fixtures, awnings, security gates etc. shall complement and be architecturally integrated to the design of the building.
8. All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets shall be screened from public view and/or treated to match the materials and colors of the building which they serve.

### **Roofs and Roof Top Equipment**

All roof top equipment and building appurtenances shall be screened from adjacent properties or architecturally integrated to the design of the building and shall comply to the requirements set forth in Section I.B. 12 through 14 above.

1. All roof lines in excess of forty feet must be broken up through the use of gables, dormers, plant-ons, cutouts or other appropriate means.

### **Storage and Trash Areas**

1. A trash enclosure shall be required for all projects. The enclosure shall be designed in conformance to following requirements:
  - a. Trash enclosures shall be enclosed by a minimum five foot high, decorative masonry wall;
  - b. A minimum of one trash area shall be provided for every ten units;
  - c. Each trash area shall have a separate area for
  - d. Trash areas shall be located no more than 200 feet from the most remote unit it serves. (See Figure III.B-2)

### **Freestanding and Retaining Walls**

2. All freestanding walls shall provide a break in the plane, or a change in material, or an opening in the surface of the wall, every 20 feet in horizontal length or by an articulation or architectural detail, such as:
  - a. A staggered wall.
  - b. An indentation in the wall.
  - c. A symmetrical spacing of columns.
3. All retaining walls shall be treated in a similar manner as the project's buildings, employing compatible materials, colors and finishes.



**PARKING  
STRUCTURES**

Parking must be architecturally integrated with the design of the building.

1. The exterior elevations of all parking structures shall be designed to match the style, materials and color of the main building.
2. Wherever above grade parking is provided, architectural perforations or other wall openings shall be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. At least 10% of the exterior wall surface shall consist of openings, windows, doors etc..
3. Wherever above grade parking abuts any public street, a minimum 5 foot landscaped setback shall be provided along the exterior walls of the parking in accordance to the following standards:
  - a. One 36 inch box tree every 20 feet.
  - b. Ground cover on 80% of the surface area.
  - c. A raised planter, three feet in height, and two feet in depth to soften the parking wall.

**DESIGN GUIDELINES AND STANDARDS FOR THE CRENSHAW CORRIDOR  
SPECIFIC PLAN**

The following design guidelines and standards shall apply to all new and remodeling commercial projects located within the Crenshaw Corridor Specific Plan area. The following design guidelines and standards shall apply to all new and remodeling projects located in any C Zone, including those located within Pedestrian Oriented Districts (POD), Transportation Oriented Districts, and Historic Preservation Overlay Zones (HPOZ).

These design guidelines and standards are intended to implement and supplement the policies set-forth in the Crenshaw Corridor Specific Plan and Chapter V of the West Adams-Baldwin Hills-Leimert District Community Plan.

**SITE DESIGN**

All projects shall be designed in order to utilize the site to its' fullest potential. Attention shall be given to compatibility with adjacent buildings, light/shadow, placement of buffers and other elements which promote pedestrian orientation and use

**Placement and Orientation of Buildings**

1. Loading areas shall be attractive, well-defined and located where there will be minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses.

**Open Space**

1. All outdoor open spaces shall be well-defined components of the site design, and are not to be viewed as left over space. To the greatest

extent possible, open spaces shall be oriented toward pedestrian arterials.

2. Courtyards and outdoor areas shall include seating/eating areas, landscaping which provides shade, sculpture and water elements and shall maximize the hours of exposure to the sun to the greatest extent possible. (See Photo IVA.1)

#### **Pedestrian Circulation**

1. Primary retail and community-oriented uses shall be located to allow easy access to pedestrians. Secondary uses shall be located where they do not detract from the pedestrian experience.
2. Pedestrian "drop off" areas located at street level, which do not impede foot traffic or sidewalk width, are required.

## **ARCHITECTURAL DESIGN**

#### ***Use of the following materials is prohibited in the Specific Plan:***

- Metal or plastic siding
- Large expanses of reflective, mirrored, block or tinted glass
- External security grills and doors
- Industrial type material for finish use

#### **General Considerations**

1. A variety of paint colors may be used. Color schemes shall be simple, harmonious and compliment adjacent structures, particularly where specific architectural/historical themes exist. Accent colors are encouraged.
2. Desired colors for large scale areas/projects, should include, but are not limited to, earthtones such as warm beige and grays.
3. All paint products, awning fabrics and other color elements must be durable and fade resistant.
4. Infill development shall take into consideration, and where appropriate, reflect and/or compliment existing themes, colors and use of adjacent parcels
5. Special attention shall be given to use of natural light, air and placement of shadows within and between projects.
6. Consideration shall be given to materials that contribute to energy conservation.

### **Lighting**

1. All exterior lighting fixtures shall be compatible with the architectural design of the building.
2. Indirect lighting or "wall washing" and overhead down lighting is encouraged.

### **Other Considerations**

1. Awnings may be used in moderation to create shade and architectural interest. Awnings must be constructed of high quality, substantial materials, and must be maintained in good condition and replaced periodically. Awning color shall compliment structure and/or existing architectural/historical theme(s).
2. Awnings to be used as a remodel element are subject to the qualifications set forth in sub-heading a. under this section.
3. All architectural screening devices must be designed as an integral part of the building architecture.
4. Buildings must be well maintained and not allowed to deteriorate. Painted surfaces shall be repainted as often as necessary. Changes in color schemes and facade surfaces are subject to review.
5. Graffiti must be immediately removed from buildings. Removal of graffiti shall be the responsibility of the building owner and/or lessee.

## **LANDSCAPING**

### **General Considerations**

1. Landscaped areas shall be planned and designed as an integral part of each project.
2. The type, quantity and placement of landscape materials (including street scape/hard scape features) shall be selected for their structure, texture, color and compatibility with the design of the site.
3. All projects (new and rehabilitation) shall include an abundance of living plant materials, which shall be used to create and enhance architectural variety and security.
4. Plants must not create inappropriate visual or physical barriers for vehicles or pedestrians.

### **Requirements**

**ENTRANCES.** Landscaping which includes grouping of plant materials, consisting of small trees, shrubs, planter boxes or tubs of flowers shall be placed at entrances to courtyards and along walkways. Within the Leimert Park Village (Subarea E2) such shall be allowed at entrances to businesses. (See Photo IVC.1)

**LIGHTING.** Lighting is encouraged to highlight landscape features and to enhance security/safety along walkways, paths and open spaces used for gathering. Lighting shall not impede upon adjacent properties. (See Photo IVC.1)

**MAINTENANCE.** It shall be the responsibility of the property and/or business owner to maintain all landscape and street scape features located on private property, including, but not limited to, plant material, signs, walkways, benches and fountains in accordance with the following:

1. All fabricated features shall be maintained in good condition both in structural integrity and cosmetic appearance, and;
2. All vegetation shall be watered, fertilized, trimmed and maintained in good condition.

**SIDE AND REAR YARDS.** Side and rear yards shall be landscaped using plant materials similar to those used in the front yard or entrance of a project. Where side and rear yards include entrances to buildings or structures, these entrances shall be subject to provisions listed above (See ENTRANCES, this section).

**SITE FURNISHINGS.** Furnishings such as benches, trash containers, planters and news racks shall be functional in use and form, and compatible in color and scale to the design of the site. Freestanding planters and trash receptacles are discouraged: if used, they must be secured. Security devices shall be hidden from public view. Built-in planters and trash receptacles are encouraged, to aid in security and maintenance. All planters must provide proper drainage and be appropriate for the type/size of planting contained. All furnishings (includes tables, chairs and umbrellas) used in pedestrian/open areas should be durable, functional, and well maintained.

## **STREET SCAPE FEATURES**

The Department of City Planning shall coordinate with the Department of Cultural Affairs and local neighborhood groups to facilitate the creation of cultural themes appropriate to each area within the Specific Plan. All new street scape features, either publicly or privately developed, shall adhere to these design themes.

***Once themes have been established the following standards shall apply.***

1. All new street scape features, either publicly or privately developed shall adhere to these design themes.
2. Street scape/Hard scape features shall include, but not be limited to: benches, planters, light fixtures, fountains, monuments, trellises, banners, sidewalk treatments, awnings, trash receptacles, bus shelters, news-stands and other temporary fixtures.
3. All water features and artwork must be permanent in character, except where temporary use is encouraged (see 4 this section) and completed with durable, vandal resistant finishes.

4. Temporary art is encouraged in areas such as vacant store fronts and designated display areas.

**PAVING/SIDEWALKS.** The use of paving materials is encouraged to emphasize entries, pedestrian activities and special gathering areas. Large, continuous areas of unbroken plain concrete are prohibited. These areas shall be interspersed with other paving materials or with plant materials, which can include the following:

- Integrated color cement with salt finish
- Stamped concrete
- Brick and tiles
- Precast pavers
- Murals/ artwork by local artists (approved by local cultural affairs board or other appropriate advisory body). (See Photo IVD.1)

## **SIGNS**

Signs within the Crenshaw Corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments.

The primary focus of these guidelines is to aid design professionals, local business owners and reviewing bodies in their decision making. These guidelines are intended to encourage harmonious, well-designed signs that enhances, rather than inhibits, the development of the Crenshaw Corridor. (See Photo IVE.1)

***Please see the Crenshaw Corridor Specific Plan for additional sign requirements.***

### **General Considerations**

1. Projects and/or buildings containing multiple entrances and frontages must have an overall planned, coordinated sign program.
2. All signs shall be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site.
3. Materials, colors, design and presentation of signs shall be easy to see and read. A maximum of 3 colors may be used.
4. Signs must not dominate or obscure the architectural elements of building facades, roofs or landscaped areas.
5. Signs may be lighted. All signs shall be located and screened or buffered so that they are structurally safe. Illumination sources for all signs shall be hidden from view.
6. The illumination of signs adjacent to residential areas must be of the lowest possible level that allows for adequate identification and readability while emitting minimum glare.
7. Use of neon signs shall be subject to review.

8. The exposed backs of all signs visible to the public shall be adequately finished and well maintained.

## **RICHARD RIORDAN, MAYOR**

James Kenneth Hahn, City Attorney  
Rick Tuttle, Controller

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### **COMMUNITY PLANNING**

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April 21, 2005

All Interested Parties:

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

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

Planning Department – Public Counter  
201 North Figueroa Street, 3<sup>rd</sup> 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 or myself at (213) 978-1274.

Sincerely,

CON HOWE  
Director of Planning

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.

# CRENSHAW CORRIDOR

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## *Specific Plan*

Ordinance No. 176, 230  
Effective November 14, 2004

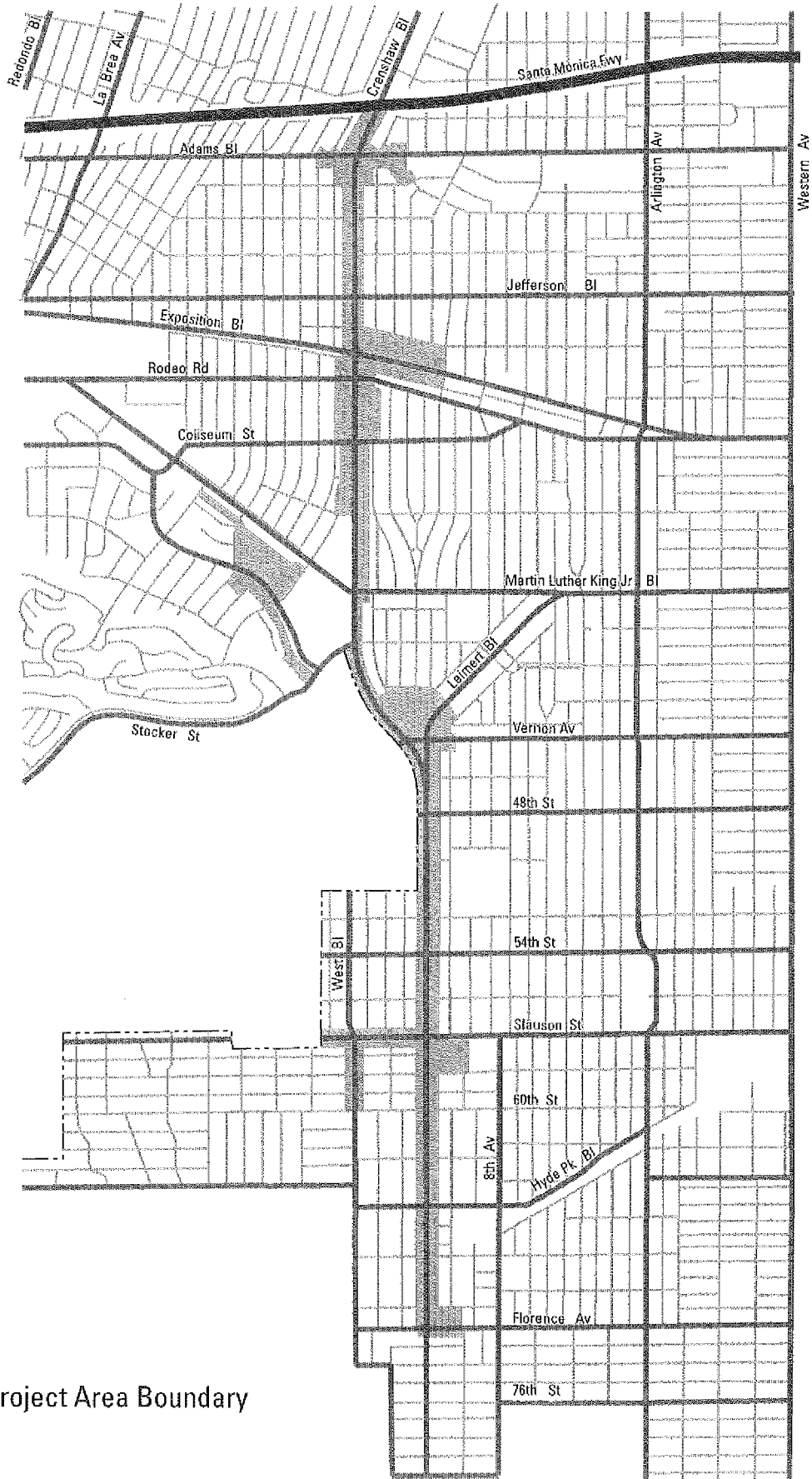
Specific Plan Procedures  
Amended pursuant to L.A.M.C. Section 11.5.7


Design Review Board Procedures  
Amended pursuant to L.A.M.C. Section 16.50

### TABLE OF CONTENTS

Map 1	Specific Plan Boundary
Map 2, 3 & 4	Subarea Maps
Map 5	Design Review Board Area
Section 1.	Establishment of the Specific Plan
Section 2.	Purposes
Section 3.	Relationship to Other Provisions of the Los Angeles Municipal Code
Section 4.	Definitions
Section 5.	Specific Plan Compliance and Exemptions
Section 6.	Uses
Section 7.	Mixed Use Projects
Section 8.	Floor Area Ratios and Height for Mixed Use Development
Section 9.	Building Setbacks and Open Space Areas
Section 10.	Height
Section 11.	Signs
Section 12.	Parking
Section 13.	Underground Utilities
Section 14.	Design Review
Section 15.	Severability

# Crenshaw Corridor Specific Plan



 Project Area Boundary



## Map 1

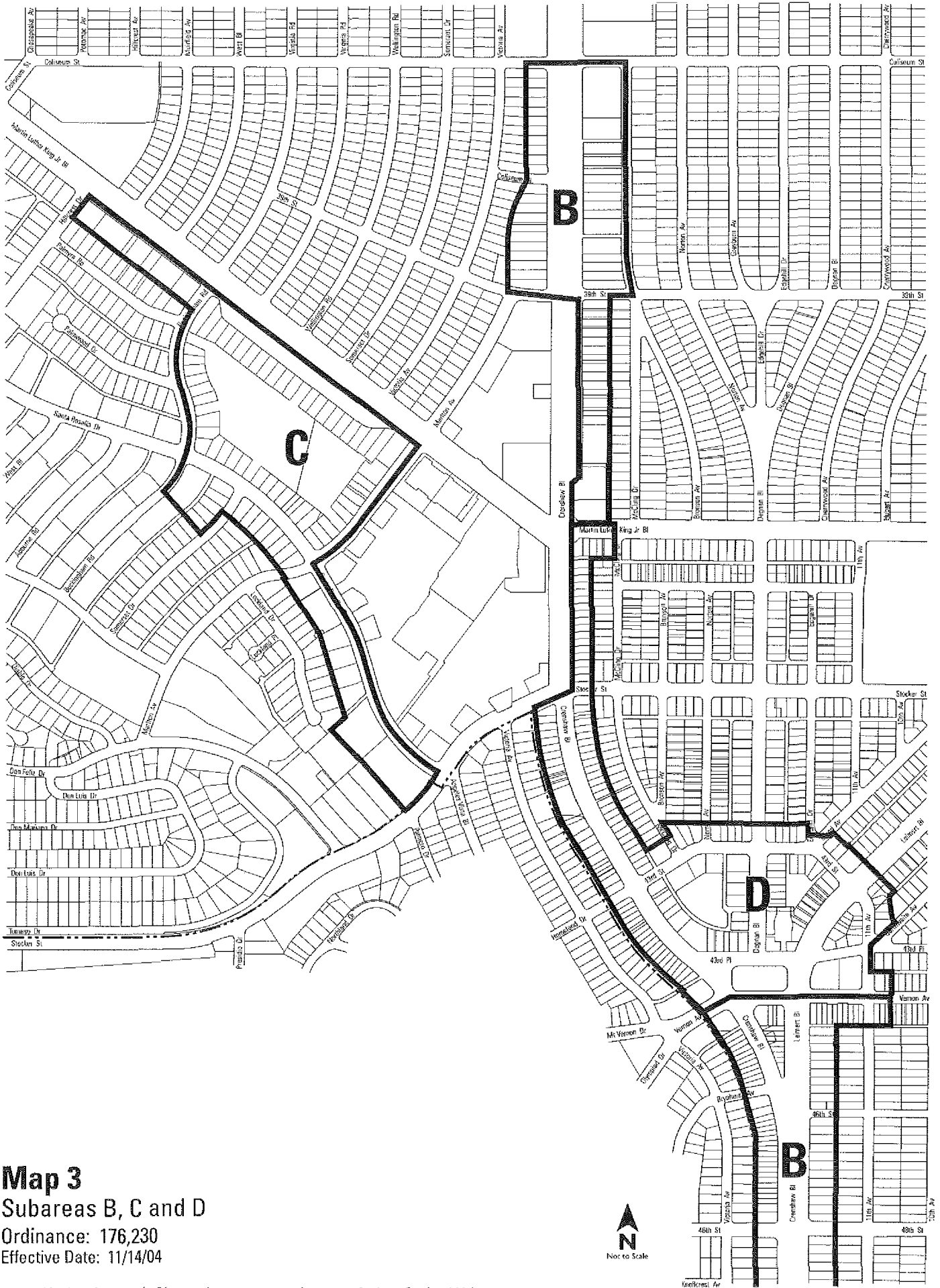
Prepared by City of Los Angeles Planning Department • Graphic Services Section • August, 2003



# Map 2 Subarea A

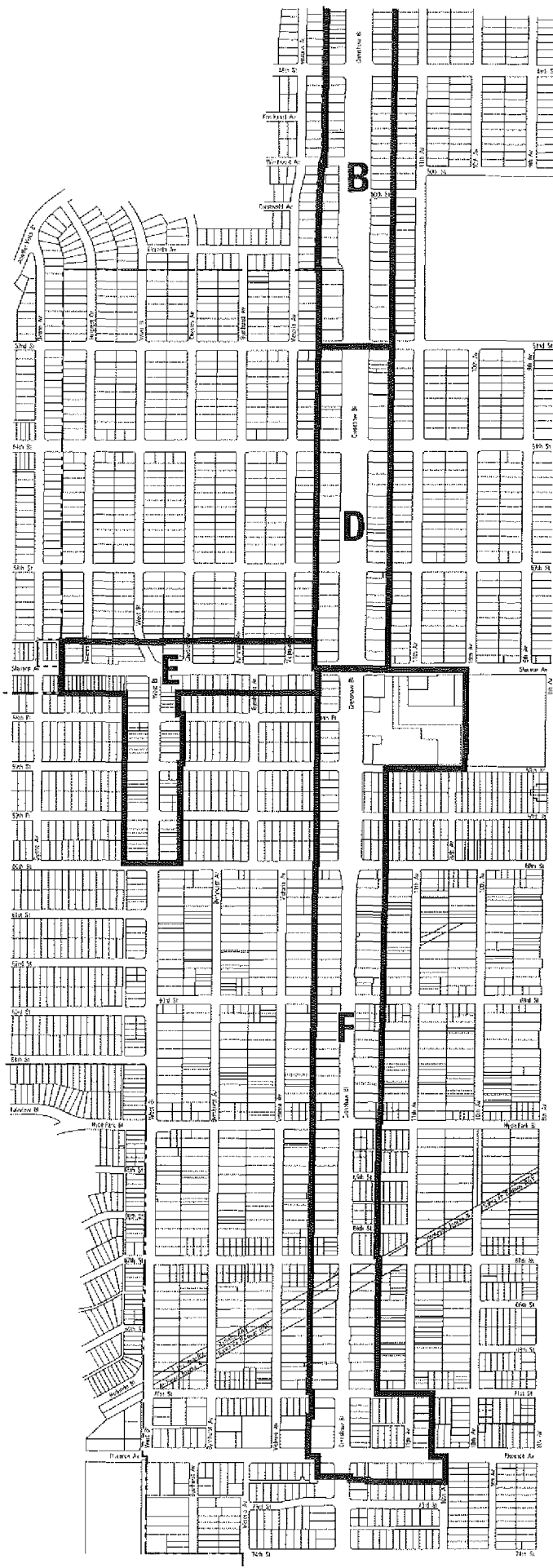
Prepared by City of Los Angeles Planning Department • Graphic Services Section • August, 2003





**Map 3**  
**Subareas B, C and D**  
 Ordinance: 176,230  
 Effective Date: 11/14/04

*Prepared by City of Los Angeles Planning Department • Graphic Services Section • October, 2004*



**Map 4**

Subareas B, D, E and F

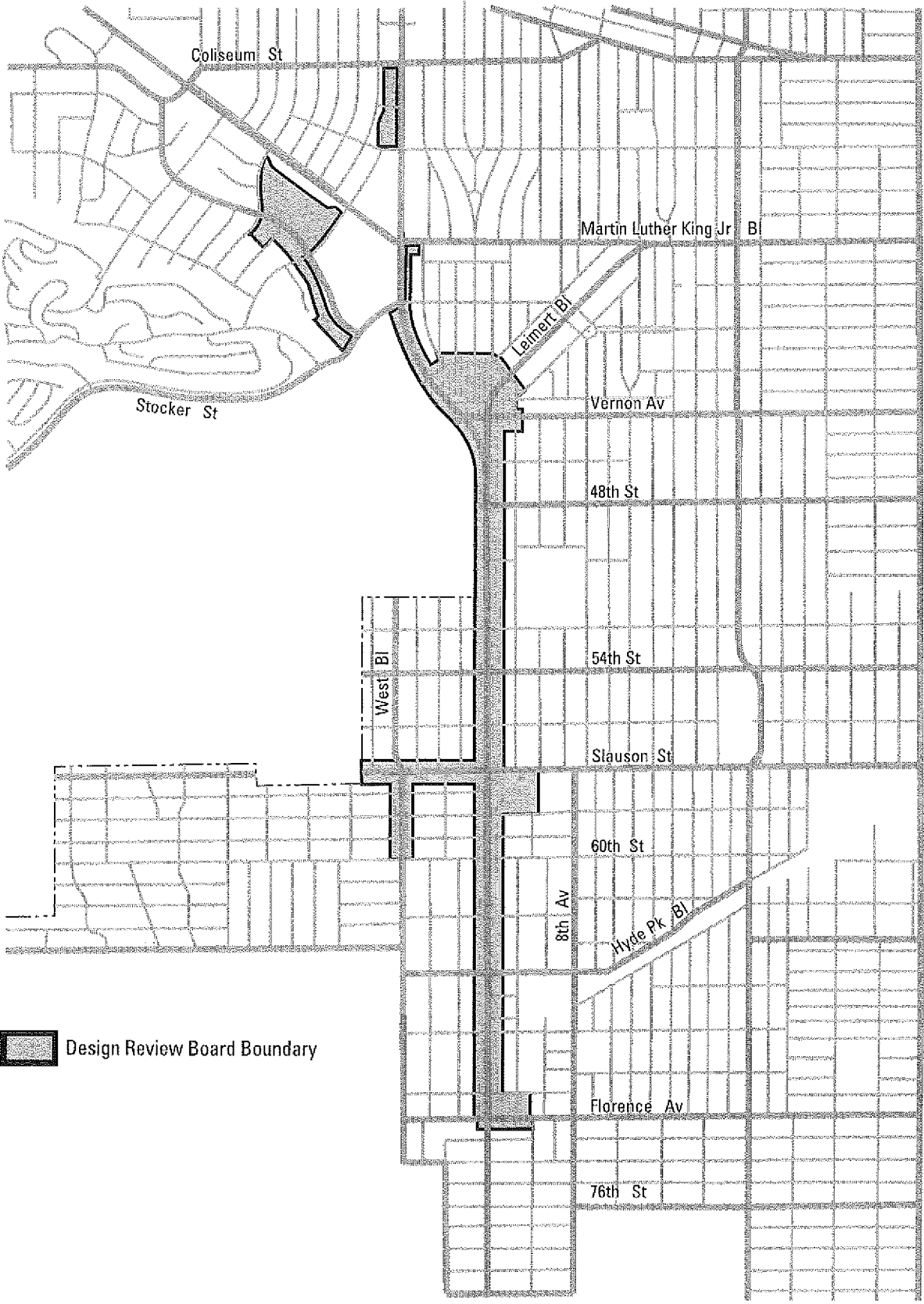
Ordinance: 176,230

Effective Date: 11/14/04



Not to Scale

# Crenshaw Corridor Specific Plan Design Review Board Areas



N Not to scale



# CRENSHAW CORRIDOR SPECIFIC PLAN

An ordinance establishing a specific plan, to be known as the Crenshaw Corridor Specific Plan, in a portion of the West Adams-Baldwin Hills-Leimert Community Plan.

## Section 1.

### ESTABLISHMENT OF THE CRENSHAW CORRIDOR SPECIFIC PLAN.

- A. The City Council hereby establishes the Crenshaw Corridor Specific Plan applicable to that portion of the City of Los Angeles as shown on Maps 1 through 5.
- B. The following areas, the boundaries of which are in Subareas D and E, shall be identified as PEDESTRIAN ORIENTED AREAS as shown on Maps 3 and 4.

## Section 2.

### PURPOSES

The purposes of this Specific Plan are:

- A. To provide standards for the Crenshaw corridor which will promote controlled development/redevelopment while encouraging and stimulating economic revitalization.
- B. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- C. To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- D. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, building and wall height, open space, lot coverage, parking, landscaping and facade treatment.
- E. To promote a high level of pedestrian activity in areas identified as Pedestrian Oriented by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.
- F. To promote an attractive pedestrian environment in the areas designated as Pedestrian Oriented by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.

### Section 3.

#### RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

- A. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of the (LAMC) and any other relevant ordinances and do not convey any rights or privileges not otherwise contained there, except as specifically provided here.
- B. Wherever this Specific Plan contains provisions that establish decreased Floor Area Ratios (FAR), reduced heights, prohibited or limited uses, reduced parking, greater set backs and (prohibited, lesser size or number of) signs, or otherwise differ from or conflict with the provisions contained in the LAMC or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.
- C. The provisions for granting exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 F.

### Section 4.

#### DEFINITIONS

The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined here shall be construed as defined in LAMC Sections 12.03, 13.07 C, 91.201 through 91.227, and 91.6203.

**Automobile Related Uses.** Automobile Related Uses shall include uses defined by LAMC Section 12.03 for Automobile and Trailer Sales Area, Automobile Dismantling Yard, Automobile for Hire and Automotive Repair.

**Block.** Property or properties consisting of not more than five acres, on both sides of one street extending for a distance of not more than 660 feet, excluding any intersecting or intercepting streets.

**Business Establishment.** A building or a portion of a building contained within demising walls, together with adjacent yards, courts, and/or public parking areas used together as a business location.

**Pedestrian Amenities.** Outdoor eating areas, public plazas, retail courtyards, water features, kiosks, paseos, arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the ground floor, and that are accessible to and available for use by the public.

**Pedestrian Entrance.** That portion of the ground floor frontage area of a building used for pedestrian access to uses in a building.

**Pedestrian Oriented Area.** A Pedestrian Oriented Area, the boundaries of which are designated as Subareas D and E on Maps 3 and 4 of this Specific Plan.

**Pedestrian Sign.** A projecting sign, which is attached to a wall or

to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.

**Project.** The construction, erection, addition to or structural alteration, of any building or structure or a use of land or change or use on a lot located, in whole or in part, within the Specific Plan area, which requires the issuance of any building permit, grading permit or sign permit. A project shall not include interior construction that does not increase the number of trips, as determined by the Department of Transportation, increase the floor area, or have increased parking requirements pursuant to Section 12 of this Specific Plan.

**Pedestrian Sign.** A Projecting Sign that is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.

**Public Access Way.** Any street, channel, viaduct, subway, tunnel, bridge, easement, right of way or other way in which the public, or a public agency has a right of use.

**Section 5.**

**SPECIFIC PLAN COMPLIANCE AND EXEMPTIONS.**

- A. **Specific Plan Compliance Required for Building Permit.** Notwithstanding any provision of the LAMC to the contrary, no building permit, grading permit or foundation permit shall be issued for a Project, including Projects on the public right-of-way, unless the applicant complies with this Specific Plan. All Projects shall be subject to the Project Permit Compliance requirements of Section 11.5.7 C of the LAMC.
- B. **Exemption from Specific Plan Provisions.** Any Project for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair unsafe or substandard conditions shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or addition of floor area.

**Section 6.**

**USES.**

- A. **Prohibited Uses.**
  - 1. The following uses shall be prohibited in the Specific Plan area:
    - (a) **Gun and/or Pawn Shops**
    - (b) **Swap Meets**
    - (c) **Public Self-Storage**

(d) **Motels**

(e) **Bars not attached to dining, dancing and/or entertainment related uses.**

(f) **Recycling Collection or Buyback Centers and Mobile Recycling Centers, except as permitted by State Law.**

2. The following uses shall be prohibited in Subareas D and E:

(a) **Drive-Through Fast-Food Establishments.**

(b) **Mini-Shopping Centers with on-site parking located in the front of the building.**

(c) **Auto Related Uses and Automotive Fueling and Service Stations.**

B. **Limited Uses.** In Subareas A, B, C and F, the following uses shall be limited within the Specific Plan Area:

1. Drive-Through Fast-Food Establishments shall be limited to a maximum of one within a 750 foot radius of an existing drive-through fast food use.

2. Automotive Fueling and Service Stations shall be limited to a maximum of one within a 750 foot radius of an existing automotive fueling and service use.

3. Notwithstanding Section 6 B 2, Auto Related Uses, shall be limited to a maximum of one establishment per block, except where incidental to new car sales.

C. **Use Limitations in Pedestrian Oriented Areas.** In Subareas D and E, no permit shall be issued for any Project unless the Project includes a Ground Floor, which is restricted in its entirety to Neighborhood Retail and/or Services uses, as defined by Section 13.07 C of the LAMC. A covenant shall be recorded against the property guaranteeing such uses. The covenant format shall be approved by the Department of City Planning prior to permit issuance. All Projects, within Subareas D and E, are subject to LAMC Sections 13.07 E 1, 2, 3, 4 and 7 Development Regulations. Where conflicts arise between the LAMC and the Specific Plan, the Specific Plan shall take precedence. In addition, a Project shall have a Pedestrian Entrance along the street frontage of the building, even when other public entrances are provided. All structures and uses in Subareas D and E shall keep the street frontage Pedestrian Entrances open during business hours.

D. **Other Uses Not Specifically Listed in the LAMC.** In determining whether a use not specifically listed in the LAMC is permitted in each of the various zones, the Director of Planning, pursuant to Section 11.5.7 H of the Code, shall make a final determination that the use conforms to the purposes, intent and provisions of this Specific Plan.

**Section 7.**

**MIXED USE PROJECTS**

Mixed Use Projects shall be developed in accordance with the following:

- A. Mixed Use Projects occurring within Subareas D and E shall contain some combination of Neighborhood Services or Neighborhood Retail use(s), as defined by LAMC Section 13.07 C, on the ground floor, with residential uses on the floors above. Parking shall not be permitted between the building and the street. The parking entrance location shall be approved by the Department of City Planning.
- B. Mixed Use Projects shall be exempt from LAMC Section 12.22 A 2, which governs Mini-Shopping Centers and Commercial Corner Developments.

**Section 8.**

**FLOOR AREA RATIOS AND HEIGHT FOR MIXED USE DEVELOPMENT.**

Mixed Use Projects shall be subject to the following:

- A. Mixed Use Projects occurring on a lot that is designated Height District No. 2 or greater and which is within Subareas B and D and that portion of Subarea F located adjacent to lots zoned R2 or more restrictive, shall not exceed an FAR of 2:1 and 48 Feet in height.
- B. Mixed Use Projects occurring on a lot that is designated Height District No. 2 or greater and which is within Subarea A and that portion of Subarea F not located adjacent to lots zoned R2 or more restrictive, shall not exceed an FAR of 3:1 and 60 Feet in height.

**Section 9.**

**BUILDING SETBACKS AND OPEN SPACE AREAS**

- A. All Projects within Subareas D and E, which do not include outdoor eating areas, patios or other Pedestrian Amenities along the street frontage, shall be developed with a zero setback along the first floor street frontage. Projects that include these amenities may be developed with a setback not to exceed five feet from the property line.
- B. Arcades, recessed balconies, patios, outdoor eating areas and other Pedestrian Amenities developed within setbacks indicated above, shall not be counted as floor area.
- C. Notwithstanding Section 9 A, Mixed Use Projects shall, for the first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.
- D. Notwithstanding Section 9 C, if a Pedestrian Amenity is provided as part of a Project, the required building frontage may be set back up to 15 feet along the portion containing that amenity.

**Section 10.**

**HEIGHT**

Notwithstanding Section 8, no Project located in whole or in part within the Specific Plan area shall exceed 45 feet in height, except that Projects located within Subarea C may exceed 45 feet, but shall not exceed a height of 60 feet

**Section 11.**

**SIGNS**

A. **Prohibited Signs.** The following are prohibited in the Specific Plan area:

1. Pole signs;
2. Window Signs;
3. Illuminated Architectural Canopy Signs.

B. **General Considerations.**

1. All signs shall be maintained in good repair.
2. Wall Signs shall be constructed of individual channel letters and/or logos.
3. One Identification Sign may be placed on a window of a business.

C. **Number of Signs.**

1. No more than one Wall Sign shall be constructed, placed, or maintained for each Business Establishment.
2. One Pedestrian Sign or sign attached to an awning shall be allowed for each Business Establishment.
3. Notwithstanding Section 11, C 1, theaters may have additional Wall Signs, not to exceed a total of 100 square feet in sign area. Theaters may also have Marquee Signs pursuant to LAMC Section 91.6215.
4. Notwithstanding Section 11, C 1 and C 2, Business Establishments that take their primary access from an exterior walkway open to the public and that are located on a street corner may have one Wall Sign and either one sign attached to an awning or Pedestrian Sign on each exterior wall of a Business Establishment that abuts a street.
5. Ground floor Business Establishments, which have an entrance on an alley or rear parking lot, may have one additional sign on the exterior wall that abuts the alley or parking lot.

**D. Sign Area.**

1. Notwithstanding LAMC Section 91.6210, all Signs shall be limited to two square feet per linear foot of a Business Establishment.
2. Notwithstanding LAMC Section 91.6210, theaters shall be permitted three and a half square feet of sign area for each foot of street frontage.
3. The sign area permitted for each additional sign allowed for Business Establishments located on an alley, or rear parking lot, shall not exceed one square foot for each linear foot of building wall. This wall shall be directly associated with that Business Establishment, and must abut the alley or parking lot.
4. A Monument Sign shall not exceed 48 square feet or a height of six feet.
5. A Pedestrian Sign shall not exceed four square feet or a vertical or horizontal dimension of 30 inches.
6. Signs located on a window shall be limited to no more than ten percent of the window area.
7. Notwithstanding the above sign area provisions, no sign shall exceed a maximum of 75 square feet.

**E. Height.** The height to the top of any sign shall be limited to a maximum of 25 feet above the elevation of the sidewalk or edge of the roadway, whichever is nearest the sign.

**F. Projection Limits.**

1. No Wall Sign shall project more than 12 inches from the face of the building to which it is attached.
2. Projecting signs shall project no more than 30 inches from the wall to which it is attached.

**G.** Temporary signs shall be permitted pursuant to LAMC Section 91.6216, except that these signs may not be installed on any single building for a cumulative period in excess of 60 days per calendar year.

**Section 12.**

**PARKING**

**A. Requirements.** The following parking provisions shall apply in Subarea D, notwithstanding any provisions of LAMC Section 12.21 A 4(c) to the contrary:

1. For restaurants with total (gross) square footage greater than 1000 square feet, one parking space shall be required for each 150 square feet of total floor area.

2. For restaurants with total (gross) square footage less than 1000 square feet, one parking space shall be required for each 250 square feet of total floor area.
3. For restaurants where outdoor eating areas, (café or patio ) are provided, one parking space shall be required for each 350 square feet of total floor area.
4. Arcades, recessed balconies, patios, cafes and other usable open spaces developed within setbacks indicated in Section 9, shall not be counted as floor area, for the purpose of determining the number of required parking spaces.
5. For adaptive reuse of existing theaters and for actor equity theaters, at least one parking space shall be required for every ten seats. Where there are no fixed seats, there shall be at least one parking space for each 50 square feet of floor area (exclusive of stage area).

**Section 13.**

**UNDERGROUND UTILITIES**

To the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined by the Department of Water and Power.

**Section 14.**

**DESIGN REVIEW**

The purpose of this section is to provide guidelines for review and approval of Projects by the Director of Planning, pursuant to LAMC Section 16.50 within Subareas C, D, E and F and the portions of Subarea B which are either south of Vernon Avenue or are located on the west side of Crenshaw Boulevard between Coliseum Street and 39<sup>th</sup> Street. An evaluation of each project design review application shall be done by the Department of City Planning and Community Redevelopment Agency staff prior to said application being deemed complete.

- A. **Jurisdiction.** No building, foundation, grading or sign permit shall be issued until plans, elevations and/or other graphic representations of the Project have been reviewed and approved by the Director of Planning acting on a recommendation of the Design Review Board.
- B. **Number of Members, Composition and Organization.**
  1. **Number of Members.** The Design Review Board shall consist of seven voting members.
  2. **Composition of Membership.** In addition to the requirements of LAMC Section 16.50 D 3(c), the Board shall contain one member from the City of Los Angeles Community



Redevelopment Agency's Crenshaw Project Area Committee (PAC) and the Crenshaw/Slauson PAC and the Mid-City Recovery Area PAC, or one member from each of their successor committees.

3. **Organization.** When a Project that is subject to design review is under the jurisdiction of both a Community Redevelopment Agency Project Area Committee and the Design Review Board, the Design Review Application shall be deemed complete only upon an initial review by the Los Angeles Community Redevelopment Agency within 30 days of the date of filing the Application, in addition to the requirements for a completed application by the Director of Planning.

- C. **Design and Development Guidelines.** Any Project occurring within the Crenshaw Corridor Specific Plan boundary, shall comply with the Crenshaw Corridor Specific Plan Urban Design Guidelines and Standards.

## Section 15.

### SEVERABILITY

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect other Specific Plan provisions, clauses or applications, which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

## Crenshaw Corridor Specific Plan Sign Matrix

Type of Sign:	Size of Sign:	Placement of Sign:	Additional Requirements:
<b>AWNING SIGN:</b> A roof-like cover extending over a door or window as a shelter or decorative element indicating the name and/or address of the business conducted.		<ul style="list-style-type: none"> <li>o Max. -Cornice line or 25 Ft. from grade</li> </ul>	
<b>MONUMENT SIGN:</b> LAC 91.6203	<ul style="list-style-type: none"> <li>o 48 Sq. Feet Max. total (includes double-sided signs)</li> </ul>	<ul style="list-style-type: none"> <li>o 6 Feet Max. Height</li> <li>o Planter or landscaped area</li> </ul>	
<b>PEDESTRIAN SIGN:</b> A projecting sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.	<ul style="list-style-type: none"> <li>o 4 Sq. Feet Max.</li> <li>o 30" vertical or horizontal Max.</li> <li>o 30" max distance from wall surface</li> </ul>	<ul style="list-style-type: none"> <li>o 8 Feet Min. from grade</li> <li>o 15 Feet Max. from grade or cornice line</li> </ul>	15 Feet Min. distance between Pedestrian signs
<b>WALL SIGN:</b> LAC 91.6203	<ul style="list-style-type: none"> <li>o 2 Sq. Feet/linear foot of business frontage</li> <li>o 2 stories plus: add max. 10% of single story total</li> </ul>	No wall sign shall project more than 12 inches from the face of the building to which it is attached.	

(#96359)

# APPENDIX

## CRENSHAW CORRIDOR SPECIFIC PLAN

# *Design Guidelines and Standards Manual*



### TABLE OF CONTENTS:

- Section I.** DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS
- Section II.** ADDITIONAL GUIDELINES AND STANDARDS FOR COMMERCIAL PROJECTS LOCATED WITHIN PEDESTRIAN ORIENTED AREAS.
- Section III.** DESIGN GUIDELINES AND STANDARDS FOR MULTIPLE-FAMILY RESIDENTIAL PROJECTS

city of los angeles  
planning department  
community planning bureau  
January, 2003

*The Crenshaw Corridor Specific Plan was established to ensure that land uses and development in the corridor occur in a manner which improves the functional and aesthetic quality of the corridor while enhancing and complimenting the surrounding community. The intent of the Specific Plan is to allow the Crenshaw Corridor to function as a vibrant commercial area while providing opportunities for guided development by regulating use, building height and scale, landscaping, parking, type and placement of signs and site design.*

*This Design Guidelines and Standards Manual supplements the Crenshaw Corridor Specific Plan. It has been written pursuant to the requirements of Section 1C of the Crenshaw Corridor Specific Plan and assists in achieving the Specific Plan's objectives and purposes. The Design Manual provides guidelines and standards to improve the visual and physical appearance of commercial development, signs, landscape features, multiple-family development, and pedestrian areas. Amendments to these guidelines are subject to approval by the City Planning Commission (LAMC Section 13.08 D (c)).*

*The intent of these guidelines and standards is to provide direction for the design of the corridor, so that new development and alterations to existing structures make an aesthetic contribution to the built environment, provide public amenities, and enhance neighborhood identity. Where graphics are used to illustrate design concepts,*

*they should be viewed as representations of the guidelines or standards to depict their meaning and intent, and are not meant to convey exact design requirements. All projects, as defined by Specific Plan, shall comply with this Design Manual and all other applicable provisions of the LAMC.*

## **I. DESIGN GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS**

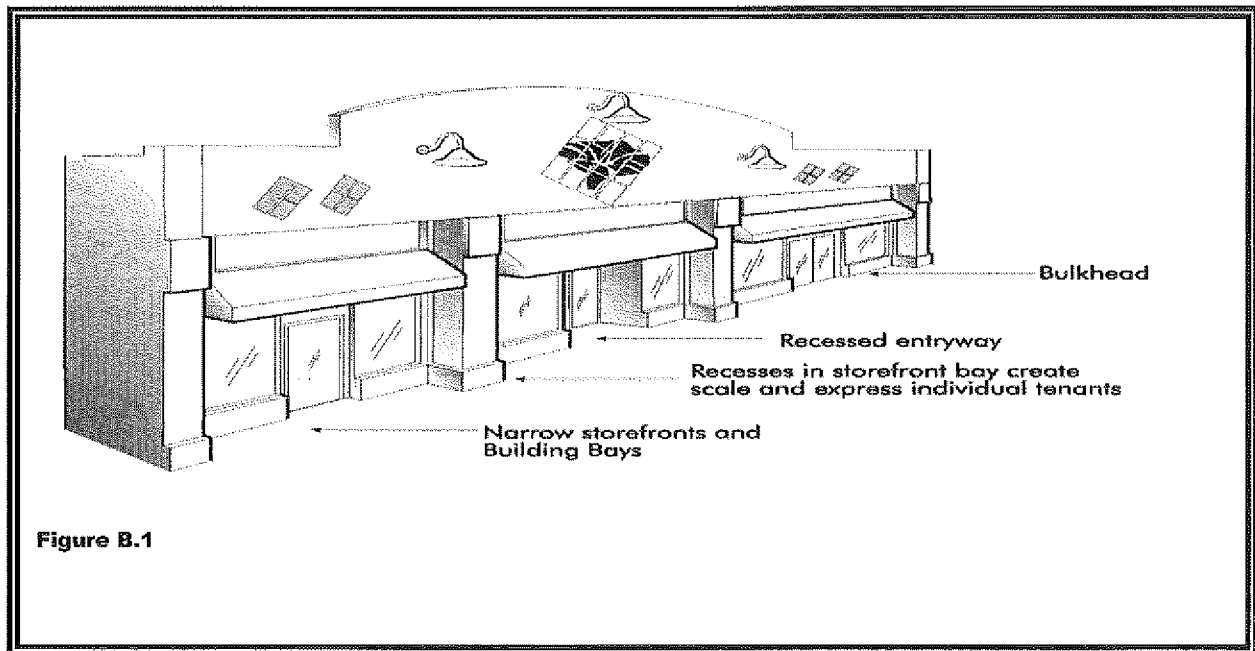
### **A. ADVISORY DESIGN CRITERIA:**

**Advisory Criteria:** Projects should be designed in order to utilize the site to its' fullest potential. Outdoor open spaces should be well-defined components of the site design, and are not to be viewed as left over space.

**Advisory Criteria:** Attention should be given to compatibility with adjacent buildings, orientation toward pedestrian arterial, light/shadow, placement of buffers and other elements which promote pedestrian orientation and use.

**Advisory Criteria:** Buildings should be well maintained and not allowed to deteriorate. Painted surfaces should be repainted as often as necessary and graffiti should be immediately removed from buildings. Removal of graffiti is the responsibility of the building owner and/or lessee.

**Advisory Criteria:** Consideration should be given to materials that contribute to energy conservation.



**Figure B.1**

### **B. ARCHITECTURAL & BUILDING DESIGN:**

**DESIGN GUIDELINE 1:** Projects should be designed with articulation which provides variation and visual interest. New development should enhance the street frontage by providing continuity while providing views into businesses located along the pedestrian arterial. The mass, portion and scale of all new buildings and remodels should be at a pedestrian

scale. (Figure B.1)

**Design Standard 1a.**

Transparent building elements such as windows and doors should occupy a minimum of 50% of the exterior wall surface of the ground floor facade.

**Design Standard 1b.**

Transparent building elements such as windows and doors should occupy at least 40% of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure.

**Design Standard 1c.**

All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

- A change in plane of at least 6 inches for a distance of not more than 20 feet.
- Recessed entryways, recessed windows, or pop out windows.
- Porticoes, building overhangs, projections or cantilevered designs.
- Other architectural features or building materials that create a visual break.

**Design Standard 1d.**

For all buildings more than one story in height, a horizontal element should be employed for the full length of the exterior building facade that distinguishes and provides definition for each floor utilizing such elements as:

- Horizontal molding
- Cornice lines
- Raised stucco designs that are raised at least 6 inches.

**Design Standard 1e.**

Not more than 30% of the total exterior surface area of any building facade or of any visible side or rear elevation should be free from architectural features or articulation(s).

**DESIGN GUIDELINE 2.** Promote architectural interest while enhancing existing themes or styles.

**Design Standard 2a.** In-fill development should take into consideration, and where appropriate, reflect and/or compliment existing themes, colors and use of adjacent parcels.

**Design Standard 2b.** All buildings should apply at least two types of complementary building materials to exterior building facades. Accents such as decorative glass block, brick, or tile, are materials that are encouraged as accents.

**Design Standard 2c.** Building materials such as brick, stone, metal, glass, tile or any similar material should be employed to provide relief to untreated portions of exterior building facades.

**Design Standard 2d.** A variety of paint colors may be used. Color schemes should be simple, harmonious and compliment adjacent structures, particularly where specific architectural/historical themes exist. Accent colors are encouraged.

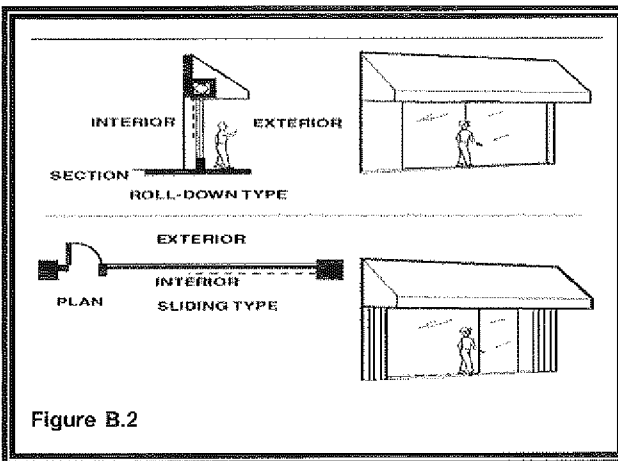
**Design Standard 2e.** Desired colors for large scale areas/projects, should include, but are not limited to, earth-tones such as warm beige and grays.

**Design Standard 2f.** Awnings may be used in moderation to create shade and architectural interest. Awnings should be constructed of high quality, substantial materials, and should be maintained in good condition and replaced periodically. Awning color should compliment structure and/or existing architectural/historical theme(s). ***Awnings to be used as a remodel element are subject to the qualifications set forth under this section.***

**Design Standard 2g.** All paint products, awning fabrics and other color elements should be durable and fade resistant.

**DESIGN GUIDELINE 3.** Promote a feeling of safety while encouraging and enhancing pedestrian orientation.





***Design Standard 3b.***

No security barrier shall be placed on the exterior of any portion of any facade of any enclosed building. Any security barrier in place on the exterior of the facade of an enclosed building legally permitted prior to the adoption of the Specific Plan Ordinance, may remain in place until a new Certificate of Occupancy is issued for the structure on which the barrier is located. The security barrier shall be removed within 180 days of the date of issuance of the Certificate of Occupancy. Alternative methods such as interior electronic security and fire alarm systems are encouraged.

***Design Standard 3b.***

**Interior Security Barriers.** All security barriers placed on the interiors of the facade of the enclosed buildings shall conform with the following standards: (Figure B.2)

- Security barriers shall be screened from public view, integrated into the design of the building and retracted during normal business/operation hours;
- Vertical or horizontal folding accordion grills in front of building facades are prohibited;
- Rolled down security barriers shall afford views into the establishment.

***Design Standard 3c.***

Exterior barriers would be permitted if interior barriers, structurally could not be installed. (The exterior barrier would have to meet the interior barrier design standards)

**DESIGN GUIDELINE 4.** Incorporate architectural, ancillary, and open

space features into the overall design of the project.

**Design Standard 4a.** All architectural screening devices should be designed as an integral part of the building architecture.

**Design Standard 4b.** All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve.

**Design Standard 4c.** Courtyards and outdoor areas should include seating/eating areas, landscaping which provides shade, sculpture and/or water elements and should maximize the hours of exposure to the sun to the greatest extent possible.

#### **C. ROOFS AND ROOF TOP EQUIPMENT:**

**DESIGN GUIDELINE 5.** Roof top equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building.

**Design Standard 5a.** **Flat Roofs:** Building equipment and ducts on flat roofs should be screened from view from any street, public right-of-way or adjacent property. The screening should be solid and match the exterior materials, design and color of the building.

**Design Standard 5b.** **Pitched Roofs:** Building equipment and ducts on pitched roofs should be screened from view from any street, public right-of-way or adjacent property. The pitched roof should be designed and constructed to accommodate roof-mounted equipment. A platform should be constructed and recessed into the roof such that one side of the equipment should be below the pitch of the roof. The remainder of the equipment and ducts which are above the roof pitch should be screen from view.

**Design Standard 5c.** **Parapet Roof:** The parapet roof should be designed and constructed to accommodate roof-mounted equipment. Any portion of the equipment or ducts which are above the parapet should be

screened from view from any street, public right-of-way or adjacent property. The screening should be solid and match the exterior building material, design and color of the building.

#### D. STORAGE, TRASH AND LOADING AREAS:

##### DESIGN GUIDELINE 6.

Loading, storage and trash areas should be attractive, well-defined and located where there will be minimal negative impact, physical or visual, on pedestrians, the flow of traffic, or adjacent uses. (Figure D.1)

##### Design Standard 6a.

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

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

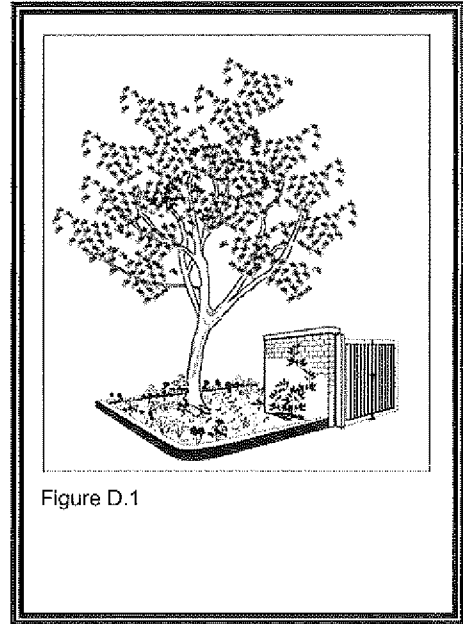


Figure D.1

#### E. LIGHT AND GLARE:

**DESIGN GUIDELINE 7.** Minimize glare upon adjacent properties.

**Design Standard 7a.** On-site lighting should be installed along all vehicular access ways and pedestrian walkways. Such lighting should be directed onto the driveways and walkways within the development and away from adjacent properties.

**Design Standard 7b.** All other on-site lighting should be shielded and directed onto the site. No floodlighting should be located so as to shine directly onto any adjacent residential property. This condition should

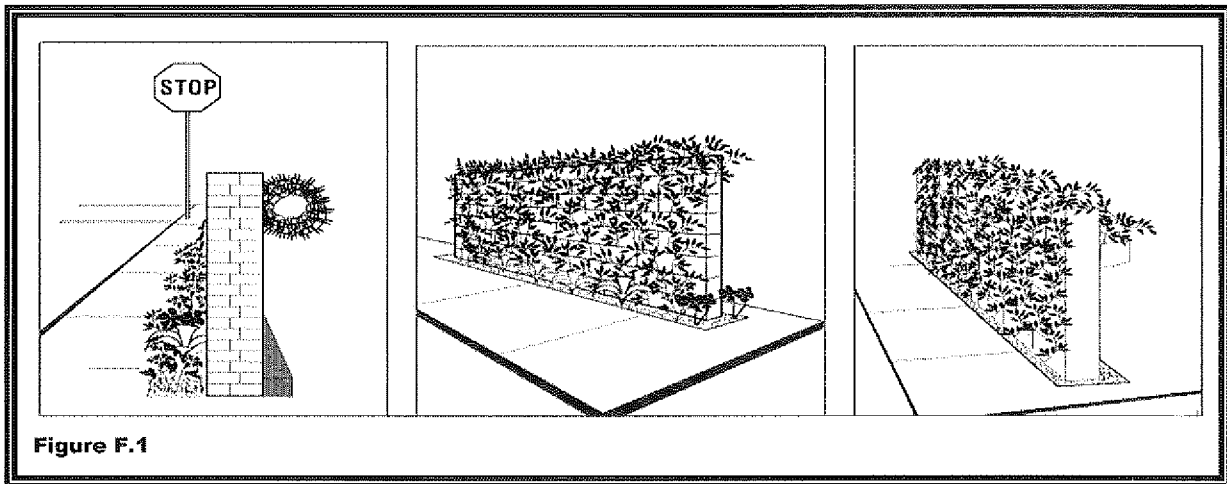
not preclude the installation of low-level security lighting.

**Advisory Design Criteria:** All exterior lighting fixtures should be compatible with the architectural design of the building.

**Advisory Design Criteria:** Indirect lighting or "wall washing" and overhead down lighting is encouraged.

## F. FREESTANDING WALLS:

**DESIGN GUIDELINE 8.** Provide landscaping for freestanding walls parallel to public streets.



**Design Standard 8a.** Freestanding walls located parallel to and visible from a public street should provide a minimum three-foot wide landscaped buffer for the length of the wall adjacent to that public street, with a maximum height of four feet. The landscaped buffer should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall, and should include the installation of an automatic irrigation system. Chain-link, barbed-wire and wrought iron are not permitted. (Figure F.1)

## G. REPAIR AND SERVICE SHOPS NOT FULLY ENCLOSED:

**DESIGN GUIDELINE 9.** All repair and service uses, such as tire shops, auto tune-up, car washes, appliance repair and other similar uses that are not fully enclosed should be screened from adjacent residential uses and from the main commercial street where the use is fronting.

**Design Standard 9a.** A solid decorative wall, at least six feet in height, should be provided along the rear property line of any lot that abuts or is directly across the street or alley from any residential use or R zoned lot. Wall may be gated to facilitate access to loading areas.

**Advisory Design Criteria.** Wall should be designed with treatment to deter graffiti such as clinging vines, oleander trees or similar vegetation capable of covering or screening the length of such wall along portion facing R zoned lot(s) or other.

**Design Standard 9b.** A three-foot landscaped setback should be provided along the front property line of all lots. The landscaped setback should include a solid three and one-half foot high wall along the property line and the remainder of the setback adjacent to the public right-of-way should be fully landscaped with ground cover. This setback should contain one 15 gallon tree for every 20 lineal feet. The setback area should also contain an automatic irrigation system.

## **H. LANDSCAPING:**

**DESIGN GUIDELINE 10.** Landscape features, (which include but are not limited to: plant material; signs; walkways; benches and fountains) should be maintained in good condition both in structural integrity and cosmetic appearance.

**Advisory Design Criteria.** Property owners are responsible for maintenance of landscape features located on private property.

**Advisory Design Criteria.** All vegetation should be watered, fertilized, trimmed and maintained in good condition.

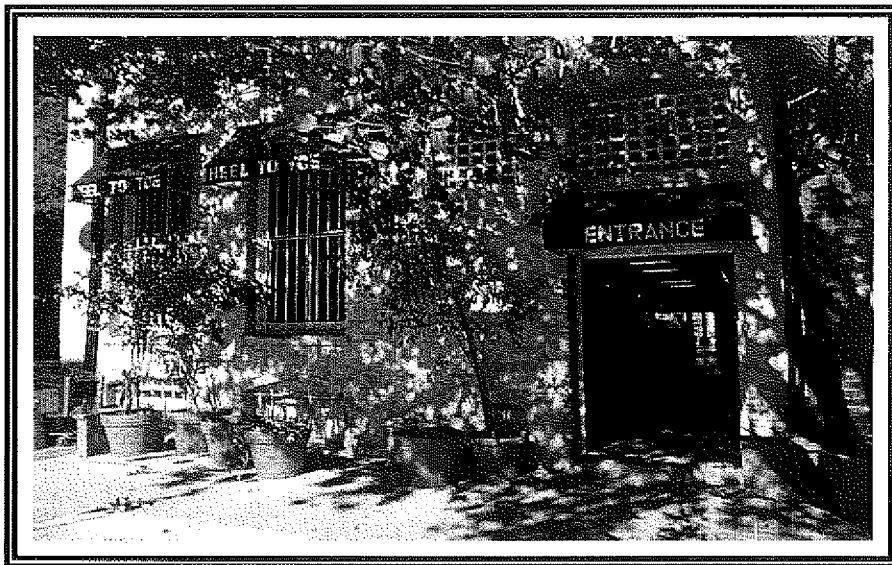
**Advisory Design Criteria.** Landscaped areas should be planned and designed as an integral part of each project.

**Advisory Design Criteria.** The type, quantity and placement of landscape materials should be selected for their structure, texture, color and compatibility with the design of the site.

**Advisory Design Criteria.** All new and rehabilitation projects should include an abundance of living plant materials, which should be used to create and enhance architectural variety and security.

**Advisory Design Criteria.** Plants should not create inappropriate visual or physical barriers for vehicles or pedestrians.

**DESIGN GUIDELINE 11.** Develop projects that have a coordinated landscape plan and include abundant plant materials and features.



#### **ENTRANCES:**

**Design Standard 11a.** Landscaping which includes grouping of plant materials, consisting of small trees, shrubs, planter boxes or tubs of flowers should be placed at entrances to courtyards and along walkways. Within the Leimert Park Village such features should be allowed at entrances to businesses.

## LIGHTING:

**Design Standard 11b.** Lighting should not impede upon adjacent properties.

**Advisory Design Criteria.** Lighting is encouraged to highlight landscape features and to enhance security/safety along walkways, paths and open spaces.

## SIDE AND REAR YARDS:

**Design Standard 11c.** Side and rear yards should be landscaped using plant materials similar to those used in the front yard or entrance of a project. Where side and rear yards include entrances to buildings or structures, these entrances should be subject to provisions listed above (See Entrances, this section).

## SURFACE PARKING:

**Advisory Design Criteria.** A minimum of 7% of the total area of a surface parking lot is to be landscaped in accordance with the following standards.

**Advisory Design Criteria.** The landscaped buffer provided pursuant to this section may be included as part of the landscape calculation, (Trees provided within the landscape buffer may also be applied toward the tree requirements).

**Design Standard 11d.** All surface parking lots should contain one tree for every 4 parking spaces and such trees should be dispersed evenly throughout the parking lot.

**Design Standard 11e.** Wherever a surface parking lot abuts a public street, public sidewalk or public alley, a three foot landscaped buffer should be provided, that should contain one 15 gallon tree every 20 lineal feet.

**Design Standard 11f.** A three and one-half foot solid decorative wall should be provided along the property line facing such public right-of-way.

**Design Standard 11g.** Wherever a surface parking lot abuts, or is directly across an alley from any residential use or R zoned lot, a solid decorative wall, at least six feet in height, should be erected along the perimeter of

the parking area facing such residential use or R zoned lot. A minimum three foot wide landscaped buffer should be installed along the residential side of this wall and planted with ground cover. The wall should be designed with graffiti deterring plant covering or material.

**Design Standard 11h.** An automatic irrigation system should be installed for all landscaped areas.

**Design Standard 11i.** Surface parking lots, parking structures, garages and carports shall always be to the rear of the buildings.

## I. PAVING/SIDEWALKS.

**DESIGN GUIDELINE 12.** The use of paving materials is encouraged to emphasize entries, pedestrian activities and special gathering areas.

**Design Standard 12a.** Large, continuous areas of unbroken plain concrete are prohibited. These areas should be interspersed with other paving materials or with plant materials, which can include the following:

- Integrated color cement with salt finish
- Stamped Concrete
- Brick and tiles
- Precast pavers
- Murals/ artwork by local artists

## J. PARKING STRUCTURES:

**DESIGN GUIDELINE 13.** Incorporate the design of parking structures to the building(s) which it serves.

**Design Standard 13a.** The exterior elevations of all parking structures having any frontage along any major commercial street should be designed to match the style, materials and color of the main building by incorporating all or some of the design elements used for the main facade of the building it serves, such that there is no notable differentiation between the parking and non-parking structure. Parking structures fronting major or



secondary highways shall have commercial or other non-residential uses, to a minimum depth of 25 feet, on the ground floor level.

**Design Standard 13b.** Along all other street frontages, if a parking structure is not architecturally integrated with the design of the main building, then the parking structure wall should be screened by a minimum, three foot wide landscaped setback. The landscaped buffer should conform to the following:

1. One 24" box tree, not less than ten feet in height at the time of planting, should be planted at a ratio of one for every 20 lineal feet; or
2. Vegetation with a minimum height of three feet at maturity should be planted over the entire landscaped setback; or
3. The landscaped setback should contain clinging vines, oleander trees or similar vegetation capable of covering or screening the length of the adjacent wall up to a height of at least nine feet.

**Design Standard 13c.** An automatic irrigation system should be installed within the landscaped buffer.

**Design Standard 13d.** Wherever a parking structure abuts, or is directly across an alley or public street from any residential zone or residential use, the wall facing such residential use or zone should conform to the following:

- a. Solid decorative walls or decorative baffles to block light and deflect noise should be installed along the sides of the structure which face residential uses or zones.
- b. Solid spandrel panels a minimum of 3-feet-6-inches in height should be installed at the ramps of the structure which are adjacent to residential uses or zones so as to minimize headlight are.
- c. Light standards on any

uncovered, above ground level areas of the structure should not be higher than the adjacent perimeter walls.

- d. Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.
- e. A landscaped buffer should be provided in conformance to the standards set forth above along the sides of the structure which face any residential uses or zones.

#### K. SIGNS:



**DESIGN GUIDELINE 14.** Signs within the Crenshaw corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments.

**See the Crenshaw Corridor Specific Plan Sign Matrix for additional sign requirements.**

**Advisory Design Criteria.** Signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site.

**Design Standard 14a.** Projects and/or buildings containing multiple entrances and frontages should have a planned, coordinated sign program.

**Design Standard 14b.** Materials, colors, design and presentation of signs should be easy to see and read. A maximum of three colors may be used.

**Design Standard 14c.** Signs should not dominate or obscure the architectural elements of building facades, roofs or landscaped areas.

**Design Standard 14d.** All signs should be located and screened and buffered so that they are structurally safe. Illumination sources for all signs should be hidden from view.

**Design Standard 14e.** The illumination of signs adjacent to

residential areas should be of the lowest possible level that allows for adequate identification and readability while emitting minimum glare.

## II. ADDITIONAL GUIDELINES AND STANDARDS FOR COMMERCIAL PROJECTS LOCATED WITHIN PEDESTRIAN ORIENTED AREAS

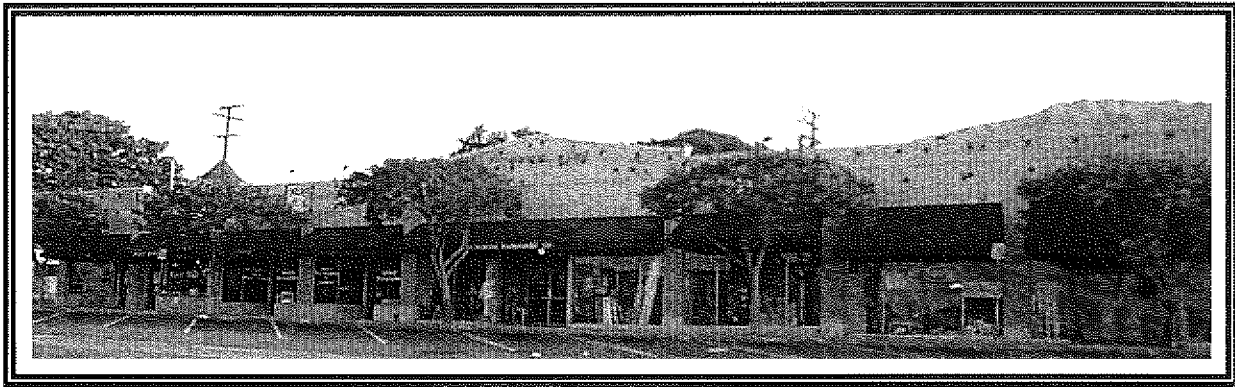
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### A. GROUND FLOOR USES:

**DESIGN GUIDELINE 1.** Create an environment that promotes pedestrian orientation and use.

**Design Standard 1a.** At least 75% of the ground floor frontage of any building, including any portion of a building used for parking, should be devoted to retail or commercial service uses.

### B. SITE DESIGN:



**DESIGN GUIDELINE 2.** Locate structures toward the main commercial street where the parcel is located in order to avoid pedestrian/vehicular conflicts.

**Design Standard 2a.** Primary retail and community-oriented uses should be located to allow easy access to pedestrians. Secondary uses should be located where they do not detract from the pedestrian experience.

**Design Standard 2b.** All buildings should provide a Pedestrian Entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. Clearly defined pedestrian walkways should be provided, and shown on the site plan, to connect building entrances to parking areas.

**Design Standard 2c.** Pedestrian walkways that are located parallel to, and abutting any driveway,

should be a minimum of five feet wide and should include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement will not be applicable to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path.

**Design Standard 2d.** Wherever a pedestrian walkway and a driveway run parallel for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 50 feet apart.

**Design Standard 2e.** Pedestrian "drop off" areas located at street level, which do not impede foot traffic or sidewalk width, are required.

**Design Standard 2f.** Wherever a project has a street frontage of 250 feet or greater, and parking is located to the rear of the building, a through arcade or through interior pedestrian path should be provided from the rear of the building to the front property line of the building.

**Design Standard 2g.** Surface parking should be located to the rear of all structures if vehicular access is available to the rear of the parcel either via an alley or a public street, or

**Design Standard 2h.** Where no vehicular access is available from the rear of any lot, parking should be provided to the rear of a lot via a "flag" parking lay out. For mid-block lots that do not have through access to an alley or public street at the rear, and where creation of a flag parking lot results in a loss of 10% or more of the building frontage, a waiver from this requirement may be requested.

***Criteria: for granting a waiver.*** Applicant should submit alternative site plan scenarios with calculations showing frontage that would be lost. Applicant should incorporate design mitigation measures to ensure the intent of this criteria is not undermined.

**Design Standard 2i.** Wherever a project must take its access from a "main commercial street", only one curb cut should be permitted for every 150 feet of street frontage on the "main commercial street". Such curb cuts should be a maximum width of 20 feet,

unless otherwise required by the Department of Transportation.

**Design Standard 2i.** The site plan should identify and distinguish the locations of all ancillary structures or service areas, pedestrian walkways, vehicular paths, loading areas, passenger drop-off areas, trash enclosures and landscaped areas.

**Design Standard 2k.** When new utility service is installed in conjunction with new or existing development, all proposed utilities on a project site should be placed underground.

### III. DESIGN GUIDELINES AND STANDARDS FOR MULTIPLE-FAMILY RESIDENTIAL PROJECTS

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These guidelines and standards should apply to new residential projects of five units or more.

#### A. SITE PLAN:

**DESIGN GUIDELINE 1:** Create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment.

**Design Standard 1a.** All multiple-family residential development, not located within a mixed use project, should be designed around a landscaped focal point or courtyard.

**Design Standard 1b.** A pedestrian entrance should be provided at the front of every project. The pedestrian entrance should provide a view to an interior courtyard or landscaped open space area. The entrance should be emphasized by employing one of the following paving treatments:

- Brick or Tile
- Precast Pavers
- Stamped Concrete

**Design Standard 1c.** A pedestrian entrance should be provided for every 150 feet of building frontage.

#### B. OPEN SPACE REQUIREMENTS:

**DESIGN GUIDELINE 2:** Provide open space within a project that is usable and well designed.

**Design Standard 2a.** All open space required above should provide a surface which prevents dust and allows for convenient outdoor activities, especially for children. Such surface should be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Concrete and asphalt should be permitted subject to the restrictions below.

1. No portion of the required open space should have a dimension less than 20 feet.
2. Slope should not exceed 10%.
3. Off-street parking, loading areas, driveways and service areas should not be counted as open space.

**Design Standard 2c.** At least 30 % of the required open space should be landscaped.

**Design Standard 2d.** Projects that provide private usable open space, such as balconies or patios, with a minimum dimension of four feet for balconies and six feet for patios may reduce the required open space directly commensurate with the amount of private space provided. However, at no time should common open space be less than 350 square feet for projects under 10 units and 600 square feet for projects of 10 units or more.

**Design Standard 2e.** An automatic irrigation system should be installed within all landscaped areas, prior to the issuance of a Certificate of Occupancy by the Department of Building and Safety.

**C. DESIGN:**

**DESIGN GUIDELINE 3:** Design all buildings with a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features.

**Design Standard 3a.** Plaster or stucco finishes should not occupy more than 60% of the surface area of any exterior on for each floor.

**Design Standard 3b.** The exterior finish on all balconies should employ a finish material that is different, from the finish material employed on the primary body of the building.

**Design Standard 3c.** All building fixtures, awnings, security gates etc. should complement and be architecturally integrated to the design



of the building.

**Design Standard 3d.** All surface or ground mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets should be screened from public view and/or treated to match the materials and colors of the building which they serve.

**Design Standard 3e.** All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

- A change in plane of at least 18 inches.
- Windows that are recessed at least six inches.
- Incorporation of varied window treatments such as multi-pane, octagonal, circular, greenhouse or bay windows or other fenestration.
- Perforations on the surface of the building plane.
- Building overhangs, porticoes, or projections.
- Terraces, balconies or cantilevered designs.
- Wood accents and wood trim for windows and doors.
- Other architectural features or building materials that create a Visual break.

**D. ROOFS AND ROOFTOP EQUIPMENT:DESIGN GUIDELINE 4:** Screen all roof top equipment and building appurtenances from view of adjacent properties by integrating architecturally into the design of the building

**Design Standard 4a.** Design of all rooftop equipment and building appurtenances shall comply to the requirements set forth in SECTION C. **DESIGN** of this chapter.

**Design Standard 4b.** All roof lines in excess of forty feet should be broken up through the use of gables, dormers, plant-ons or cutouts.

#### **E. STORAGE AND TRASH AREAS:**

**DESIGN GUIDELINE 5:** Design trash and storage areas which are safe, attractive and secure.

**Design Standard 5a.** Trash enclosures should be enclosed by a minimum five foot high, decorative masonry wall;

**Design Standard 5b.** A minimum of one trash area should be provided for every ten units;

**Design Standard 5c.** Trash area should be located no more than 200 feet from the most remote unit it serves.

#### **F. FREESTANDING AND RETAINING WALLS:**

**DESIGN GUIDELINE 6:** Design walls that are architecturally interesting and compliment architectural styles and/or themes.

**Design Standard 6a.** All freestanding walls should provide a break in the plane, or a change in material, or an opening in the surface of the wall, every 20 feet in horizontal length or by an articulation or architectural detail, such as:

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

**Design Standard 6b.** All retaining walls should be treated in a similar manner as the project's buildings, employing compatible materials, colors and finishes.

## G. PARKING STRUCTURES:

**DESIGN GUIDELINE 7:** Incorporate the design of parking structures to the building(s) which it serves.

**Design Standard 7a.** The exterior elevations of all parking structures should be designed to match the style, materials and color of the main building.

**Design Standard 7b.** Wherever above grade parking is provided, architectural perforations or other wall openings should be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. At least 20% of the exterior wall surface should consist of openings.

**Design Standard 7c.** Wherever above grade parking abuts any public street, a minimum 5 foot landscaped setback should be provided along the exterior walls of the parking structure in accordance with the following standards:

1. One 36 inch box tree every 20 feet.
2. Ground cover on 80% of the surface area.
3. A raised planter, three feet in height, and two feet in depth (from the exterior wall) to soften the parking wall.

**Design Standard 7d.** All surface parking lots should conform to the landscape requirements contained in Landscape section.

**CONDITIONAL USE APPROVAL  
FOR SALE OF ALCOHOLIC BEVERAGES**

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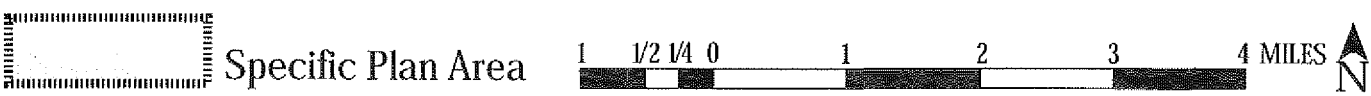
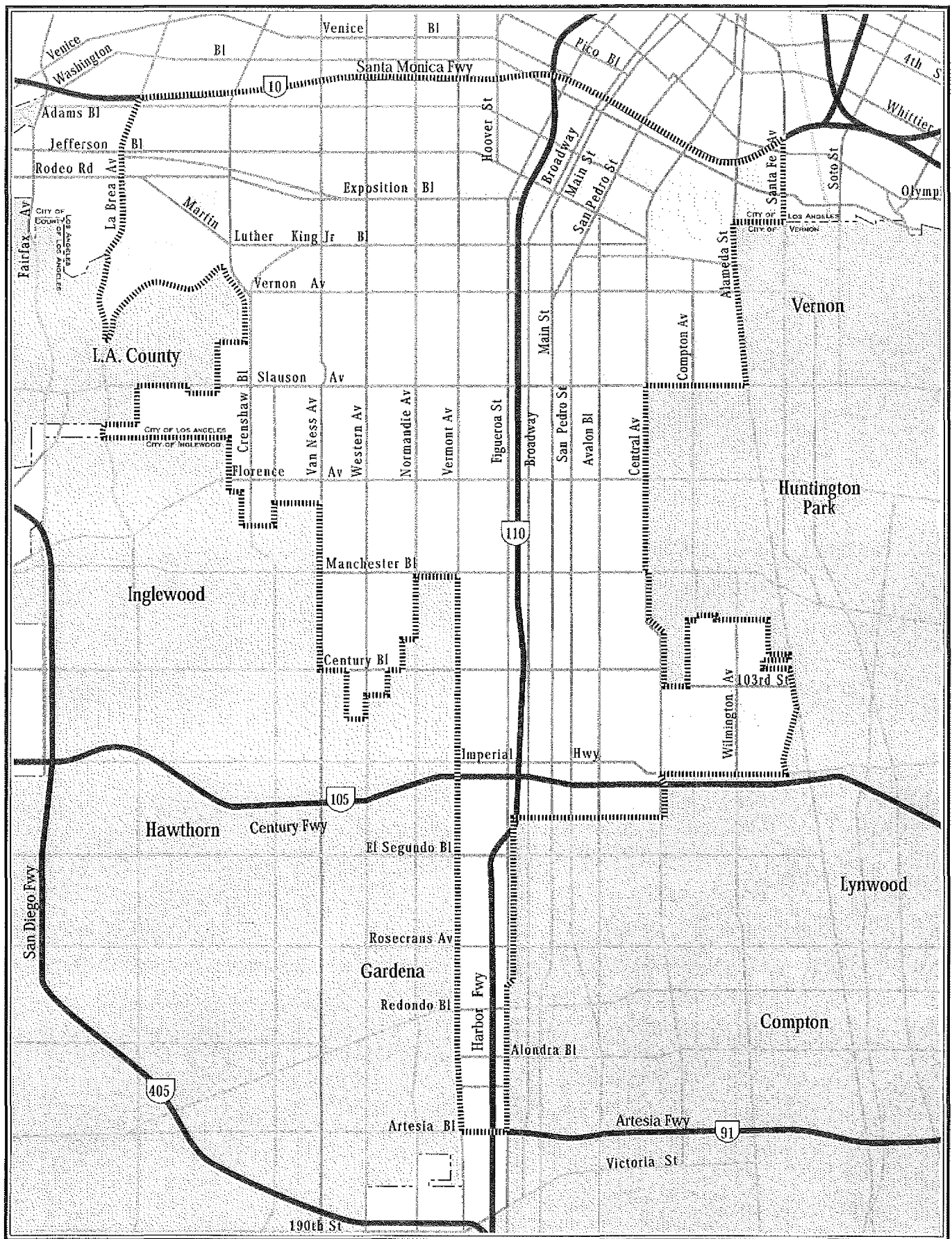
**Specific Plan**

**Ordinance No. 171,681  
Effective September 13, 1997**

**Specific Plan Procedures  
Amended by Ordinance No. 173,455**

**TABLE OF CONTENTS**

MAP	Specific Plan Area
Section 1.	Establishment of a Specific Plan
Section 2.	Conditional Use Approval Regulation
Section 3.	Applicability of the Zoning Code
Section 4.	Applicability of Interim Specific Plan Ordinance No. 158,820
Section 5.	Procedures
Section 6.	Existing Uses
Section 7.	Additional Authority
Section 8.	Severability



# South Central Alcoholic Sales Specific Plan

# CONDITIONAL USE APPROVAL FOR SALE OF ALCOHOLIC BEVERAGES

An ordinance amending Ordinance No. 162,128, to revise the procedures for obtaining conditional uses for the sale of alcoholic beverages, including beer and wine, for off-site consumption in the South Central area of the City.

WHEREAS, there continues to be an unusually large number of establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption, generally located in the South Central Area of the City of Los Angeles, including portions of the South Central Los Angeles, Southeast Los Angeles and West Adams District Plan Areas (hereinafter "Area"); and

WHEREAS, the existence of this inordinate number of establishments appears to directly contribute to numerous peace, health, safety and general welfare problems in the Area, including loitering, littering, drug trafficking, prostitution, public drunkenness, defacement and damaging of structures, pedestrian obstructions, as well as traffic circulation, parking and noise problems on public streets and neighborhood lots; and

WHEREAS, the existence of such problems creates serious impacts on the health, safety and welfare of residents of nearby single- and multiple-family areas, including fear for the safety of their children and of visitors to the Area, as well as contributing to the deterioration of their neighborhoods, and concomitant devaluation of their property and destruction of their community values and quality of life; and

WHEREAS, the district plans for this Area provide for a commitment by "the City to the redirection of its energies toward the improvement and upgrading of declining areas of Los Angeles in general and the South Central Los Angeles District in particular" and an intent to "... encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the district ... contribute to a healthful and pleasant environment, balance growth with stability, ... and promote a socio-economic climate which will result in stable and desirable neighborhoods for the residents ...;" and

WHEREAS, on May 28, 1983, the City Council adopted a motion which requested the Police, Fire and Public Safety Committee to investigate the problems associated with liquor store outlets in the Area and, pursuant to such report, the Working Group on Liquor Store Outlets has held regular meetings and has focused attention on ways to eliminate these problems on and about the premises of liquor outlets in the Area and has prepared a draft report of recommendations for the review of the Police, Fire and Public Safety Committee of the City Council; and

WHEREAS, the Working Group on Liquor Outlets has compiled information which indicates serious problems in this Area and provides the substantive information for the imposition of a permanent control measure to prohibit the introduction of any additional establishments or any expansion or changes in

the mode or character of operation of such existing establishments within the Area unless new or expanded establishments have first been thoroughly reviewed by the City through a conditional use process; and

WHEREAS, on September 6, 1983, the City Council, being aware of the serious concerns raised by such establishments in the Area and desiring to prevent any worsening of such situation and any further such intrusions into such neighborhoods, requested the City Attorney, with the assistance of the Department of City Planning, "to prepare and present an appropriate ordinance establishing a conditional use process governing off-site liquor outlets, with the goal of inhibiting or reversing the proliferation of such outlets in heavily impacted areas of the City;" and

WHEREAS, the City Council, being aware of the serious concerns raised by the number of such establishments in the area and desiring to prevent any worsening of such neighborhood conditions, adopted a two-year interim Specific Plan Ordinance (Ordinance No. 158,820) on March 27, 1984, which established a process of conditional use approval for establishments seeking licensing for the sale of alcoholic beverages, including beer and wine, for off-site consumption in the South Central Area; and

WHEREAS, the operative period of the Interim Specific Plan was extended by resolution of the City Council on April 30, 1986 for one year, and expired on April 30, 1987; and

WHEREAS, it is desirous that existing alcoholic beverage (including beer and wine) outlets continue to be subject to regulatory control; and

WHEREAS, the City Council adopted the South Central Specific Plan for Conditional Use Approval for Sale of Alcoholic Beverages in March, 1987, and the specific plan went into effect on May 4, 1987 as Ordinance No. 162,128; and

WHEREAS, in the intervening period since May, 1987, it has become clear that the stated goal of inhibiting or reversing the proliferation of off-site alcoholic beverage, (including beer and wine) outlets in heavily impacted areas of the City has not been achieved; and

WHEREAS, in May, 1994, the Los Angeles Police Department released neighborhood crime statistics which documented the correlation between the presence of alcoholic beverage (including beer and wine) sales outlets and high levels of crime; and

WHEREAS, in March, 1994, the City Council instructed the City Planning Department, with the assistance of the City Attorney, to prepare and process amendments to the specific plan which would require additional findings of approval and bring more existing alcohol beverage (including beer and wine) sales outlets under regulatory control;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS  
FOLLOWS:

**Section 1.**

**ESTABLISHMENT OF A SPECIFIC PLAN FOR CONDITIONAL USE APPROVAL FOR SALE OF ALCOHOLIC BEVERAGES, INCLUDING BEER AND WINE**

The City Council hereby establishes a Specific Plan for conditional use approval for establishments dispensing for sale or other consideration alcoholic beverages, including beer and wine, for off-site consumption, which are located in that portion of the City as depicted on the map below (referenced as Exhibit A) within the dotted black lines (hereinafter the "Area"), generally bounded by the Santa Monica Freeway on the north and City boundaries on the east, south and west.

**Section 2.**

**CONDITIONAL USE APPROVAL REGULATION**

Beginning on May 4, 1987, no person shall establish in the Area an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption, without first obtaining conditional use approval from the City of Los Angeles as set forth herein.

**Section 3.**

**APPLICABILITY OF THE ZONING CODE**

- A. The regulations of the specific plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and any other ordinance and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter, except as specifically provided herein.
- B. Whenever this specific plan contains provisions which differ from provisions contained in Chapter 1 of the Los Angeles Municipal Code, this specific plan shall prevail and supersede the applicable provisions of that Code.

**Section 4.**

**APPLICABILITY OF INTERIM SPECIFIC PLAN ORDINANCE NO. 158,820**

The conditional use regulations set forth in Section 2 of the Interim Specific Plan Ordinance (Ordinance No. 158,820) expired on April 30, 1987. However, all the provisions of the Interim Specific Plan Ordinance, including the conditional use regulations, shall be considered as remaining in full force and effect thereafter for the purpose of initiating, maintaining or defending any administrative, civil or criminal proceedings with respect to any right, liability or offense that may have arisen pursuant to the provisions of that ordinance.

**Section 5.**

**PROCEDURES**

- A. The City Planning Commission, and the City Council on appeal, shall have authority to approve the use of a lot in the Area for an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption. In granting a conditional use



approval, the City Planning Commission, and the City Council on appeal, shall follow the procedures set forth in Section 12.24 of the Los Angeles Municipal Code.

B. In addition to the findings required in Section 12.24 D of the Los Angeles Municipal Code, the City Planning Commission, or the City Council on appeal, shall also make all of the following findings:

1. that the proposed use will not adversely affect the welfare of area residents;
2. that the granting of such application will not result in an undue concentration in the Area of establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of such establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the Area; and
3. that the proposed use will not detrimentally affect nearby residentially zoned communities in the Area after giving consideration to the distance of the proposed use from the following:
  - a. residential buildings; and
  - b. churches, schools, hospitals, public playgrounds and other similar uses; and
  - c. other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

The distance between any two establishments which dispense alcoholic beverages, including beer and wine, for sale or other consideration for off-site consumption shall be measured in a straight line without regard to intervening structures from the closest property line of each establishment. The distance between any such establishment and any religious institution, school or public park shall be measured in a straight line without regard to intervening structures from the closest property line of the establishment to the closest property line of the religious institution, school or public park.

C. Whenever an application for a conditional use has been filed pursuant to this ordinance, the City Planning Commission shall give notice of this fact forthwith to the City Council members whose districts include portions of the Area.

- D. Each application or appeal filed in connection with a conditional use pursuant to this ordinance shall be accompanied by payment of the same fee as that set forth in Section 19.01 C of the Los Angeles Municipal Code.
- E. Whenever an application for a conditional use is approved pursuant to the provisions of this ordinance, the City Planning Commission shall review the operation of the establishment at least one year but not more than two years after the approval is granted; the purpose of this review will be to make a determination that the establishment is in compliance with all conditions imposed. The applicant shall file an application for a conditional use plan approval, which shall be accompanied by the payment of appropriate fees pursuant to Section 19.01 I of this Code and must be accepted as complete by the Planning Department public counter.
- F. **Covenant and Agreement.** Prior to the issuance of any permits relative to this matter, a covenant and agreement to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement must be submitted to the City Planning Commission for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the City Planning Commission for attachment to the subject case file.

## Section 6.

### EXISTING USES

The use of a lot for an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption may not be continued or re-established without conditional use approval granted in accordance with the provisions of this ordinance, if any of the following occur after May 4, 1987:

- A. The establishment changes its type of retail alcoholic beverage license within a license classification; or
- B. The operation of the establishment is abandoned or discontinued, including the case where the alcoholic beverage license for such operation is suspended for a continuous period of one year; or
- C. There is a substantial change in the mode or character of operation of the establishment, including any expansion by more than ten percent of the floor area, seating or occupancy, whichever applies, existing as of May 4, 1987; except that construction for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair or remedy an unsafe or substandard condition is exempt from this provision. Any expansion of less than ten percent of the floor area, seating or occupancy, whichever applies, requires the approval of plans pursuant to Section 12.24 G 1 of this Code.

**Section 7.**

**ADDITIONAL AUTHORITY**

For any conditional use, granted in accordance with the provisions of this ordinance or any existing use subject to this ordinance, and notwithstanding any provision of the Los Angeles Municipal Code to the contrary:

The Zoning Administrator may require the modification, discontinuance or revocation of any such conditional use or existing use in accordance with the procedures and standards set forth in Section 12.24 I and J of the Los Angeles Municipal Code.

Further, any conditional use approval granted pursuant to the Interim Specific Plan Ordinance (Ordinance No. 158,820) shall continue in full force and effect and shall be subject to the provisions of Section 12.24 I and J and this ordinance.

**Section 8.**

**SEVERABILITY**

If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this ordinance which can be implemented without the invalid provision, and, to this end, the provisions of this ordinance are declared to be severable.

GENERAL  
PLAN

## Chapter 5

# Urban Form and Neighborhood Design

## INTRODUCTION AND SUMMARY OF ISSUES

### INTRODUCTION

Los Angeles is a city of culturally and physically diverse neighborhoods - the fundamental building blocks that comprise the physical City and define its form and character. Since residents spend a great deal of time in their individual neighborhoods and often identify more strongly with those areas than with the City as a whole, the physical design of these individual communities determines, to a rather considerable extent, residents' quality of life.

In order to understand the physical nature of Los Angeles and its constituent parts, as well as discuss ways in which the City can influence the design of development and the physical improvements that can alter its form, this chapter is built around two concepts: "urban form" and "neighborhood design." The General Plan Framework Element defines "urban form" as (a) the "general pattern of building height and development intensity" and (b) the "structural elements" that define the City physically, such as natural features, transportation corridors (including the planned fixed rail transit system), open space, public facilities, as well as activity centers and focal elements. "Neighborhood design" is defined as the physical character of neighborhoods and communities within the City.

### SUMMARY OF URBAN FORM AND NEIGHBORHOOD DESIGN ISSUES

The following issues and opportunities are related to urban form and neighborhood design and were identified early in the preparation of the Framework Element.

#### Identity

1. Many residents do not identify with the City as a whole, but, instead, with their own neighborhood.
2. The existing and planned transit system (both fixed rail and major bus routes), as well as corresponding concentrations of development, provide a structure for defining the City's form.
3. By recognizing that Los Angeles is comprised of neighborhoods, planning measures can reinforce those neighborhoods and connect them to one another and to larger districts, thereby defining a citywide structure.



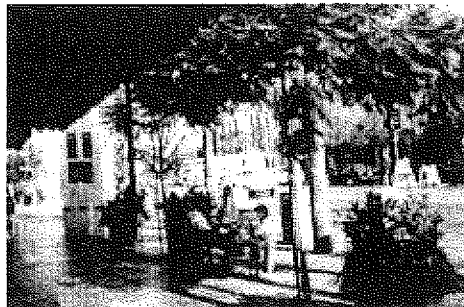
L.A. is a city of culturally diverse neighborhoods.

#### Liveability

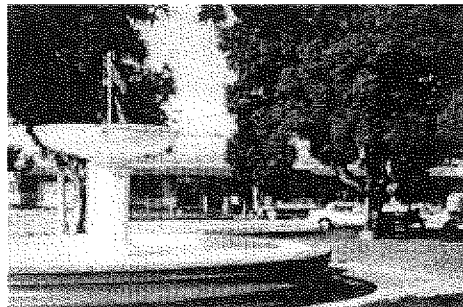
1. Many parts of the City, but especially commercial corridors, are unattractive and lack open space, community facilities and visual and recreational amenities.
2. The rights-of-way along transit routes, rail lines, and drainage corridors afford opportunities to consider

open space corridors and can link neighborhoods to parks throughout the City.

3. Concentrating development in a limited area of the City, i.e., in transit-served centers and corridors, can allow the development of new community facilities and small-scale parks, gardens, plazas or other open spaces to serve surrounding neighborhoods.
4. Streets can function as open space if properly designed and landscaped and if development reinforces their character.



Hollywood Boulevard's newly widened sidewalks, street trees, lights and furniture enhance its open space function



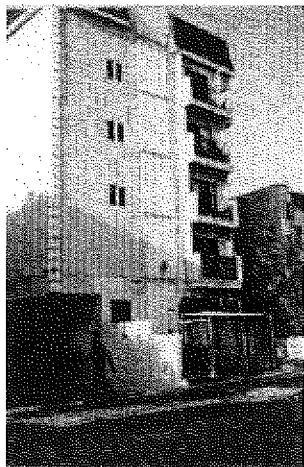
Leimert Park provides a focus for both shops and surrounding residences



Bidley Mason Park is a small park in the heart of one of L.A.'s busiest commercial districts

### Accommodating Projected Growth

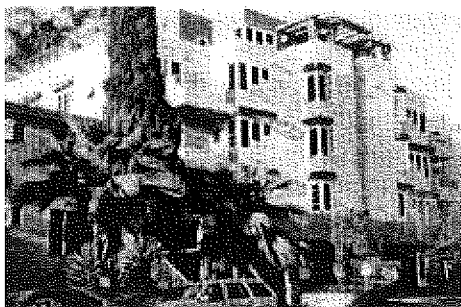
1. Future development is likely to have little impact on urban form if it is dispersed.
2. The existing and planned transit system provides the opportunity to concentrate development, affect the City's form, and conserve the existing character of stable neighborhoods.
3. Many residents oppose higher-intensity development on aesthetic grounds.
4. The Framework Element provides the opportunity to formulate appropriate development standards and guidelines for higher-intensity development.
5. While the recommended urban form for the City is identified as compact centers, districts and boulevards, it is possible that the forecast growth may not occur. It is also possible that development in any area identified for higher-intensity will be constructed to lower than planned levels.



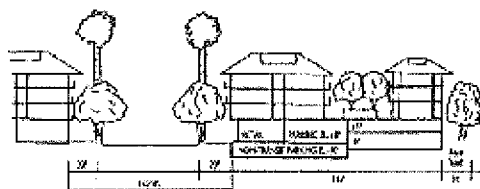
Higher-density housing is often opposed because it is poorly designed



The concentration of new development in transit-served centers allows for the conservation of neighborhoods



Housing built at the same higher-density, however, can be attractive



Development standards and design guidelines can help improve building design

## GOALS, OBJECTIVES, AND POLICIES

The following presents the goals, objectives, and policies related to urban form and neighborhood design in the City of Los Angeles. Programs that implement these policies are found in the last chapter of this document. Programs are also referenced after each policy in this document.

### **GOAL 5A**

A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

#### **THE ROLE OF NEIGHBORHOOD DESIGN IN THE PLANNING PROCESS**

Although good neighborhood design is a key to creating a liveable City, the Framework Element does not directly address the design of individual neighborhoods or communities. Instead, it embodies generic neighborhood design policies and implementation programs that can guide local planning efforts, thereby laying the foundation upon which the City's community plans can be updated.

#### **Objective 5.1**

**Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.**



Neighborhood shopping districts provide a focus for and support daily life with connections to the rest of the City (Third Street near Crescent Heights Boulevard)



This is also true of larger scale shopping areas in community centers

### *Policies*

- 5.1.1** Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits. (P1)
- 5.1.2** Implement demonstration projects that establish proactive measures to improve neighborhood and community design, and coordinate these activities with the Los Angeles Neighborhood Initiative demonstration projects, Los Angeles County Metropolitan Transportation Authority station area activities, and other City, non-profit and private efforts. (P38)

[Click Here to View  
URBAN FORM ELEMENTS  
Illustration](#)

### **CITYWIDE FORM**

The overall form of the City is identified in the Framework Element. The growth that does occur is encouraged to locate in transit-served regional and community centers, neighborhood districts and corridors. With respect to neighborhood design, centers provide a physical and activity focus for surrounding residents.

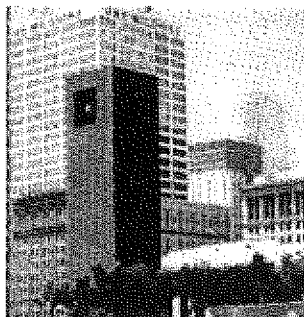
With respect to citywide urban form, these centers support the bus/fixed rail transit system and need to provide a sufficient base of both commercial and residential development, to support that transit system. In particular, fixed rail transit requires a substantial capital investment and sufficient residential densities around station locations to make the system viable and the investment cost-effective. The area around transit stations should therefore be designed to support its use.

### *Objective 5.2*

**Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.**

### *Policies*

- 5.2.1** Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided. (P1)



Subway rail transit is a major investment that needs to be supported by land uses located near stations (Pershing Square)



Like subways, at-grade rail transit is a major investment that needs to be supported by land uses located near stations



Existing activity centers served by transit can be reinforced (Broadway, Downtown Los Angeles)

**5.2.2** Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see [Chapter 3: Land Use](#)). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics.

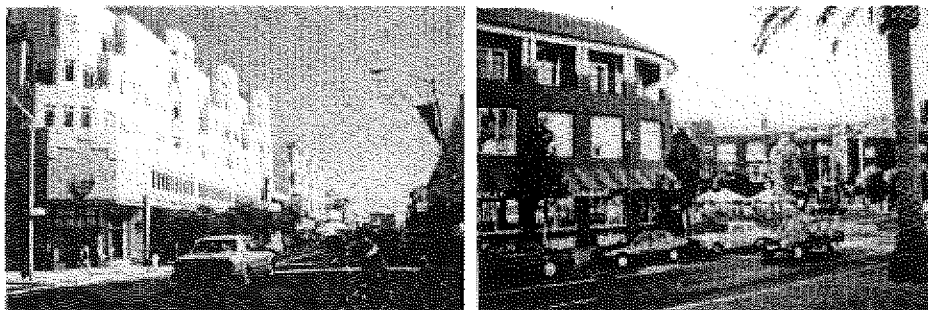
Note: Centers and districts will vary from the following general standards in scale and built form, depending on local conditions. Those serving higher-density neighborhoods may be at higher intensities, while those constrained by local conditions, such as compatibility with historical resources, will be at lower intensities.

**a.** Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in policy [5.8.1](#) and policies [3.16.1](#) - [3.16.3](#). They should also be located along sidewalks with appropriate continuous storefronts.

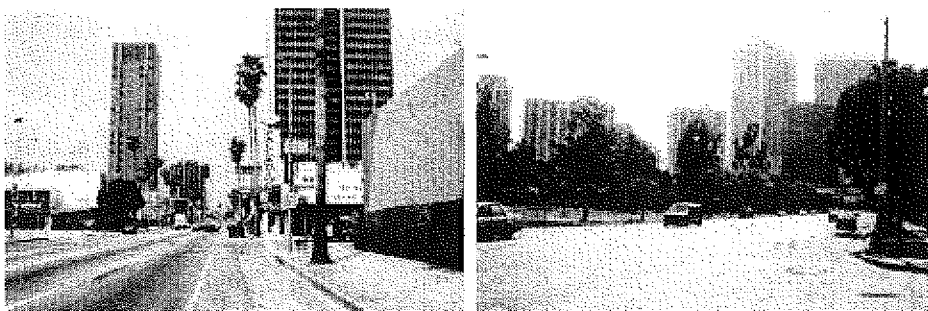


**b.** Buildings in **community centers** generally should be two to six stories in height, with the first several stories located along the sidewalk. They should also incorporate the pedestrian-oriented elements defined in policy [5.8.1](#). Either housing or office space may be located above the ground floor storefronts.





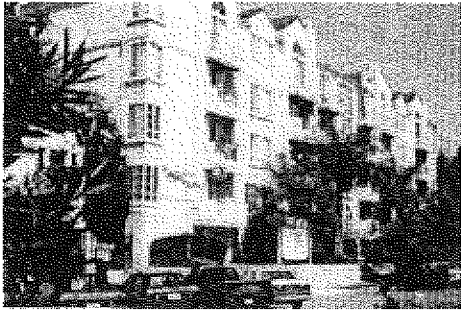
c. The built form of **regional centers** will vary by location. In areas such as Wilshire and Hollywood Boulevards, buildings will range from low- to mid-rise buildings, with storefronts situated along pedestrian-oriented streets. In areas such as Century City and Warner Center, freestanding high rises that are not pedestrian-oriented characterize portions of these centers. Nevertheless, regional centers should contain pedestrian-oriented areas, and incorporate the pedestrian-oriented design elements defined in policy 5.8.1 and policies 3.16.1 - 3.16.3.



d. Buildings located at activity nodes along **mixed-use boulevards** generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed-use boulevards. (P1, P18, P24, P25)

**5.2.3** Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system. While densities and distances will vary based on local conditions, the following residential density standards, which are based on the City's adopted Land Use/Transportation Policy, should be used as a general guide when updating community plans through a public participation process:

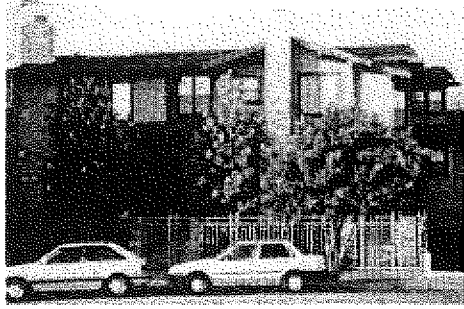
- a. Four-stories over parking (R4) within 1,500 feet of grade-separated (subway or arterial) fixed rail transit stations;
  - b. Three-stories over parking (R3) within 1,500 feet of at-grade fixed rail transit stations;
  - c. Two-stories over parking (RD1.5) within 750 feet of major bus corridor intersections;
  - d. Where appropriate, two units per lot (R2) maybe considered within 750 feet of major bus corridors.
- (P1, P18)



R4 housing typically will be located adjacent to R3 housing typically will be located adjacent to at-grade subway stations fixed rail stations



R3 housing typically will be located adjacent to at-grade fixed rail stations



RD1.5 housing may be located at activity nodes R2 housing (duplexes) may be located along corridors along corridors



R2 housing (duplexes) may be located along corridors

**STREETS**

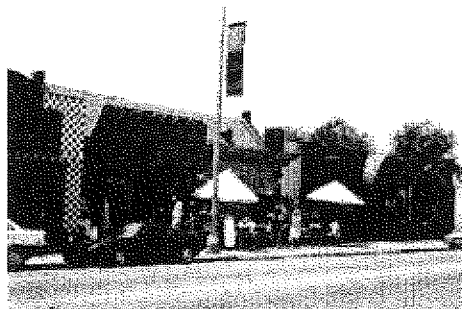
Streets serve multiple functions (movement of vehicles, bicycles and pedestrians, shopping, recreational strolling) and multiple users (pedestrians, transit, automobiles and trucks). They must therefore be designed to accommodate these functions and users.

*Objective 5.3*

**Refine the City's highway nomenclature and standards to distinguish among user priorities.**

*Policies*

- 5.3.1 Establish the following highway segment hierarchy based on function and user priority:
  - a. Pedestrian-priority segments, where designated in community centers, neighborhood districts, and mixed-use corridor nodes, are places where pedestrians are of paramount importance and where the streets can serve as open space both in daytime and nighttime. Generally these streets shall have the following characteristics (as defined through the Street Standards Committee and designated by amendments to the community plans to address local conditions):

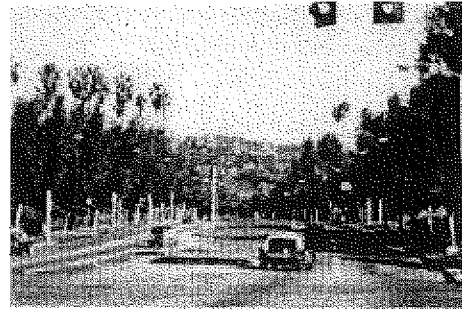


(1) Buildings should have ground floor retail and service uses that are oriented to pedestrians along the sidewalk, with parking behind.



(2) Sidewalks should be wide and lined with open canopied street trees, pedestrian-scale street lights provided to recognized standards

commensurate with planned nighttime use, and other pedestrian amenities.



**b.** Transit-priority segments, where designated, should give priority to pedestrians at transit stops and will consist of major bus or rail routes along which transit vehicles have priority over other vehicles. They may also include exclusive transit lanes.

**c.** Vehicle-priority segments, consisting of all remaining highway segments, should give priority to the movement of through traffic. (P1)

**5.3.2** Adopt appropriate standards for each type of highway segment that complement existing highway and development standards.

a. Roadway design standards shall address posted speed limits, minimum sidewalk widths, maximum corner radii, traffic lane width, on-street parking and frequency of curb cuts. These should consider all forms of travel including vehicle (private automobile, truck, transit, and other), bicycle, and pedestrian.

b. Public improvement standards should address street tree form and spacing; street light type, height, and illumination level; and other streetscape elements, particularly in the vicinity of transit stops. Street tree form is dependent on species and available planting space.

c. Building and site development standards for pedestrian-priority streets should address building design and use characteristics that encourage pedestrian access, as well as the following: building height; location and design of parking; location and transparency of front building facade; location and design of pedestrian entrances and other openings; utilities; and signage. (P1, P3, P18)

**5.3.3** Classify highway segments by user priority in consideration of the following and other appropriate criteria (see illustrative cross-sections):

a. Highway segments located in community centers or neighborhood districts on the Framework Element maps should be considered for pedestrian-priority highway segments through the Community Plan Update process.

b. Highway segments on which at-grade fixed rail transit lines would be located or which are major bus corridors with 10-minute peak hour headways in the Basin and 15-minute peak hour headways in the Valley should be considered as transit-priority highway segments through the Community Plan Update process.

c. All other highway segments should be considered as vehicle-priority segments. (P1, P3)

[CLICK HERE TO VIEW  
HIGHWAY SECTION ILLUSTRATIONS](#)

- 5.3.4** Identify commuter and recreational bicycle routes that link major destinations within the City, and establish and implement standards to maintain their safety and security. ([P3](#), [P4](#))

### COMMUNITY FACILITIES AND IMPROVEMENTS

Community facilities serve the basic needs of residents and are essential to the liveability and investment potential of the City. With respect to neighborhood and community design, they can provide a focus for activity and, by doing so, contribute to the definition of each neighborhood or community's character. Policies in the Framework Element provide the opportunity to locate community facilities in a manner that reinforces or defines the character of the communities or neighborhoods in which they are located. Given current fiscal constraints, facilities could be shared and financed/developed by non-traditional means.

#### *Objective 5.4*

**Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.**

#### *Policies*

- 5.4.1** Encourage the design of existing and new schools for multiple functions, including, but not limited to, the following:
- a. Design of school yards to be used as parks accessible to surrounding neighborhoods;
  - b. Design of school libraries to be used as community libraries, where feasible; and
  - c. Design of school auditoriums to be used as community meeting rooms. ([P16](#))
- 5.4.2** Locate libraries, cultural facilities, police substations and other community facilities on the ground floors of mixed-use buildings, where feasible. ([P18](#), [P22](#))
- 5.4.3** Locate community facilities in or near community and regional centers. ([P1](#), [P18](#))
- 5.4.4** Encourage the use of community facilities for nighttime activity through the use of appropriate roadway and pedestrian area lighting. ([P48](#))

### LIVEABLE NEIGHBORHOODS

As discussed previously, the definition of the City's current form and character resides largely in its neighborhoods. Neighborhoods should therefore be the focus of the City's planning efforts with respect to urban form and community character.

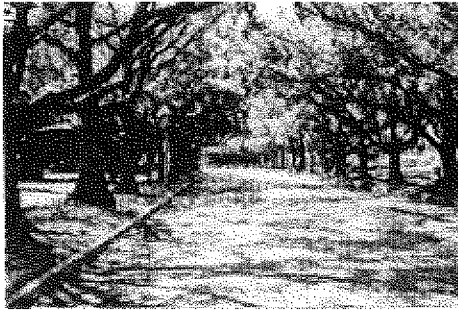
#### *Citywide*

All neighborhoods in the City deserve to have well designed buildings and a safe, secure, and attractive public realm.

#### *Objective 5.5*

**Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.**

#### *Policies'*

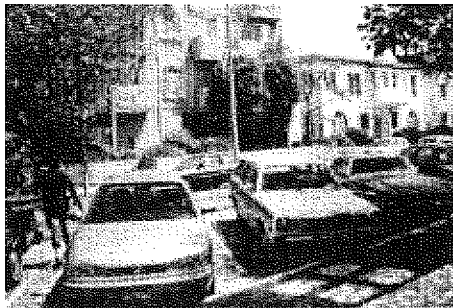


Street trees in a residential neighborhood



Street trees in a neighborhood shopping district

- 5.5.2** Install "slow residential streets" where requested by residents and feasible within the established street hierarchy. Techniques include speed bumps, diagonal parking, widened sidewalks and narrowed streets. (P24)



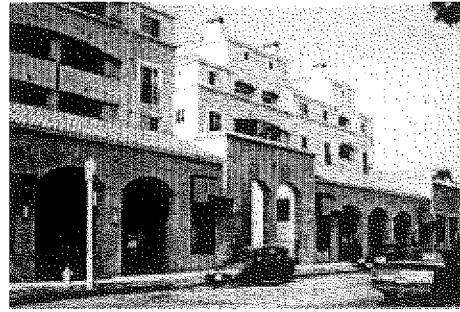
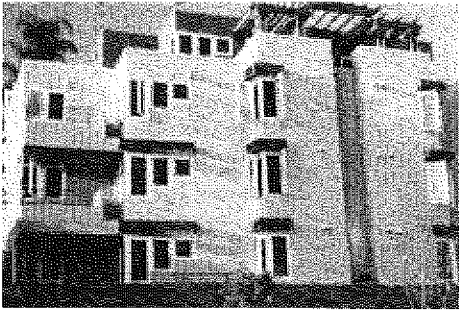
"Slow streets" may include speed bumps and diagonal parking to reduce traffic speed

- 5.5.3** Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide. (P18, P24, P25)
- 5.5.4** Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture. (P1, P3)



Streetscape elements include trees, lighting, benches, trash receptacles, bus shelters, and special paving

- 5.5.6** Identify building and site design elements for commercial or mixed-use streets in centers, that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements. (P24, P25)



Good building design can take a variety of forms and can vary from one neighborhood to another

- 5.5.7** Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers. (P15)

### *Conservation Areas*

Conservation areas (all areas outside designated districts, centers, and boulevards) will not absorb substantial amounts of additional development. By encouraging growth and new development in mixed-use districts, centers and along corridors/boulevards, in revitalized industrial districts and around transit stations, the Framework Element proposes to conserve the City's residential neighborhoods. For a more detailed discussion of conservation areas, see the introduction to Chapter 3: *Land Use*.

### *Objective 5.6*

**Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.**

#### *Policy*

- 5.6.1** Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards. (P1)



Community plan designations can conserve single-family neighborhood

### *Objective 5.7*

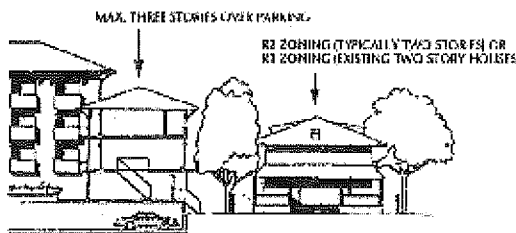
**Provide a transition between conservation neighborhoods and their centers.**

#### *Policies*

- 5.7.1** Establish standards for transitions in building height and for on-site landscape buffers. (P18, P24, P25)
- 5.7.2** Limit uses, where feasible, that are incompatible with housing on parcels directly adjacent to conservation neighborhoods. (P18)



The lack of transition between commercial buildings and single-family housing shown here is no longer permitted



Transitions between higher-density housing and single-family housing can be provided by stepping down the building height and landscaping buffers

### *Neighborhood Districts and Community Centers*

Neighborhood districts and community centers are planned to be central components of the City's physical structure. Future development will be concentrated within them and they are to serve as the focus of community life for the surrounding neighborhoods. The physical design of these areas is critical to those who will live in them and those who will visit them from outside to use their services.

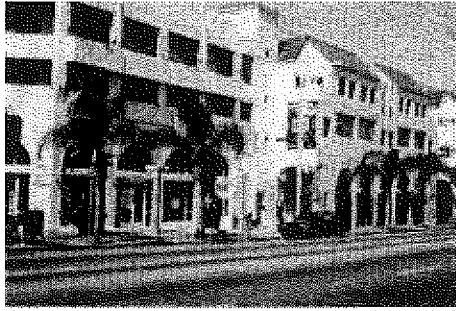
### *Objective 5.8*

**Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.**

#### *Policies*

**5.8.1** Buildings in pedestrian-oriented districts and centers should have the following general characteristics:

- a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;
  - b. A building wall more-or-less continuous along the street frontage;
  - c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;
  - d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals;
  - e. Well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;
  - f. Ground floor building walls devoted to display windows or display cases;
  - g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;
  - h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and
  - i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.
- (P4, P18, P24, P25)



Mixed-use (housing over shops) with ground floor retail and a more or less continuous building wall along the street frontage

**5.8.2** The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:

- a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections).
- b. Mid-block medians (between intersections): landscaped where feasible.
- c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.
- d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes and planters).  
(P1, P3, P4, P25)

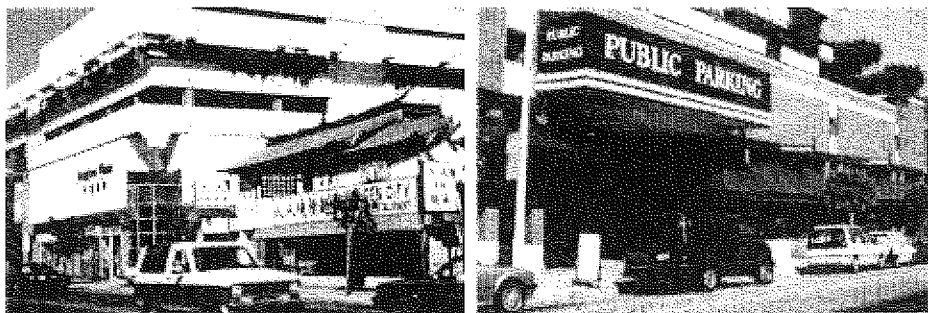


pedestrian amenities such as benches, trash receptacles, and shade trees

**5.8.3** Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

- a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.
- b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.  
(P18, P24, P31)





Centralized parking may be necessary for the viability of mixed-use in some areas

- 5.8.4** Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character. (P26, P27)

---

## IMPROVING PERSONAL SAFETY THROUGH URBAN FORM AND NEIGHBORHOOD DESIGN

Good design is essential to the creation of safer, more comfortable environments. Defensible space is created when pedestrians have a clear sense of spatial definition, and when natural surveillance potential is used to its best advantage. Natural surveillance in development takes the form of placing public spaces or high activity areas where they provide a visual overview or line of sight to potentially unsafe areas. Mixed-use also provides increased security through increased activity and natural surveillance. Clearly defined and observable spaces create a perception of risk for potential offenders while giving pedestrians a sense of security.

### *Objective 5.9*

**Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.**

#### *Policies:*

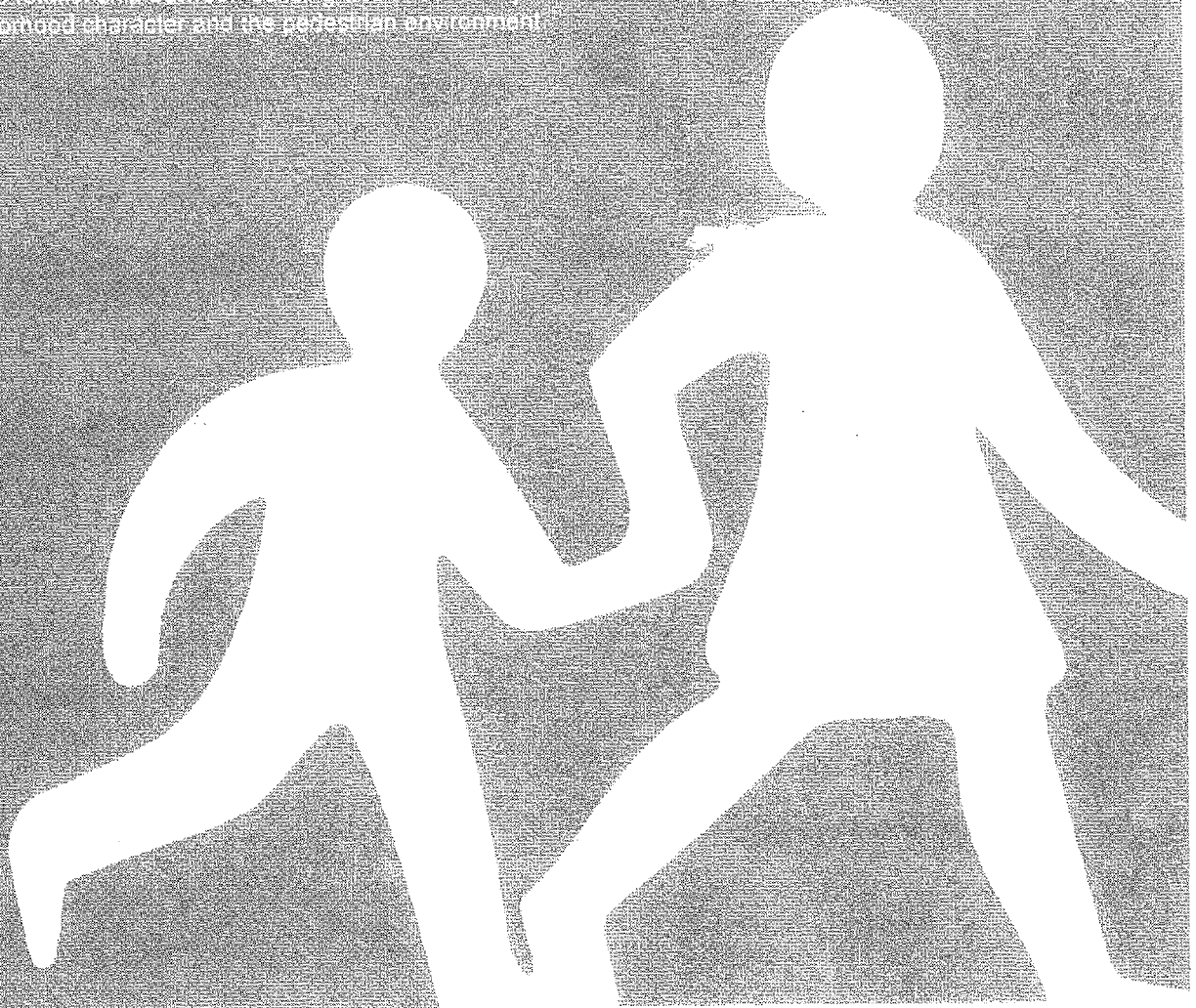
- 5.9.1** Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas. (P18)
- 5.9.2** Encourage mixed-use development which provides for activity and natural surveillance after commercial business hours through the development of ground floor retail uses and sidewalk cafes. Mixed-use should also be enhanced by locating community facilities such as libraries, cultural facilities or police substations, on the ground floor of such building, where feasible. (P18)

| [Table of Contents](#) | [Framework Home](#) | [Next Chapter](#) |

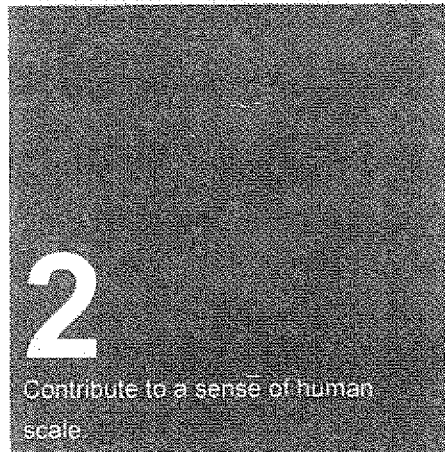
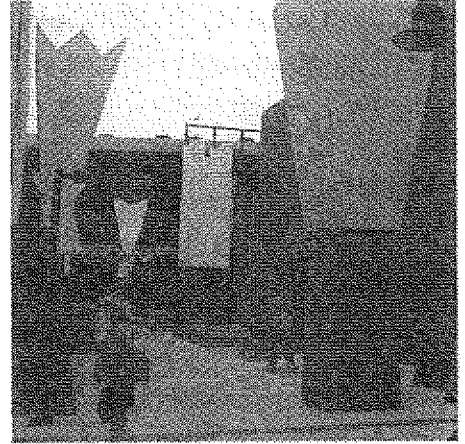
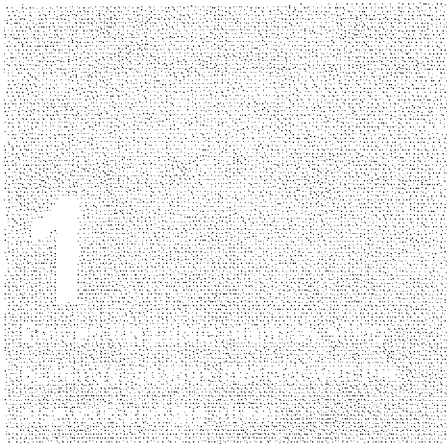
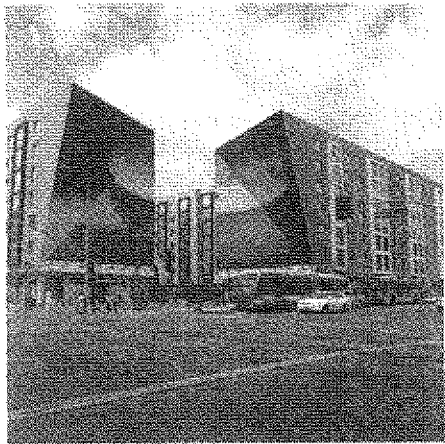
## BUILDING ORIENTATION

### OBJECTIVE

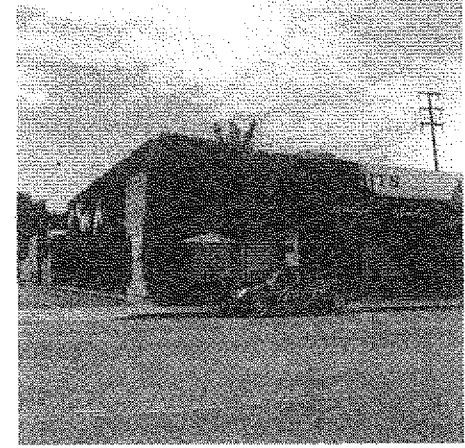
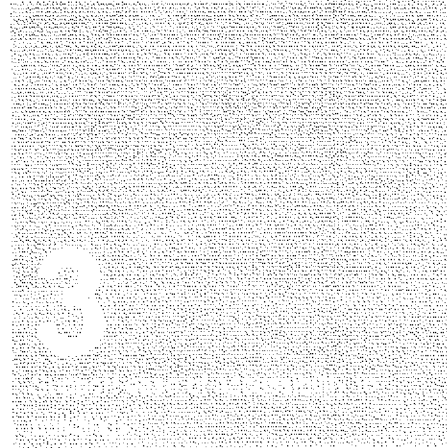
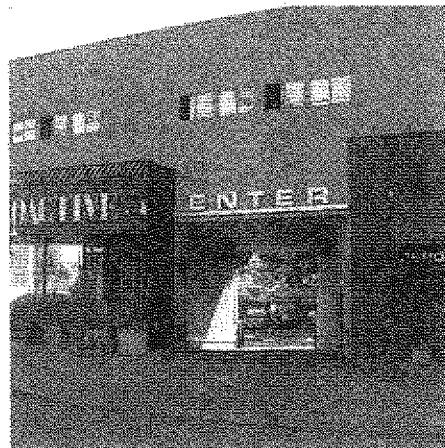
Use the relationship between building and street to improve neighborhood character and the pedestrian environment.



### BUILDING ORIENTATION GOALS



Contribute to a sense of human scale.

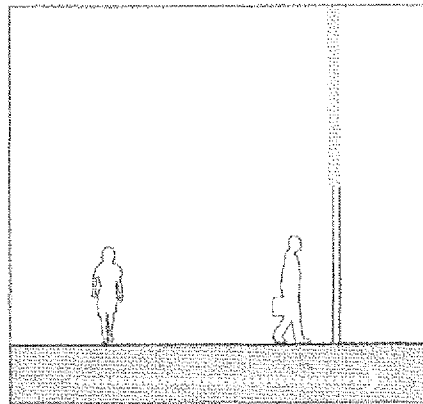


## BUILDING ORIENTATION

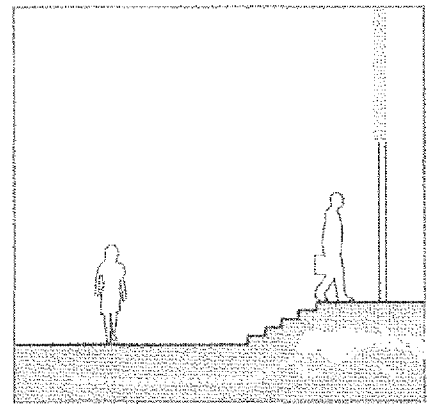
21 Design grade level entrances from the public right-of-way for pedestrians.



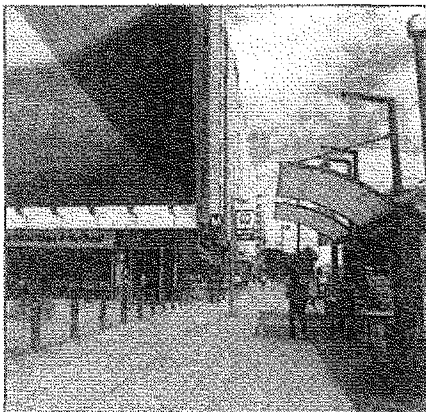
Recommended



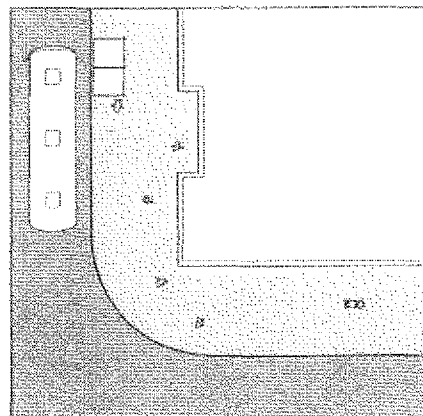
Not Recommended



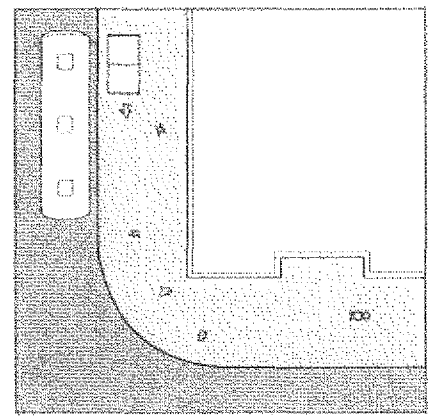
22 Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.



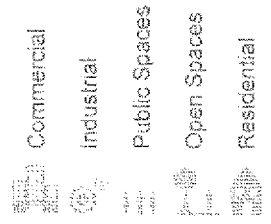
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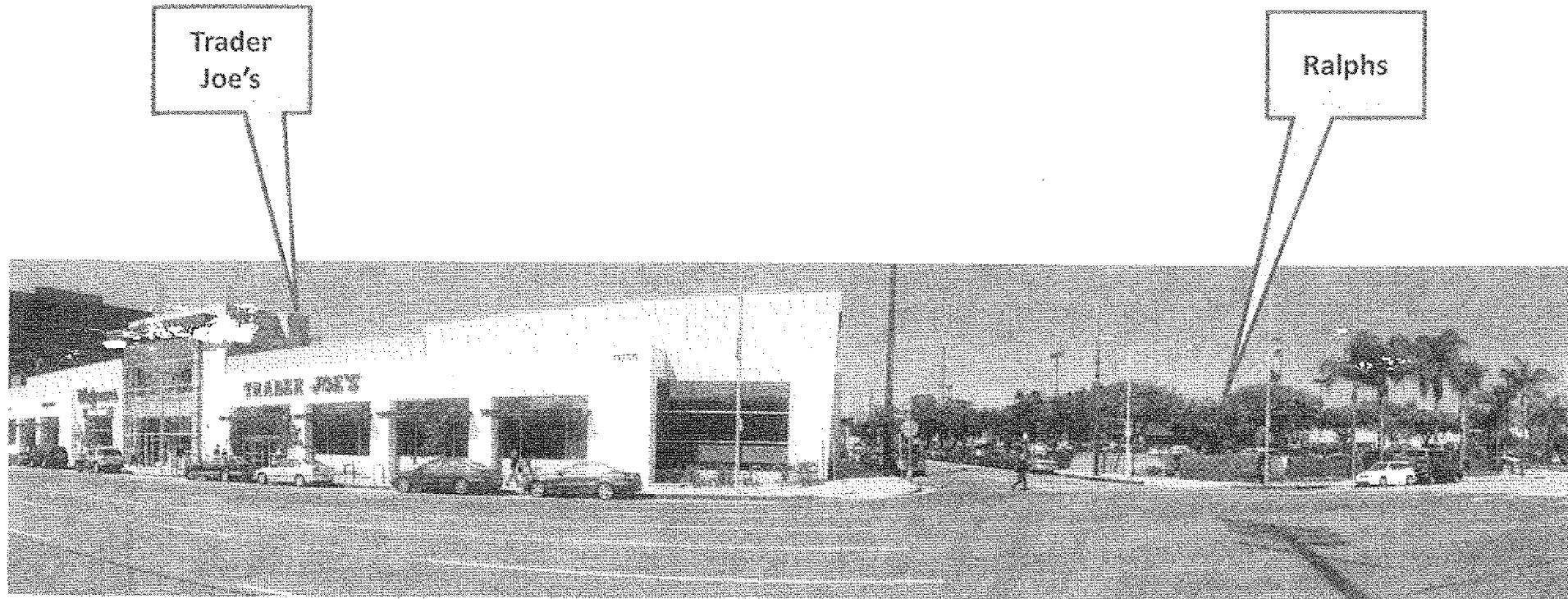
Not Recommended



**BUILDING ORIENTATION IMPLEMENTATION STRATEGY CHECKLIST**



		Commercial	Industrial	Public Spaces	Open Spaces	Residential
1	Design grade level entrances from the public right-of-way for pedestrians.	■		■	■	■
2	Create primary entrances for pedestrians that are easily accessible from transit stops, with as direct a path as possible to the transit stop.	■		■	■	■
3	Make primary entrances to buildings visible from the street and sidewalk.		■			
4	Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.	■		■	■	■
5	Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.	■		■	■	■
6	Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.	■		■	■	■
7	Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.	■		■	■	■
8	Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.	■		■	■	■
9	Provide direct access to building entrances from sidewalks and streets.		■			
10	Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an "outdoor room" adjacent to the street, incorporating seating or water features for example.	■		■	■	■
11	Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	■		■	■	■



View south across Olympic Boulevard at Stoner Avenue. The Trader Joe/Walgreens is built to the property line traffic enters at the rear of the building from Stoner Avenue. There may be access, also, from Granville Ave. Further to the west. Contrast the Ralphs Supermarket (although well landscaped) it is totally car oriented.

# Effects of Alcohol Outlet Density on Economic Development

*East County Community Change Project • February, 2003*

**R**esearch shows that a high concentration of alcohol outlets in a location can hamper economic development. While such businesses may be heavily patronized, they add little intrinsic value to the community as a whole, and they make the area less attractive to other types of retail business.

In order to ensure the future economic growth of the small business communities of the East County region, as well as preserve the quality of life in the region, limits should be placed on the density of retail alcohol outlets. This requires a collaborative effort among retail business operators, property owners, local residents, community service agencies and local governments.

## ECONOMIC DECLINE

The over-concentration of alcohol outlets is often part of a neighborhood's broad economic and social disintegration. An outlet-heavy area's economic base loses its diversity and becomes less attractive to both residents and potential retail customers. The proliferation of alcohol outlets is thus both a symptom of economic decline and a factor that worsens the decline.<sup>1</sup>

## NEGATIVE NEIGHBORHOOD CLIMATE

High bar density changes the character and environment of the neighborhood and the routine activities of those living or visiting that block. Complaints about alcohol outlets that are most often reported to city planners have to do with noise, traffic or loitering.<sup>2, 3</sup>

## VIOLENCE AND CRIME

"Wetter" neighborhoods have higher levels of accidents and violence.<sup>4</sup> This includes higher crime rates for murder, rape, assault, robbery, burglary, grand theft and auto theft.<sup>5</sup> A study done in 1995 in Los Angeles showed that each additional

alcohol outlet was associated with 3.4 additional assaults per year. Adding one bar to a block would result in 3.38 additional crimes committed on that block in a year.<sup>3</sup>

## AUTO CRASHES

According to a study done in Los Angeles, there is a greater number of alcohol-related injury crashes in cities with higher outlet densities. A 1% increase in outlet density means a .54% increase in alcohol-related crashes. Thus a city of 50,000 residents with 100 alcohol outlets would experience an additional 2.7 crashes for each new outlet opened.<sup>6</sup>

**T**his fact sheet was produced by the Institute for Public Strategies, a nonprofit organization advancing public health through changes in policy and community norms. For more information, call (619) 660-6233, email [info@publicstrategies.org](mailto:info@publicstrategies.org) or visit [www.publicstrategies.org](http://www.publicstrategies.org).

<sup>1</sup> Maxwell, A. & Immergluck, D. "Liquorlining: liquor store concentration and community development in lower-income Cook County (IL) neighborhoods." Chicago IL: Woodstock Institute, 1997.

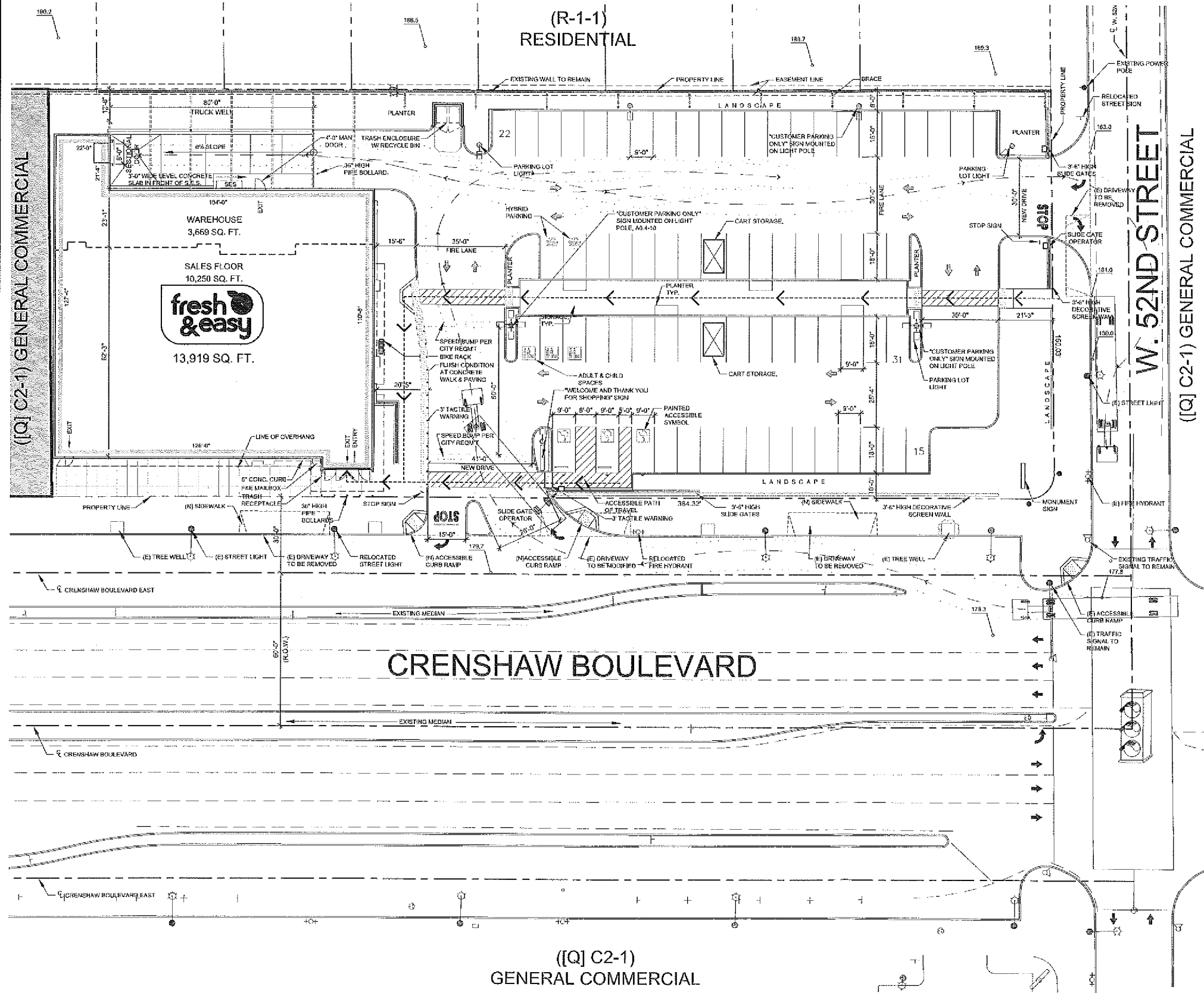
<sup>2</sup> Preventing Problems Related to Alcohol Availability: Environmental Approaches. U.S. DHHS Pub No. (SMA) 99-3298.

<sup>3</sup> Runcek, D. & Maier, P. "Bars, blocks and crimes revisited: linking the theory of routine activities to the empiricism of 'hot spots.'" *Criminology* (29) 4: 725-753. 1991.

<sup>4</sup> Scribner, Richard. *Alcoholism: Clinical & Experimental Research*, February 2000. LaBouvie, E. & Ontkush, M.: "Violent crime and alcohol availability: relationships in an urban community." *Journal of Public Health Policy* 19(3):303-318. 1998.

<sup>5</sup> "Alcohol availability and homicide in New Orleans: conceptual considerations for small area analysis of the effect of alcohol outlet density." *Journal of Studies on Alcohol*, May 1999.

<sup>6</sup> Scribner, R., Mackinnon, D. & Dwyer, J.: "The risk of assaultive violence and alcohol availability in Los Angeles County." *American Journal of Public Health* (85) 3: 335-340. 1995.



**AERIAL VIEW**  
SCALE: NA

**PROJECT SUMMARY**

TOTAL SITE AREA ±1.45 AC 63,085.6 S.F.

**BUILDING SUMMARY**

GROCERY STORE 13,919 S.F.  
OVERALL PERCENT COVERAGE 22.06 %  
LANDSCAPE AREA 20 % OR 8,317 S.F.

**PARKING SUMMARY FOR FRESH & EASY**

GROCERY STORE REQUIRED (1 PER 250 S.F.) 56 STALLS  
OVERALL PARKING PROVIDED 68 STALLS

TYP. PARKING STALL SIZE: 9' x 18'  
ADA PARKING REQUIRED: 3 STALLS  
ADA PARKING PROVIDED: 3 STALLS  
ADULTS WITH CHILDREN PARKING: 3 STALLS  
HYBRID PARKING: 2 STALLS

**SITE DATA**  
SCALE: NA

K L CHARLES ARCHITECTS INC  
ARCHITECTURE • PLANNING  
1881 E. MARSHAL HWY. BLDG. E. STE. 111  
SANTA FE SPRINGS, CA 90670  
TEL: 562.863.1901 FAX: 562.863.8784

**fresh & easy**  
Neighborhood Market

5311 CRENSHAW BLVD.  
LOS ANGELES, CA 91401  
52ND STREET &  
CRENSHAW BLVD

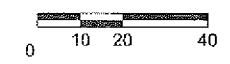
**REVISIONS**

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PROTOTYPE  
REV 7.3: 02.01.10  
STORE NUMBER  
1350  
PROJECT NUMBER  
FE-03-916

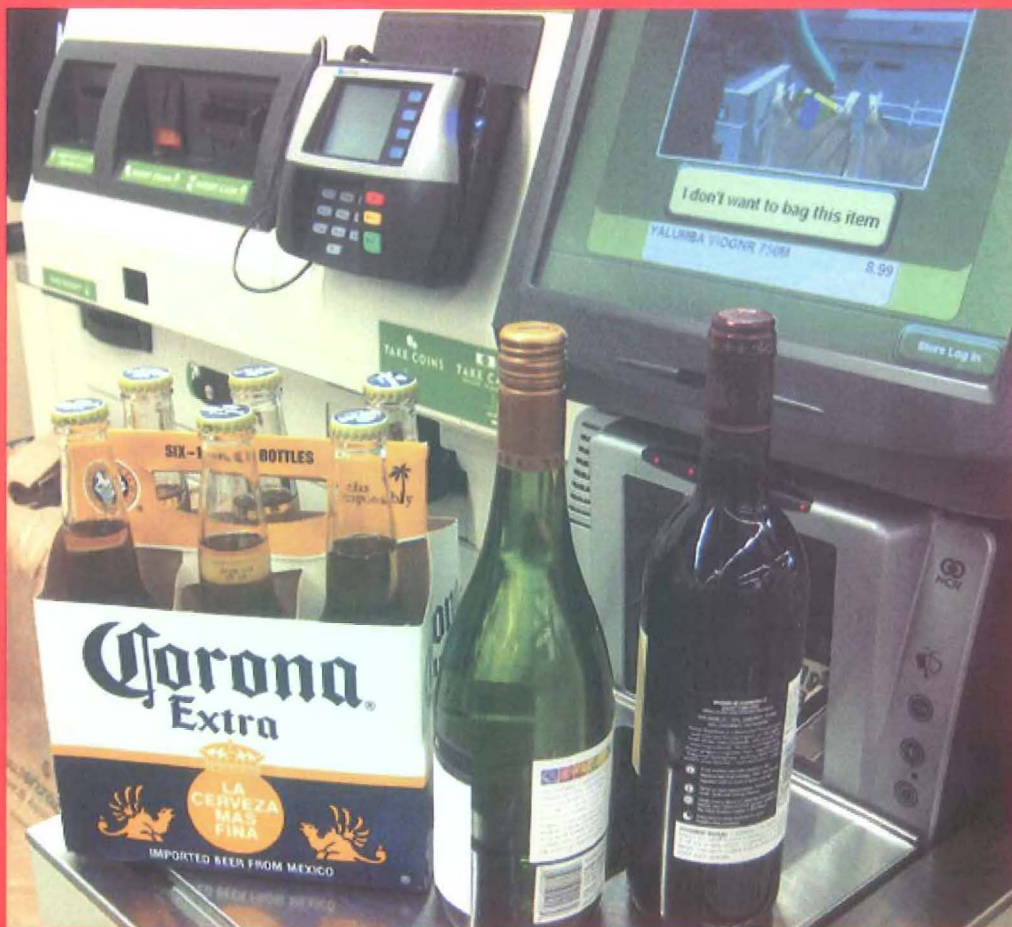
**C1.1 SITE PLAN**

**C1.1-01 SITE PLAN**  
SCALE: 1" = 20'-0"





# Self-Checkout: Is It Reliable for Selling Alcohol?



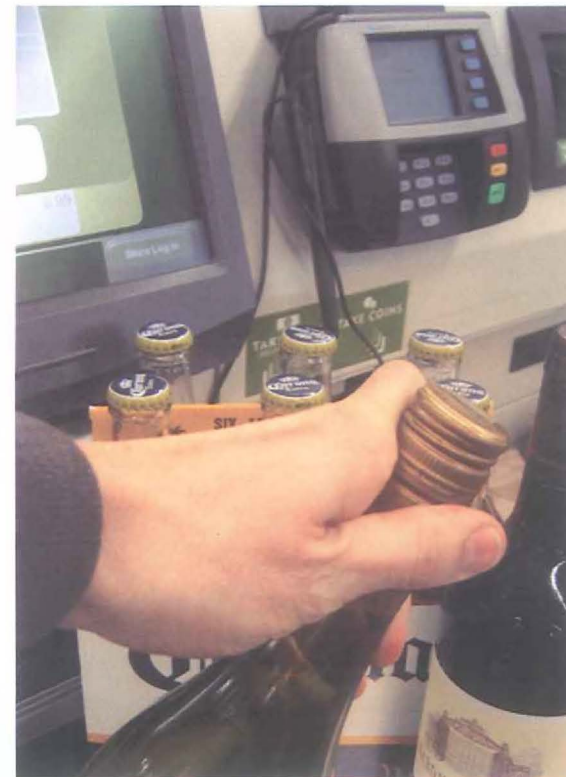
Community Economic Development Clinic  
at the University of California, Los Angeles

Los Angeles Alliance for a New Economy

## Self-Checkout: Is It Reliable for Selling Alcohol?

### TABLE OF CONTENTS

Introduction	2
The Rise of Self-Checkout in Selling Alcohol	2
Supermarket Alcohol Sales Policy	3
Self-Checkout Machine Use Policy	4
Key Findings of the Study	5
Lack of Staff at Self-Checkout Machines and Opportunities for Theft	5
TABLE 1. Wait time for employee assistance after scanning alcohol	5
FIGURE 1. Percentage of stores without a clear view of the self-checkout machines	5
FIGURE 2. Percentage of stores with a security guard or an employee monitoring exits	6
Failure to Ask for Identification or Assess for Intoxication	6
FIGURE 3. Percentage of participants aged 30 or younger who were asked to show identification	7
Computer Failures	7
FIGURE 4. Percentage of alcohol purchases without an employee's assistance	7
Conclusions and Recommendations	8
Grocery Self-Checkout Survey	9



Community Economic Development Clinic  
at the University of California, Los Angeles

Los Angeles Alliance for a New Economy

## INTRODUCTION

This report discusses the results of a study conducted by law students at the Community Economic Development Clinic at the University of California, Los Angeles and the Los Angeles Alliance for a New Economy (LAANE). The study grew out of the Clinic's work with LAANE, which has focused on researching trends in the grocery industry and their impact on economic development in low-income communities. In light of concerns about whether the increased prevalence of self-checkout machines would enhance the risk of illegal alcohol purchases, the reliability of self-checkout machines in monitoring alcohol sales was evaluated.

... participants conducted 97 visits to 34 grocery stores with self-checkout machines in Los Angeles and Orange counties.

The study was conducted over two weeks in April, 2009 with participants ranging in age from 21 to 41. The participants included UCLA law school students from the Community Economic Development Clinic, as well as LAANE interns, staff, and volunteers. Participants visited five different grocery store chains with self-checkout machines: Albertsons, Ralphs, Fresh & Easy, Superior, and the Market by Vons. Participants were scheduled to visit stores on numerous occasions to purchase alcohol along with other



items. At the conclusion of each visit, participants completed a survey, which is included at the end of this report. In total, participants conducted 97 visits to 34 grocery stores with self-checkout machines in Los Angeles and Orange counties. Of the stores visited, 65% used self-checkout registers exclusively, while the remainder used a combination of self-checkout and staffed registers.

## THE RISE OF SELF-CHECKOUT IN SELLING ALCOHOL

In recent years, self-checkout machines have become commonplace in supermarkets and other stores where alcohol is sold. In stores with self-checkout machines, at least one quarter of all transactions are now made using these machines.<sup>1</sup> Purchases made using self-checkout machines are increasing. Self-checkout machines were used for \$137 billion in purchases at retail stores in 2006. This is 24% more than what was spent using these machines in 2005.<sup>2</sup> Self-checkout purchases continued to increase in 2007 and 2008. In 2008, \$230.7 billion worth of goods were purchased at retail stores through self-checkout machines. This number represents a 28% increase in self-checkout purchases from 2007.<sup>3</sup>

The self-checkout process is supposed to work as follows. Employees are notified that a self-checkout machine has locked up through a computer or a light that indicates employee assistance is required. The self-checkout machine itself does not indicate the reason for the lock up, but rather displays a screen showing that the customer needs assistance to complete the transaction. A self-checkout machine can lock up for many reasons: scanning a coupon incorrectly, putting a purse or bag on the scale, scanning the wrong price, and scanning alcohol. In order to determine the nature of the problem an employee comes to the locked register, ascertains why the lock up was triggered, provides the required assistance, and then keys in an approval code so the transaction can be completed. If the customer is attempting to purchase alcohol, it should be impossible for the customer to complete the transaction until a staff member comes over, checks identification, assesses whether the customer is intoxicated, and keys in an approval code, and that allows the transaction to be completed.

In practice, however, the study showed that there are several problems with this system. In particular, participants noted that sometimes the machines failed to lock up when alcohol was scanned, the system continued the transaction without employee approval when a credit card was swiped or other items were scanned, and employees remotely approved a transaction without ever having any interaction with the customer.

The study revealed other potential problems. For instance, because the systems do not indicate that alcohol is the cause of the lock up, employees may have no reason to ask for identification or to assess a customer's level of intoxication unless the alcohol purchase is brought to their attention. In addition, the code that employees use to override the machine may be input in several different ways. Many supermarkets use a hand held computer so that the code may be entered either next to the customer's machine or from a distance. Overriding the computer lock from a distance opens the possibility for deception by the customer. Entering the approval code on the customer's self-checkout machine makes it possible for the customer to see and potentially memorize the override code for future purchases.

Similarly, minors may be able to discover holes in the self-checkout system to circumvent age verification. For instance, one blog provides a nine-step guide on how to purchase alcohol through self-checkout without ever having to show identification.<sup>4</sup>

1. Go to Jewel, preferably during a busy time. Saturday afternoon works well.
2. Walk to the liquor section. Select your favorite variety of beer, wine, or spirits.
3. Go to the self-checkout line.
4. Wait for the Jewel employee in charge of the self-checkout area to become distracted. This happens regularly.
5. Scan the alcohol. The system will say that approval is needed.
6. Approval is not needed. Swipe your credit card.
7. The system will exit out of the "Needs Approval" screen and into the "Choose Your Payment Type" screen.
8. Finish paying.
9. Walk out.

## SUPERMARKET ALCOHOL SALES POLICY

Supermarkets in California follow the state law prohibiting the sale of alcohol to anyone under the age of 21 by requiring their employees to check the identification of all customers who look like they are under 30 years old before allowing them to buy alcohol. Some stores require the employee to enter the customer's date of birth into a computer in order to be certain that the customer is at least 21 years old. Furthermore, employees are not allowed to sell alcohol to customers who appear drunk.<sup>5</sup> However, this rule is ambiguous as it is not always possible to tell if someone is intoxicated.



In 2008, \$230.7 billion worth of goods were purchased at retail stores through self-checkout machines – a 28% increase over 2007.

<sup>1</sup> All Business, A D&B Company (February 9, 2004). *Supermarkets to spend big on self-checkout, POS hardware and mobile devices during next two years*, at <http://www.allbusiness.com/technology/software-services/applications-information/5228591-1.html>.

<sup>2</sup> IBM (2008). *Shrink and self-checkout: Trends, technology and tips*. Somers, NY: IBM Corporation.

<sup>3</sup> Reuters (May 6, 2008). *IBM Raises the Self-Service Bar With New Kiosk-Like Self-Checkout Retail System*, at <http://www.reuters.com/article/pressRelease/idUS169184+06-May-2008+MW20080506>.

<sup>4</sup> Sherman, T. (September, 22, 2007). *How to Buy Liquor at Jewel When You're Underage: A 9 Step Guide*, at <http://underscorebleach.net/joshnet/2007/09/how-to-buy-liquor-when-youre-underage>.

<sup>5</sup> California Business and Professions Code 25602(a). Retrieved June 3, 2009 from <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=bpc&group=25001-26000&file=25600-25621>.



## SELF-CHECKOUT MACHINE USE POLICY

The use of self-checkout machines creates additional challenges in ensuring that the rules regarding the sale of alcohol are followed. When using self-checkout machines, alcohol sales must be monitored without an employee located directly at the register. Self-checkout machines have the potential to allow people who are under 21 or who are intoxicated to leave the store with alcohol, either through human error, computer error, or theft.

25% of all grocery store transactions are now made through self-checkout machines.

Stores differ in their policies regarding the use of self-checkout machines. Some stores require that one person monitor every four or five self-checkout machines. At other supermarkets, one employee may monitor all of the self-checkout machines in the store. Stores usually have eight or nine machines, but some have as many as 12 self-checkout machines. Employees at supermarkets with only four or five self-checkout machines have a clearer view of the customers than do employees at stores in which all registers are self-checkout, who must observe many more lanes of self-checkout machines.

Self-checkout machines have the potential to allow people who are under 21 or who are intoxicated to leave the store with alcohol, either through human error, computer error, or theft.

The study found that some supermarkets have security guards at the entrances, others do not. For example, some Ralphs and Vons stores have security guards. Fresh & Easy stores do not have a dedicated guard. Stores such as Ralphs, Albertsons, and Vons also have greeters. The greeters welcome patrons entering the store. While greeters are not hired for security purposes, their presence may create a deterrent for individuals considering stealing alcohol or other items.



## KEY FINDINGS OF THE STUDY

This study of grocery stores with self-checkout registers illustrated that it is possible to purchase alcohol without the oversight of an employee. The results of the study are organized into three areas: the lack of staff at self-checkout machines and opportunities for theft; the failure to ask for identification or assess for intoxication; and computer failures of the self-checkout machines.



### Lack of Staff at Self-Checkout Machines and Opportunities for Theft

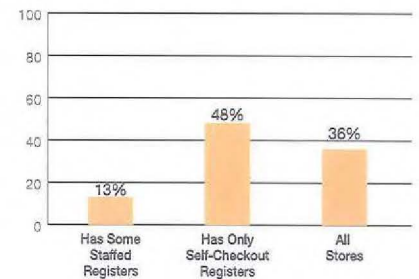
In two-thirds of the visits, participants saw only one employee working at the self-checkout area. In five instances, participants saw no employees at the self-checkout area. As is demonstrated in Table 1, about a quarter of the time, participants had to wait two minutes or longer for an employee to come over after they scanned alcohol. However, wait time varied, depending upon the number of self-checkout machines at a store. At stores that were entirely self-checkout, participants had to wait two or more minutes for staff in nearly one-third of the visits, with the maximum wait time reaching five and a half minutes. At stores with some staffed registers, in contrast, participants had to wait two minutes or longer in less than one-fifth of the visits, with a maximum wait time of three minutes.

TABLE 1. Wait time for employee assistance after scanning alcohol

	Wait Time of 2 or More Minutes	Maximum Wait Time
Used Some Staffed Registers	19%	3 minutes
Exclusively Used Self-Checkout	29%	5.5 minutes
All Stores	26%	5.5 minutes

Another concern revealed by the study was that employees sometimes had obstructed views of customers purchasing alcohol. As Figure 1 shows, in just over one-third of the visits, participants believed that the employee monitoring the self-checkout lanes did not have a clear view of all the machines. Participants reported that employees at nearly half of the stores with only self-checkouts did not have a clear view of the self-checkout machines (in 14% of the cases, the employee's view of the machines could not be determined). In contrast, at the stores that did not exclusively use self-checkout machines, participants felt that employees had an unobstructed view of the registers 84% of the time (in 3% of the cases, the employee's view of the machines could not be determined).

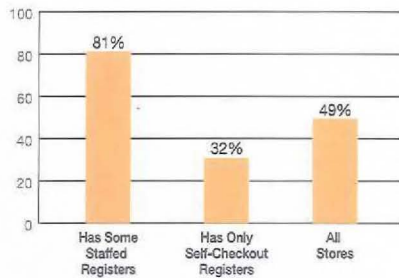
FIGURE 1. Percentage of stores without a clear view of the self-checkout machines



Furthermore, more than half of the stores did not have either a security guard or an employee monitoring the store exits (see Figure 2). Again, the stores, which used only self-checkout registers, had fewer staff and provided a greater opportunity for customers to steal alcohol. In this case, 81% of stores with only some self-checkout machines, but only 32% of stores that exclusively used self-checkout machines had either a security guard or an employee monitoring the store exits.

... almost half the time, young people were able to purchase alcohol without either having to provide proof of their age or make eye contact with an employee.

**FIGURE 2. Percentage of stores with a security guard or an employee monitoring exits**

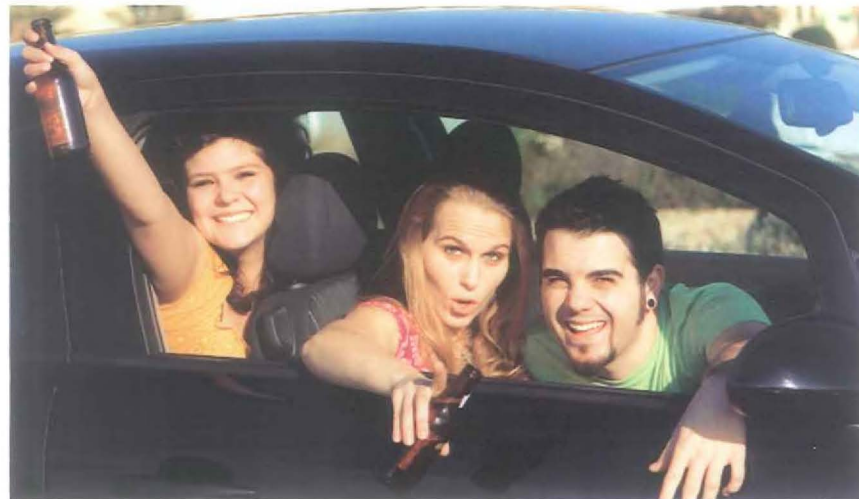


In combination, low numbers of employees supervising self-checkout machines, obstructed views, and long wait times enhance the risk of error in monitoring alcohol purchases and may make it easier for customers to purchase alcohol illegally, either through deception or theft.

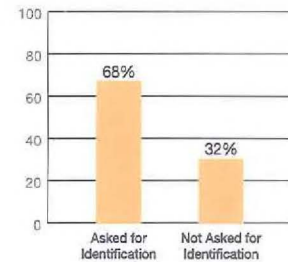
**Failure to Ask for Identification or Assess for Intoxication**

One would expect that low staffing ratios in the self-checkout area would reduce the likelihood that customer identification would be checked or intoxication level assessed when using the self-checkout machines. Although it is the industry standard for grocery clerks to check identification for anyone who appears under the age of 30, in the study, one-third of participants between ages 21 and 30 reported that they were not asked to provide identification (see Figure 3). Only one participant aged 30 or younger was asked to give her date of birth, which would have provided another method of determining age or level of intoxication.

... participants were able to override the system or purchase alcohol without an employee's assistance 19 times out of 97 attempts (20% of attempts).



**FIGURE 3. Percentage of participants aged 30 or younger who were asked to show identification**



The participants also reported that employees made eye contact with them less than half the time (39%). Only a little more than half (55%) of participants aged 30 or under, who were not asked for identification, reported making eye contact with an employee. Thus, almost half the time, young people were able to purchase alcohol without either having to provide proof of their age or make eye contact with an employee. These results suggest the absence of careful scrutiny that would allow employees to judge either age or level of inebriation. Similarly, employees asked participants questions that elicited a verbal response in only 23% of the visits, again raising questions about whether the employees could adequately assess whether or not the customer was intoxicated.

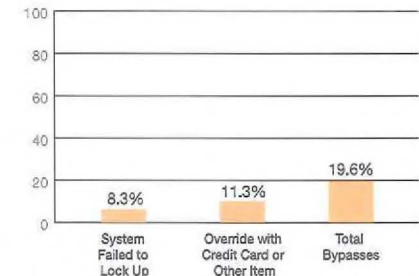
**Computer Failures**

The self-checkout register's system appeared to work correctly most of the time, by locking and not permitting customers to purchase alcohol without some sort of approval from an employee (or some sort of system override). However, the system did not lock in eight instances, allowing participants to purchase alcohol without approval by a supermarket employee.

Furthermore, in some cases, even when the system initially locked, participants were able to override the system without employee intervention. In eleven cases, participants were able to override the system by either scanning another item or swiping a credit card in the machine, or by both scanning an item and swiping a credit card. As is shown in Figure 4, in total, participants were able to override a locked self-checkout machine or purchase alcohol without an employee's assistance and thus bypass the system 19 times out of 97 attempts (about 20% of attempts).



**FIGURE 4. Percentage of alcohol purchases without an employee's assistance**



This study of grocery stores with self-checkout registers illustrated that it is possible to purchase alcohol without the oversight of an employee.



## Self-checkout and alcohol: A dangerous mix?

Self-checkout machines have been a mainstay in America's grocery stores and supermarkets for some time, but there is growing concern that some shoppers may take advantage of the technology to ...

Tags: [Kiosks / Self-Service](#), [Self-Checkout](#), [Supermarkets & Grocery Stores](#)  
7/20/09 - Caroline Cooper



Self-checkout machines have been a mainstay in America's grocery stores and supermarkets for some time, but there is growing concern that some shoppers may take advantage of the technology to illegally purchase alcohol.

A study published in June by a UCLA Law School clinic and the advocacy group Los Angeles Alliance for a New Economy, or LAANE, has highlighted that very issue. The report, "Self-Checkout: Is it Reliable for Selling Alcohol," presents data that has troubled some readers, particularly in the state of California.

In conducting the study, the groups encountered several factors that, either alone or in combination, might allow the illegal purchase of alcohol at a self-checkout machine more easily than at a traditional checkout lane, either by minors or customers who are already intoxicated.

According to the research, in two-thirds of their visits to specific grocery chains, participants saw only one employee working at the self-checkout area, and in five instances, they saw no self-checkout attendant at all. Additionally, though it is the industry standard for clerks to check the ID of anyone who appears under the age of 30, one-third of the participants reported that they were not asked for their ID, and only one participant was ever asked to give her date of birth.

"In combination," the study said, "low numbers of employees supervising self-checkout machines, obstructed views and long wait times enhance the risk of error in monitoring alcohol purchases and may make it easier for customers to purchase alcohol illegally, either through deception or theft. These results suggest the absence of careful scrutiny that would allow employees to judge either age or level of inebriation."

The study's results also indicate that in eight instances, the self-checkout system didn't lock when alcohol was scanned, and that in 11 cases, participants were able to "override" the system, either by scanning another item, swiping a credit card or both. In total, the study says participants were able to override a locked self-checkout machine or bypass the employee-override process 19 times out of 97, or in 20 percent of the visits.

According to the report, more than 2 million Americans under the age of 21 drink alcohol each year.

"The results of this study strongly suggest that the use of self-checkout machines can increase the ease with which minors and those who are inebriated are able to purchase alcohol," it said.

### Is the technology to blame?

The self-checkout/alcohol topic has become a high-stakes issue for some California retailers.

Last week, the state's Senate heard testimony regarding a bill that would prohibit "off-sale licensees from selling alcoholic beverages using a point-of-sale system with limited or no assistance from an employee of the licensee."

In other words, [bill AB 1060](#), authored by Democratic Assemblyman Hector De La Torre, would require the sale of alcohol to be routed only through a traditional checkout lane.

But does self-checkout technology really facilitate the illegal purchase of alcohol, as the groups and the bill's authors claim? While the study attributes a great deal of the problem to a lack of employee oversight, it also very clearly places blame on the technology itself, and some in the self-service industry aren't sure that's fair.

"We're aware of no malfunction that would allow the system to operate as the study's authors claim," said Dusty Lutz, director of NCR Corp's SelfServ Checkout efforts. "We believe that they had a misunderstanding of how the technology is performing the alcohol age-check."

Lutz says NCR self-checkout machines, which are deployed by some of the chains surveyed, allow retailers a configuration option whereby the scanning of alcohol would not necessarily prevent the shopper from scanning more items before her age is verified. However, this configuration feature may be mistakenly referred to as a "computer failure" in the UCLA/LAANE study.

"In many cases, retailers have the system configured to allow the age check to be occurring in the background, so the shopper is not interrupted while they're scanning other items," he said. "Operationally, we rely on the retailers to make sure that the training is in place to watch over the

lanes and to provide the appropriate regulatory oversight."

Fresh & Easy, a Tesco chain with an all assisted-checkout business model that LAANE has criticized in the past, says it's holding up its end of the bargain. The chain uses NCR's SelfServ Checkout technology.

"We take our commitment to be a good neighbor and a responsible retailer of alcohol very seriously, and we've put a considerable investment in our training and systems to ensure that the responsible sale of alcohol occurs at our stores," said Brendan Wonnacott, a spokesperson for Fresh & Easy. "The bottom line is, Fresh & Easy team members are always there monitoring what's going on."

And Wonnacott maintains that the store's machines perform the age-verification process just fine.

"Alcohol purchases cannot be finalized without an intervention from an attendant," he said. "So anytime an alcoholic beverage is scanned, the transaction freezes, and it requires assistance from a clerk. Our system is advanced, and we're pleased with how the system operates."

Assemblyman De La Torre's office did not return a call for comments.

### **The future of self-checkout in California**

Whether a real or perceived malfunction is to blame, one thing is clear to the authors of the UCLA/LAANE study and bill AB 1060: The retail and self-checkout industries need to do a better job preventing the illegal purchase of alcohol.

"At a minimum, you want to ensure that you're dealing with the lack of supervision," said Roxana Tynan, LAANE's deputy director. "So if you have one person, they don't have an unreasonable amount of self-checkout stalls that they're supervising and that they've got a clear view of what's happening at each of those stalls."

But Tynan, along with De La Torre and bill AB 1060, ultimately suggest a more dramatic change.

"The safest option is, simply, you ban the sale of liquor at self-checkout," she said. "And, certainly, we're supportive of De La Torre's legislation that's been proposed on this."

But the companies behind the technology see things differently.

"This is just my opinion, but I think that's a shame," said Kenneth Duffy, IBM's kiosk offering marketing manager, when he learned of the proposed legislation. Like NCR's Lutz, he is skeptical about the claim that "computer failures" allowed the study's participants to purchase alcohol.

"To my knowledge, we've never had a retailer come back and say 'We're having issues with people getting products illegally by getting around the system,'" he said.

None of the chains in the survey use IBM's self-checkout systems.

Duffy believes retailers and their employees may not be doing their part to prevent minors from purchasing alcohol.

"The store managers have to be aware and have to be monitoring the health of that system," he said. "The employees that are specifically assigned to look after that need to be trained on it and need to be adequately educated on what their responsibilities are."

But how much accountability rests with the makers of the self-checkout machines?

"I think the onus, the responsibility on the manufacturers and the suppliers, is to provide the highest quality hardware and software that complies with and conforms to all the necessary regulatory requirements," Duffy said. "Beyond that, unfortunately, it really is out of our control how, then, the retailer or the customer employs all of the features."

Regardless of who or what is at fault, the UCLA/LAANE study has put NCR on the defensive. The company recently issued a statement saying that human error was the more likely cause of the self-checkout breakdowns, not the machines themselves.

"NCR's experience is that retailers should and do consistently monitor to ensure that the correct procedures are in place and that staff are applying them correctly and consistently," the statement said. "However, it is also very important to understand that the LAANE study incorrectly describes how NCR self-checkout works and therefore its conclusions regarding self-checkout are likewise incorrect."

In the statement, NCR also notes that the State of California Department of Alcoholic Beverage Control has conducted its own field tests and found that self-checkout systems "successfully prevented sales of alcohol to minors" and that it has no evidence and has received no complaints indicating otherwise.

The California Department of Alcoholic Beverage Control could not be reached for comment.

For now, the fate of bill AB 1060 is unclear. Fresh & Easy's Wonnacott and LAANE's Tynan confirmed that its review in the California Senate was

stalled last week and that it may be back up for review in the future.

In the meantime, though, self-checkout manufacturers say they will continue to encourage grocers to step up their efforts to keep alcohol out of the hands of minors.

"I think, really, all it takes is a little bit of time and resources to train the employees to make sure that they recognize that this is a big deal," Duffy said.

UPDATE: According to a news release from Assemblyman De La Torre's office, bill AB 1060 was passed by the California Senate Government Organization Committee in a unanimous 8-0 vote. The bill will next be heard in the California Senate Appropriations Committee in August.





## U.S. Census Bureau

### American FactFinder

## FACT SHEET

### Zip Code Tabulation Area 90043

View a Fact Sheet for a race, ethnic, or ancestry group

#### Census 2000 Demographic Profile Highlights:

##### General Characteristics - show more >>

	Number	Percent	U.S.		
Total population	44,761			map	brief
Male	20,630	46.1	49.1%	map	brief
Female	24,131	53.9	50.9%	map	brief
Median age (years)	34.5	(X)	35.3	map	brief
Under 5 years	3,316	7.4	6.8%	map	
18 years and over	31,848	71.2	74.3%		
65 years and over	5,449	12.2	12.4%	map	brief
One race	42,981	96.0	97.6%		
White	3,763	8.4	75.1%	map	brief
Black or African American	32,387	72.4	12.3%	map	brief
American Indian and Alaska Native	153	0.3	0.9%	map	brief
Asian	343	0.8	3.6%	map	brief
Native Hawaiian and Other Pacific Islander	28	0.1	0.1%	map	brief
Some other race	6,307	14.1	5.5%	map	
Two or more races	1,780	4.0	2.4%	map	brief
Hispanic or Latino (of any race)	10,133	22.6	12.5%	map	brief
Household population	44,414	99.2	97.2%	map	brief
Group quarters population	347	0.8	2.8%	map	
Average household size	2.81	(X)	2.59	map	brief
Average family size	3.39	(X)	3.14	map	
Total housing units	16,969			map	
Occupied housing units	15,801	93.1	91.0%		brief
Owner-occupied housing units	8,544	54.1	66.2%	map	
Renter-occupied housing units	7,257	45.9	33.8%	map	brief
Vacant housing units	1,168	6.9	9.0%	map	

##### Social Characteristics - show more >>

	Number	Percent	U.S.		
Population 25 years and over	27,806				
High school graduate or higher	20,688	74.4	80.4%	map	brief
Bachelor's degree or higher	5,503	19.8	24.4%	map	
Civilian veterans (civilian population 18 years and over)	3,326	10.4	12.7%	map	brief
Disability status (population 5 years and over)	10,251	24.7	19.3%	map	brief
Foreign born	7,473	16.7	11.1%	map	brief
Male, Now married, except separated (population 15 years and over)	6,798	45.3	56.7%		brief
Female, Now married, except separated (population 15 years and over)	6,436	34.0	52.1%		brief
Speak a language other than English at home (population 5 years and over)	10,501	25.3	17.9%	map	brief

##### Economic Characteristics - show more >>

	Number	Percent	U.S.		
In labor force (population 16 years and over)	19,231	57.8	63.9%		brief
Mean travel time to work in minutes (workers 16 years and older)	31.1	(X)	25.5	map	brief
Median household income in 1999 (dollars)	34,069	(X)	41,994	map	
Median family income in 1999 (dollars)	40,805	(X)	50,046	map	


Per capita income in 1999 (dollars)	18,610	(X)	21,587	map	
Families below poverty level	1,893	17.2	9.2%	map	brief
Individuals below poverty level	9,279	20.9	12.4%	map	

**Housing Characteristics - show more >>**

	Number	Percent	U.S.		
Single-family owner-occupied homes	7,910				brief
Median value (dollars)	172,700	(X)	119,600	map	brief
Median of selected monthly owner costs	(X)	(X)			brief
With a mortgage (dollars)	1,368	(X)	1,088	map	
Not mortgaged (dollars)	306	(X)	295		

(X) Not applicable.

Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)

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## U.S. Census Bureau

### American FactFinder

## FACT SHEET

## Census Tract 2346, Los Angeles County, California

View a Fact Sheet for a race, ethnic, or ancestry group

### Census 2000 Demographic Profile Highlights:

#### General Characteristics - show more >>

	Number	Percent	U.S.		
Total population	4,813				brief
Male	2,288	47.5	49.1%	map	brief
Female	2,525	52.5	50.9%	map	brief
Median age (years)	34.7	(X)	35.3	map	brief
Under 5 years	302	6.3	6.8%	map	
18 years and over	3,428	71.2	74.3%		
65 years and over	591	12.3	12.4%	map	brief
One race	4,676	97.2	97.6%		
White	340	7.1	75.1%	map	brief
Black or African American	3,628	75.4	12.3%	map	brief
American Indian and Alaska Native	15	0.3	0.9%	map	brief
Asian	47	1.0	3.6%	map	brief
Native Hawaiian and Other Pacific Islander	2	0.0	0.1%	map	brief
Some other race	644	13.4	5.5%	map	
Two or more races	137	2.8	2.4%	map	brief
Hispanic or Latino (of any race)	1,006	20.9	12.5%	map	brief
Household population	4,753	98.8	97.2%	map	brief
Group quarters population	60	1.2	2.8%	map	
Average household size	3.07	(X)	2.59	map	brief
Average family size	3.58	(X)	3.14	map	
Total housing units	1,674			map	
Occupied housing units	1,546	92.4	91.0%	map	brief
Owner-occupied housing units	959	62.0	66.2%	map	
Renter-occupied housing units	587	38.0	33.8%	map	brief
Vacant housing units	128	7.6	9.0%	map	

#### Social Characteristics - show more >>

	Number	Percent	U.S.		
Population 25 years and over	2,927				
High school graduate or higher	2,136	73.0	80.4%	map	brief
Bachelor's degree or higher	547	18.7	24.4%	map	
Civilian veterans (civilian population 18 years and over)	294	8.6	12.7%	map	brief
Disability status (population 5 years and over)	1,235	27.5	19.3%	map	brief
Foreign born	819	17.0	11.1%	map	brief
Male, Now married, except separated (population 15 years and over)	667	39.3	56.7%		brief
Female, Now married, except separated (population 15 years and over)	609	30.9	52.1%		brief
Speak a language other than English at home (population 5 years and over)	1,087	24.1	17.9%	map	brief


#### Economic Characteristics - show more >>

	Number	Percent	U.S.		
In labor force (population 16 years and over)	2,043	56.4	63.9%		brief
Mean travel time to work in minutes (workers 16 years and over)	32.8	(X)	25.5	map	brief
Median household income in 1999 (dollars)	32,164	(X)	41,994	map	
Median family income in 1999 (dollars)	35,455	(X)	50,046	map	

Per capita income in 1999 (dollars)	19,256	(X)	21,587	map	
Families below poverty level	139	12.6	9.2%	map	brief
Individuals below poverty level	769	16.3	12.4%	map	
<b>Housing Characteristics - show more &gt;&gt;</b>					
	<b>Number</b>	<b>Percent</b>	<b>U.S.</b>		
Single-family owner-occupied homes	912				brief
Median value (dollars)	151,200	(X)	119,600	map	brief
Median of selected monthly owner costs	(X)	(X)			brief
With a mortgage (dollars)	1,276	(X)	1,088	map	
Not mortgaged (dollars)	264	(X)	295		

(X) Not applicable.

Source: U.S. Census Bureau, Summary File 1 (SF 1) and Summary File 3 (SF 3)

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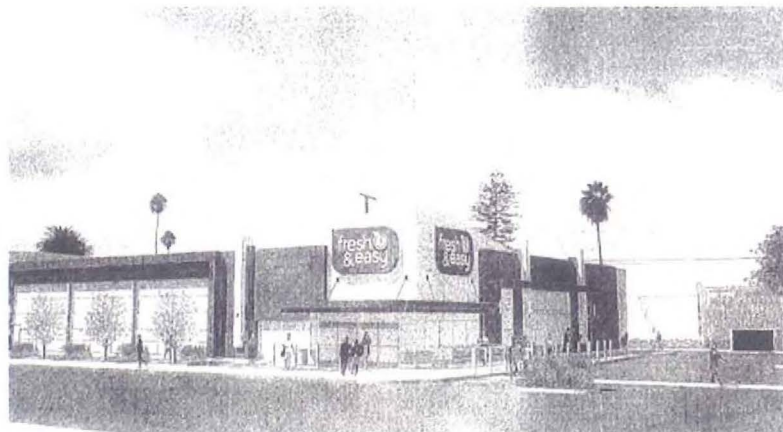
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# Crenshaw Residents Team Up Against Strip-Mally Fresh & Easy

Friday, November 5, 2010, by Neal Broverman



Rendering of store via KL Charles Architects

Meh, say Crenshaw residents to designs for the Fresh & Easy grocery store proposed for 52nd and Crenshaw, reports *The Wave*. Pre-packaged British food is fine, it's the planned Crenshaw-facing parking lot that has people shaking their heads. Area groups including the Hyde Park Organizational Partnership for Empowerment (HOPE) want something akin to the Central and Adams store and say the CRA-backed Crenshaw store is a strip-mall, and **strip-malls are banned** on the boulevard as part of the Crenshaw Specific Plan, a set of planning and design guidelines. Encompassing Crenshaw from the 10 to Inglewood, residents and politicians helped pass the plan in 2004 and in doing so, banned additional "automotive businesses, drive-through establishments, gun and pawn shops, swap meets, public storage, motels, bars not attached to dining and dancing businesses, recycling and buy-back centers and strip malls," according to the paper.

Obviously, the Crenshaw plan was aimed at making the boulevard more pedestrian-friendly--it's going to have a **partially-underground train line** running through it by 2018--and a parking-fronted grocery store doesn't quite fit that vision-- "We have hopes and aspirations for a better looking community," Crenshaw activist Asata Umoja told *The Wave*. Crenshaw residents say no new store would be built like this in other parts of the city--some grocery stores on the **Westside** and **Valley** are building new facilities where parking is hidden from the street. Apparently, the city knows the Crenshaw Fresh n' Easy is a strip-mall too--they voted to allow five variances from the Crenshaw plan to be

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disregarded in September, including the strip-mall provision. Members of HOPE appealed that decision and will speak their peace to the city's Planning and Land Management Committee on November 16th.

- Not So Easy to Agree on Chain's Plans for Crenshaw [The Wave]
- Goodmon: Go Deep on Crenshaw Line [Curbed LA]

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COMMENTS (17 EXTANT)



A good fight on the neighbors' part.



If they can improve the design, more power to them. But F&E is more than just prepackaged food, thankfully. I get a lot of my raw ingredients there. They have great stuff like dried beans, grains, spices, etc. Also, a surprisingly good selection of decent (relative term) charcuterie



Excellent. Why settle for less? fight the good fight



It's great to see this neighborhood fighting for basic standards of architectural design. Crenshaw on the cutting edge...that's fresh!

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#1. 11/05/10 01:39 PM Rich Alossi : 468 comments Reply to this.

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- Mid-City
- Miracle Mile/Hancock Park
- Montecito Heights
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I like that Specific Plan. Pico Blvd should do the same!

#8. 11/05/10 04:06 PM  
justanotherreader:  
173 comments  
[Reply to this.](#)



This is good news. All too often underserved areas are just happy to get anything and so they accept crap design.

#9. 11/05/10 04:57 PM  
Ham: 1575 comments  
[Reply to this.](#)



Here Here,  
I hope they win their fight against crappy architecture designed for cars before people.

#10. 11/05/10 06:18 PM  
US3RNAM3: 195 comments  
[Reply to this.](#)



Fresh and Easy is the BEST grocery store. Lovey, Love, love the one on Hollywood Blvd. They should be doing backflips.

#11. 11/05/10 08:15 PM  
FamousAmos: 90 comments  
[Reply to this.](#)



Yeah, being built to the sidewalk and having parking hidden (be it underground, behind the structure, or in an adjacent garage) should be a no-brainer!

#12. 11/05/10 09:18 PM  
Devan Wells: 58 comments  
[Reply to this.](#)



Great that they are working to improve this proposed project.

#13. 11/05/10 11:07 PM  
[Reply to this.](#)

#14. 11/06/10 09:32 PM  
Miss Teresa: 507 comments  
[Reply to this.](#)



I hope the Crenshaw Nimbys know what they're doing.  
Its going to be hard enough to convince F&E to stay in that location more than a couple years, as they already run at a loss everywhere in the US, and like it or not, South Central is a really hard place to do business.  
Crenshaw probably has, barely, a quorum of middle-class Moms

#15. 11/07/10 04:58 PM  
[Reply to this.](#)

#16. 11/08/10 05:39 AM  
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#17. 11/08/10 10:40 AM  
ShadesOfGrayBox:  
363 comments  
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desperately wanting an F&E, but times are tough, I don't think it would take much to scare them off.

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## Open Letter to the Hyde Park Community Regarding Fresh & Easy (Nov. 30, 2010)

By Winnifred Jackson, President of Hyde Park Organizational Partnership for Empowerment

Dear Neighbors and Friends:

In light of the increased discussion that has surrounded our Hyde Park community in recent weeks regarding the proposed Fresh & Easy market on 52<sup>nd</sup> Street and Crenshaw Boulevard, I want to explain our concerns and address the mischaracterizations of HOPE's position on this matter by those who seek to confuse the community about the issue.

First and foremost, let's be clear, **HOPE has always welcomed new grocery stores coming to our community.** Contrary to what the other side has said, that is NOT the issue. **The issue is that despite repeated requests for modest changes to the design of the proposed building, Fresh & Easy, which is a subsidiary of multi-billion dollar corporation Tesco (known as the "Wal-Mart of Europe"), has refused to comply with the pedestrian oriented design standards of our Crenshaw Corridor Specific Plan, like they would be required to do in any Westside community.** Instead of respecting our Crenshaw community's specific plan and treating us like equals, Fresh & Easy has sought to divide our community, mischaracterize HOPE's position, and make residents fear standing by our community's basic planning standards.

Our Crenshaw Specific Plan requires that all new developments on Crenshaw Blvd between 52<sup>nd</sup> Street and Slauson be "pedestrian oriented," which means that buildings are designed to encourage a pleasant walking environment on the sidewalk. There are to be no auto-oriented strip malls or football field size parking lots separating buildings, but rather a people-centric continuous wall of business activity and vibrant walking atmosphere with clean sidewalks, attractive receptacles, landscaping and trees, benches, bicycle racks, outdoor fountains, plazas, public art, and storefronts with transparent windows and displays.

This concept is not foreign to any of us. We experience it when we travel to pedestrian oriented places like Downtown Culver City, Santa Monica and Venice. And we travel to those places in part because we struggle to find a positive atmosphere on Crenshaw Blvd. We should not have to travel elsewhere to get what we deserve in our own backyard. Numerous economic studies have shown that our area has income levels higher than Culver City and as high as Santa Monica. Yet we don't have the same positive sidewalk environment on Crenshaw Blvd. Those communities did not create their thriving business districts by happenstance, but rather through detailed long-term planning by residents and stakeholders that includes, as a cornerstone, specific plans that dictate the standards for new development.

This is why six years ago HOPE led a partnership with community organizations to fight for our own Specific Plan for Crenshaw Blvd. We had to fight the City Planning Department and Council Members then, and since the plan was adopted it has been repeatedly undercut by a Council Member and City Departments that do not have the same high standards or share the broad long-term vision of our community. This is simply the latest act. The strip-mall design proposed by Fresh & Easy, with a massive parking lot fronting Crenshaw Blvd, is completely incompatible with the pedestrian oriented environment we aspire for our Crenshaw Blvd, and 180 degrees the opposite of what the Crenshaw Specific Plan requires. **Multiple attractive alternatives that do comply with our Crenshaw Specific Plan have been suggested to Fresh & Easy, but Fresh & Easy has refused to even consider them.**

To give way to developers and allow them to build any way they want will marginalize the entire Crenshaw community's voice in determining the future of our commercial corridor, and ensure that Crenshaw Blvd remains a hodgepodge of disconnected, poorly designed developments, while we continue to marvel and spend our money in beautiful, clean and vibrant commercial districts on the Westside. **Our community deserves better. To be successful we must demand better. And a multi-billion dollar international corporation like Tesco can do better.** This is why we are requesting Fresh & Easy comply with our Crenshaw Specific Plan, and why we ask you to **JOIN WITH US TO HELP REALIZE OUR COMMUNITY'S VISION BY DOING THE FOLLOWING:**

- 1. Speak up.** Attend the City Council meeting on this issue on Wednesday, Dec. 8 at around 10:00 a.m., and call your city councilperson and the Mayor's office (dial "311") to urge them to support our Crenshaw Specific Plan and long-term community vision by **requesting Fresh & Easy comply with our Crenshaw Specific Plan.**
- 2. Pass this message along** to your neighbors, churches, local merchants and other community organizations to address the misinformation campaign being waged by Fresh & Easy's high paid public relations firm/lobbyists.
- 3. Attend the community meeting** on Monday, Dec. 6 at 6:30 pm to discuss the issue at the US Bank Community Room on Crenshaw and Slauson.

I hope this helps explain HOPE's position. And if you share a vision for our community and Crenshaw Blvd that is just as good and better than the Westside, we ask you to stand with HOPE on this issue. You can contact HOPE at 323-291-2684.

December 1, 2010

Tim Mason  
President & CEO  
Fresh & Easy Markets  
2120 Park Place, Suite 200  
El Segundo, CA 90245

Dear Mr. Mason,

I am the president of the Hyde Park Organizational Partnership for Empowerment ("HOPE"), an all-volunteer non-profit organization located in the Hyde Park community of South Los Angeles. I'm writing to express my disappointment at the current impasse regarding the design of the proposed Fresh & Easy store at 52<sup>nd</sup> St/Crenshaw Blvd in our community.

When informed that Fresh & Easy was interested in coming to our community, HOPE welcomed the concept of another grocery store option. **We took Fresh & Easy representatives at their word when they said they would work with us to develop a store design that respected our community's standards.** Chief among our standards is the Crenshaw Specific Plan, which dictates the design requirements for new developments, and has been in place since 2004.

In partnership with other community organizations, HOPE had to fight tooth and nail to get the Crenshaw Specific Plan adopted by the Los Angeles City Council. **Well-planned communities like Westwood have four specific plans, while the entire South Los Angeles region only has two.** As you know, because you have wisely sought to do business here, our community has income levels as high and higher than other areas like Culver City and Santa Monica. Yet our Crenshaw Blvd commercial corridor does not similarly thrive. **The Crenshaw Specific Plan is the key land use element to revitalization efforts of Crenshaw Blvd – the last African-American business corridor in all of the Southland.**

It goes without saying, but **the Crenshaw Specific Plan was well known to Fresh & Easy when your company first expressed interest in the site, as were the design guidelines that require any new building on the land be pedestrian oriented.** This is why we were shocked and disappointed by the strip mall design, which features a football field size parking lot fronting Crenshaw Blvd. If allowed, the store design would break up what community stakeholders have long planned to be a continuous wall of retail activity with transparency, window displays and pedestrian amenities like Downtown Culver City. It is what the Crenshaw Specific Plan requires, and yet Fresh & Easy's current proposed design is 180 degrees the opposite. It is akin to building a skyscraper on a lot zoned for a single-story single family home.

**Surely Fresh & Easy would not even suggest such a design to a Westside community with a similar pedestrian oriented requirement. Then why has Fresh & Easy chosen to propose such here in our South L.A. community? We may be a majority African-American community, but we expect to be respected like any other.**

We responded to this affront by respectfully attempting to integrate into the design evolution process that we've witnessed countless times on other projects in other parts of the city, many of them grocery stores. We've repeatedly reached out to Fresh & Easy representatives to encourage modest modifications to the store design, and have even gone so far as to propose reasonable alternatives and pledge our support to making them a reality. But **the HOPE olive branch has been met with a Fresh & Easy corporate fist.** Instead of working with our group, Fresh & Easy representatives have ignored our requests, sought to mischaracterize our position, and spent countless corporate dollars on high-priced public relations firms who are attempting to divide our community and make us fear standing by our community's standards.

**Is this the Fresh & Easy concept of "working with the community?"**

**Is using spin, inducing fear and seeking to divide communities the typical Fresh & Easy public relations model?**

Despite the current situation, we remain willing to sit down with **Fresh & Easy decision makers** to discuss an acceptable design, in the hope of avoiding further escalation. We hope that the tone of the meeting(s) will be a bit more respectful of our group and our community's planning guidelines. **We deserve better, and we hope Fresh & Easy will do better.** I can be reached at any time at (323) 291-2684.

Sincerely,

/S/ WINNIFRED JACKSON

Winnifred Jackson

P.S. Can you kindly direct someone to remove the graffiti that currently litters every wall of the site. The site has never been so unsightly, even when it was vacant. It has become a blight on our community.

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Friday, November 5, 2010 [14 Comments](#)

### Crenshaw Residents Fighting New Fresh & Easy Over Parking Lot

by [Damien Newton](#) on November 5, 2010



Crenshaw residents want a proposed Fresh and Easy lot behind the store, unlike this one in Arcadia. Photo: [Frazgo/Flickr](#)

The Segundo-based Fresh & Easy grocery store chain has earned high marks from environmental advocates for their LEED certified green building designs and hybrid-diesel trucking fleet. However, the issue of where they place their parking lots and the impact that placement has on urban walkability may trip the green giant's plan to open a store on Crenshaw Avenue.

[The Wave Newspapers](#) report that residents of South Los Angeles are tired of second-class establishments and car dealerships popping up on Crenshaw Avenue and want the area to resemble the retail and pedestrian districts found in other parts of the city. While they were excited that the supermarket chain wanted to build in their community, they're offended that the proposed design would qualify as a strip mall under the Crenshaw Specific Plan. Strip malls are banned under the specific plan, but Fresh and Easy got a exception which the community is fighting at the City Council.

What makes a grocery store a strip mall? The location of the parking lot has a lot to do with it. In the case of the proposed Fresh & Easy along Crenshaw, the lot would be at the front of the store, separating the entrance from the sidewalk. [The Wave](#) notes that you don't see this design in other communities with Specific Plans.

The Hyde Park Organizational Partnership for Empowerment explains:

"The Fresh and Easy on Central and Adams is exactly like we want ours to be," declared Winnie Jackson, president of HOPE. "Our plan specifically forbids strip malls and that is what Fresh and Easy is proposing to give us. They plan to build on the lot next to an adjacent structure and the rest of the lot is for parking. We don't want parking on the corner. We want the building on the corner, not cars. Otherwise, it's a strip mall.

"We fought long and hard to get this specific plan in place, not to have companies like Fresh and Easy show up and not have to comply with our plan. Don't get me wrong," Jackson continued. "We are not against Fresh and Easy. We just want them to comply with the plan."

If you want to see what the Fresh and Easy at South and Central looks like, Fresh & Easy Buzz gives us a view. It's no wonder the people living near Crenshaw want a community design instead of the sea of asphalt design pictured above.



Fresh & Easy. Central & Adams. Image via <http://freshneasybuzz.blogspot.com/2010/02/fresh-easy-store-opens-its-doors-in.html>

## 14 Comments

Last comment by [Fresh & Easy Buzz](#) [Leave a comment »](#)



**Chris L**

Good for this community for standing up for their plan. What's the use in putting all the effort into planmaking if a developer can just ignore it? Its like they said, nothing against Fresh & Easy, just make it comply with the plan.

Strip malls ARE nasty. For me, still an LA newbie, its the #1 thing that makes this city hard to love. This city's filled with beautiful buildings, but to truly appreciate them, you have to squint to avoid looking at the asphalt laden strip malls that always flank them.

November 5, 2010 at 8:51 am [Link # 1](#)

2.

**Erik G.**

Of course the way we in the USA design parking lots versus how parking lots in, say, Holland, are designed says a ton about how we value the potential customer who might be approaching the store by means other than an internal-combustion engine.

[http://www.kleissen.nl/images1/Image/projecten/IKEA\\_Groningen\\_2005\\_a-BIG.jpg](http://www.kleissen.nl/images1/Image/projecten/IKEA_Groningen_2005_a-BIG.jpg)

<http://cf2.vgtstatic.com/thumbll/5/0/50794-v1.jpg>

<http://meiadeleite.com/wp-content/uploads/8.jpg>

November 5, 2010 at 9:21 am [Link # 2](#)

3.

**mark vallianatos**

and for standing up for stores connecting to sidewalks/ streets/ people. Fresh & Easy should use some of the space in front for a cafe or seating to attract more walk in customers and for bike racks

November 5, 2010 at 10:28 am [Link # 3](#)

4.

**[ubrayj02](#)**

When the curvature of the earth prevents you from spotting a grocery store, something has gone wrong.

November 5, 2010 at 10:29 am [Link # 4](#)

5.

**la rider**

Good 4 them. Parking lot in the front is a horrible design.

November 5, 2010 at 11:38 am [Link # 5](#)

6.

**[Carter Rubin](#)**

I'm glad they're fighting this fight. And I'd encourage them to make sure that there's a store entrance at the front on the sidewalk.

It always dismays me that I have to walk around to the back of my local Trader Joes, local produce market, and local bank to enter through the parking lot. It really kills the street life on that block.

November 5, 2010 at 11:38 am [Link # 6](#)

7.

**Joseph E**

The Fresh & Easy in Long Beach on 7th (near Alamitos Beach and close to Downtown) was put in a remodeled building. The entrance is on a parking lot next to the building, but most of the parking is away from the main street, and the signs are right up on the sidewalk. I wish they could have cut a couple of windows into the wall along 7th, but considering what this store looked like before, adding better signs, better lighting, and making it pedestrian-accessible was a good improvement.

I've noted that at least half the customers arrive on foot or by bike. They really need a bigger bike rack.

Streetview, BEFORE: [http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=fresh+%26+easy+near+long+beach+ca&sl=37.0625,-95.677068&sspn=54.22533,79.013672&ie=UTF8&hq=fresh+%26+easy&hnear=Long+Beach,+Los+Angeles,+California&ll=33.775342,-118.174113&spn=0.0,154324&t=h&z=13&layer=c&cbll=33.775343,-118.17399&panoid=BLzSe8xRMBifCtHK1FojVA&cbp=12.221.06.,0.2.83](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=fresh+%26+easy+near+long+beach+ca&sl=37.0625,-95.677068&sspn=54.22533,79.013672&ie=UTF8&hq=fresh+%26+easy&hnear=Long+Beach,+Los+Angeles,+California&ll=33.775342,-118.174113&spn=0.0,154324&t=h&z=13&layer=c&cbll=33.775343,-118.17399&panoid=BLzSe8xRMBifCtHK1FojVA&cbp=12.221.06.,0.2.83)

The store now has lighting along 7th, a better sidewalk and ramp, new plants, and new paint and windows.

November 5, 2010 at 11:47 am [Link # 7](#)

8.

**James Fujita**

I've often wondered why the only choices are put the parking in front or put the parking behind a store.

Why aren't more stores designed sideways (facing towards the flow of traffic), so both cars and pedestrians would have equally easy access from the main street?

November 5, 2010 at 4:05 pm [Link # 8](#)

9.

**Erik G.**

I keep forgetting that F&E is owned by Tesco. Hey, why not get someone from the UK to look at the parking lots?

These are nicer than what we usually get in the USA:

[http://www.en4m.org.uk/files/tesco\\_0.jpg](http://www.en4m.org.uk/files/tesco_0.jpg)

<http://www.bbc.co.uk/wales/southeast/slideshows/images/pontypool/tesco.jpg>

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Of course, I am not looking forward to the coming Tesco Wars:

<http://www.youtube.com/watch?v=lfSi0D7KESk>

November 5, 2010 at 9:49 pm [Link # 9](#)



10.

[calwatch](#)

Actually, that is the Fresh and Easy on Valley and Rosemead. The store faces Rosemead but the entrance is adjacent to the sidewalk on Valley. The sea of parking is basically surrounding the store but away from the street, on the other side of the store. Too bad the store just opened but it is a design that works.

November 6, 2010 at 1:40 pm [Link # 10](#)



11.

[Fresh & Easy Buzz](#)

yyy

November 6, 2010 at 3:35 pm [Link # 11](#)



12.

[Fresh & Easy Buzz](#)

Dear La Streets Blog Editor:

Thanks for the link to our blog – Fresh & Easy Buzz.

Please note however, that as it clearly states on the Fresh & Easy Buzz blog front page, we are an independent blog and not affiliated with Tesco's Fresh & Easy Neighborhood Market or any of its competitors.

Would you please correct the sentence (reproduced) below to reflect the fact we're independent and have nothing to do with the grocer Fresh & Easy:

“If you want to see what the Fresh and Easy at South and Central looks like, Fresh and Easy's blog gives us a view.”

Thank You  
Fresh & Easy Buzz Editor

November 6, 2010 at 3:39 pm [Link # 12](#)



13.

[Damien Newton](#)

It's fixed. Sorry.

November 6, 2010 at 9:01 pm [Link # 13](#)



14.

[Fresh & Easy Buzz](#)

To: Damien Newton

Thank you very much for fixing it. Feel free to delete my initial comment if you like.

Editor

Fresh & Easy Buzz

November 8, 2010 at 3:18 pm [Link # 14](#)

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“Has anyone crunched numbers on L.A. car-free households?”

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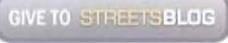


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## • Eyes on the Street



Bike Corral in the Santa Monica Public Library.

A total of 18 new bike racks in what used to be two parking spots at the Main Library in Santa Monica

From: [Evan G](#) June 1, 2010

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CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
OFFICE OF ZONING ADMINISTRATION

**STAFF INVESTIGATOR REPORT**

February 10, 2010

John Le (A)(R)  
Courtney + Le Architects  
801 South Myrtle Avenue  
Monrovia, CA 91016

Hankey Investment Company, LP (O)  
4751 Wilshire Boulevard, Suite 110  
Los Angeles, CA 90010

CASE NO. ZA 2009-3309(CUB)(CU)  
CONDITIONAL USE  
5301 South Crenshaw Boulevard  
West Adams-Baldwin Hills-Leimert  
Planning Area  
Zone : [Q]C2-1  
D. M. : 108B185  
C. D. : 8  
CEQA : ENV 2009-3102-MND  
Legal Description : Lots 7-12, Tract 911

**Request**

A Conditional Use Permit, pursuant to the provisions of Sections 12.24-W, 1 and 27 of the Los Angeles Municipal Code with deviations from the requirements of Section 12.22-A, 23(a) of the Code relating to hours of delivery between 11 p.m. and 7 a.m. and to permit less than 50 percent wall transparency along the northerly elevation, to permit the sale and dispensing of beer and wine only for off-site consumption, in conjunction with a 13,969 square-foot market having hours of operation 24 hours per day, seven days per week on a 63,085 square-foot lot in the [Q]C2-1 Zone.

**Property Description**

The subject property consists for four lots at the southwest corner of Crenshaw Boulevard and 53rd Street, with 160 feet of frontage along the south side of 53rd Street and 394 feet of frontage along the west wide of Crenshaw Boulevard, for a total lot size of 63,085 square feet. The site is currently vacant, the previous auto body repair shop having been demolished.

**The Project**

The project is the construction of a one story 13,969 square foot convenience market selling beer and wine ("Fresh and Easy") with 78 parking spaces facing the street, typical of the standard Fresh and Easy market plan. The market will be located at the southerly end of the property. It proposes to have a northerly facade, facing the parking lot, with less than 50 percent glazing, also typical of the standard Fresh and Easy market plan. This element violates both the standards of the Mini Shopping Center/Commercial Corner Ordinance

and the Design Standard 1a of the Crenshaw Corridor Specific Plan. The project also violates Design Standard 2b of the Pedestrian Oriented Areas of the Crenshaw Corridor Specific Plan, which states that "All buildings should provide a Pedestrian Entrance at the front of the building for each business that fronts on a main commercial street." It also violates Design Standard 2h of the Pedestrian Oriented Areas of the Crenshaw Corridor Specific Plan, which states that "...parking should be provided to the rear of a lot via a "flag: parking lay out."

The project further proposes hours of delivery from between 11 p.m. and 7 a.m., and operating hours 24 hours daily, seven days per week, both of which violate the standards of the Mini Shopping Center/Commercial Corner Ordinance.

The file contained no standard Conditional Use findings for either the sale of alcohol or for deviations from the Mini Shopping Center/Commercial Corner Ordinance.

According to the State of California Department of Alcoholic Beverage Control (ABC) licensing criteria, 5 on-sale and 4 off-sale licenses are allocated to subject Census Tract No. 2346. There are currently 2 on-site and 5 off-site licenses in this Census Tract.

A search of the Department of Alcoholic Beverage Control website indicates that no license has been applied for at the subject address.

Within a 1,000-foot radius of the subject property, the following types of alcoholic beverage licenses are active or pending:

- (0) Type 20 Off Sale Beer and Wine
- (1) Type 21 Off Sale General
- (0) Type 40 On Sale Beer
- (1) Type 41 On Sale Beer and Wine - Eating Place
- (0) Type 42 On Sale Beer and Wine - Public Premises
- (0) Type 47 On Sale General - Eating Place
- (0) Type 48 On Sale General - Public Premises

As reported by ABC from statistics provided by the Los Angeles Police Department, within Crime Reporting District No. 1211, which has jurisdiction over the subject property, a total of 218 crimes were reported in 2008, compared to the citywide average of 235 crimes and the high crime reporting district average of 282 crimes for the same period.

In 2008, there were 71 Narcotics, 1 Liquor Law, 22 Public Drunkenness, 0 Disturbing the Peace, 0 Disorderly Conduct, and 13 DWI related arrests. These numbers do not reflect the total number of arrests in the subject reporting district over the accountable year. Arrests for this calendar year may reflect crimes reported in previous years.

The following sensitive uses were observed within a 1,000-foot radius of the subject property:

Sweet Hour of Prayer Faith  
Greater New Hope Community Church  
All Souls Christian Center

5100 South Crenshaw Boulevard  
5400 11th Avenue  
5125 South Crenshaw Boulevard

Egyptian Temple Shriners P.H.A.	5324 South Crenshaw Boulevard
Nation of Islam	5350 South Crenshaw Boulevard
View Park Preparatory Charter Middle School	5125 South Crenshaw Boulevard
Crenshaw Tot Academy	5150 South Crenshaw Boulevard
The Los Angeles Urban League	5414 South Crenshaw Boulevard
Crenshaw Senior High School	5010 11th Avenue

### **Surrounding Land Uses**

The Crenshaw Corridor strip, zoned [Q]C2-1, is characterized by single-story businesses, and a sprinkling of storefront churches. In the block to the south is located an office of the State of California Employment Development Division. Five blocks to the north is the Leimert Park shopping district, a center of the African-American Community. Behind the Crenshaw strip, properties are zoned R1-1 and are improved primarily with single-family dwellings, with a sprinkling of nonconforming two- and three-unit buildings. One block to the east, along 52nd Street, is located Crenshaw Senior High School.

### **Previous Cases, Affidavits, Permits, and Orders On the Applicant's Property**

Case No. DIR 2009-3595(DRB)(SPP) - On October 26, 2009, an application was filed for approval under the Crenshaw Corridor Specific Plan.

### **Previous Cases, Affidavits, Permits, and Orders On Surrounding Properties**

Case No. ZA 2000-1915(CUB)(CU)(ZV)(CLQ) - On January 19, 2001, the Zoning Administrator approved the sale and dispensing of a full line of alcoholic beverages for off-site consumption in conjunction with the operation of a 46,243 square-foot market at 3300 West Slauson Avenue.

### **General Plan, Specific Plans and Interim Control Ordinances**

#### Community Plan:

The West Adams-Baldwin Hills-Leimert Plan Map designates the property for Neighborhood Commercial land uses with corresponding zones of C1, C1,5, C2, C4, RAS3 and RAS4, and Height District No. 1.

#### Specific Plans and Interim Control Ordinances:

The property is within the area of the Crenshaw Corridor Specific Plan. A "Project" is the construction, erection, addition to or structural alteration, of any building or structure or a use of land or change or use on a lot located, in whole or in part, within the Specific Plan area, which requires the issuance of any building permit, grading permit or sign permit. The property is within Area D, a Pedestrian Oriented Area, of the Specific Plan.

The property is within the area of the South Los Angeles Alcohol Sales Specific Plan. In addition to the findings required in Section 12.24-D of the Los Angeles Municipal Code, the City Planning Commission, or the City Council on appeal, shall also make all of the following findings:

1. that the proposed use will not adversely affect the welfare of area residents;
2. that the granting of such application will not result in an undue concentration in the Area of establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of such establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the Area; and
3. that the proposed use will not detrimentally affect nearby residentially zoned communities in the Area after giving consideration to the distance of the proposed use from the following:
  - a. residential buildings; and
  - b. churches, schools, hospitals, public playgrounds and other similar uses; and
  - c. other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

### **Streets**

Crenshaw Boulevard is designated as Scenic Principal Major Highway II dedicated to a width of 180 feet and is fully improved with three travel lanes in each direction and a landscaped median. It is being studied as part of the Crenshaw Transit Corridor light rail route.

52nd Street is a Local Street dedicated to a width of 60 feet and is fully improved.

### **Flood Hazard Evaluation**

The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that the property is located in Zone C, areas of minimal flooding.

### **Environmental Clearance**

On January 6, 2010, the City Planning Department Environmental Staff Advisory Committee (ESAC) issued Mitigated Negative Declaration No. ENV 2009-3102-MND (Article V – City CEQA Guidelines) and determined that by imposing conditions the impacts could be reduced to a level of insignificance.



**Comments from Other Departments or the General Public**

At the time of report preparation, no public agency had submitted any written comments, and no correspondence from the general public had been received.



MICHAEL O'BRIEN  
Zoning Investigator

MOB:rg

3303 Hyde Park Blvd  
Los Angeles, California 90043

December 8, 2010

To Whom It May Concern:

This letter is to inform the Los Angeles City Council and all others concerned with the matter, that I am in favor of having a Fresh and Easy Market join our community. However, it is very important that this business does not violate the Crenshaw Corridor Specific Plan.

Olivia Solina - Hyde Park Resident

Running head: Self-Checkout: Source of Alcohol for Minors

Self-Checkout Supermarket Lanes: A Potential Source of Alcohol for Minors

John D. Clapp, Ph.D., FAAHB

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Center for Alcohol and Drug Studies

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### Abstract

The minimum drinking age in all 50 states (U.S.) is 21 years of age. Drinking among minors remains a serious public health concern. Self-checkout (SCO) options in off-sale (e.g., markets, liquor stores and the like) alcohol outlets (e.g., grocery store chains) represent a potential source of illicit access to alcohol. This exploratory study examined the ability of young adults to purchase alcohol through self-checkout lanes without being asked for age verification. Two hundred and sixteen stores with self-checkout lanes were randomly selected in five southern California counties. Pseudo-patrons independently judged to be  $\leq 23$  years of age purchased alcohol in each store. Overall, 8.4% of all purchase attempt observations resulted in a failure to ask for identification to purchase alcohol. The growing number of self-checkout options at supermarkets is a potential source of alcohol for minors. Policies similar to those used to control the sale of tobacco might be employed to better regulate alcohol sales at self-checkout lanes.

*Keywords:* Under-age drinking, alcohol availability, technology

## Introduction

The current minimum age to purchase alcohol is 21 years in all 50 United States. Despite this, underage drinking remains fairly widespread with slightly over 40% of all high-school seniors reporting alcohol use at least once in the past 30 days, while 53.8% of 19-20 year olds report such use (Johnston et al., 2009). About 45% of all high-school seniors also reported being drunk at least once in the past year (Johnston et al., 2009). By age 20, over 80% of all U.S. young adults have consumed alcohol (Office of the Surgeon General, 2007).

According to the National Institute on Alcohol Abuse and Alcoholism (2006), underage drinking is associated with a number of adverse physical, developmental, and mental health consequences including alcohol use disorders, injury and death. Combined, such problems cost society up to \$61 billion a year (Miller et al., 2006).

The U.S. Surgeon General's Call to Action to Prevent and Reduce Underage Drinking (Office of the Surgeon General, 2007) emphasizes the need to restrict youth access to alcohol through consistent public policy and enforcement of alcohol laws. Although alcohol retailers are required to check identification to ensure all persons purchasing alcohol are 21 years of age, such safeguards often fail. Studies examining rates of age verification (I.D.) for alcohol purchases by young people have found broad regional variations in failure to ask for I.D.. Rates of failure to I.D. minors or young adults have ranged between 34% in Oregon (Paschall et al., 2007) to as high as 97% in Washington D.C. (Preusser & Williams, 1992). Paschall et al. (2007) found that chain and grocery stores failed to check I.D. for 34% of all young adult alcohol purchases. Table 1 presents the failure rates from five different studies of I.D. checks in grocery stores. As shown in the table, rates vary by geographic location.

Self-Checkout (SCO) lanes have become increasingly common at major grocery store chains. An estimate by IHL consulting group that monitors the grocery industry ([www.marketingandretailnews.com/article/9174.aspx](http://www.marketingandretailnews.com/article/9174.aspx), 6-22-10) suggests self-checkout lanes accounted for \$1.2 trillion worth of consumer purchases in 2009, an increase from \$34 billion in 2005. To date, little is known concerning how well alcohol sales are regulated when a consumer uses a self-checkout lane. Although business models vary, stores often have one staff person assigned to monitor several lanes. Products containing alcohol are theoretically flagged by barcode so the self-checkout scanner disallows a transaction to be completed until a store employee I.D.s the consumer. Given the relatively poor record of grocery stores in checking I.D.s for alcohol purchases and the ostensibly growing use of self-checkout lanes, a better understanding the potential for minors to illicitly purchase alcohol via SCO lanes is warranted. To our knowledge, this exploratory study is the first to systematically assess the ability of young adults to purchase alcohol using SCO without a valid I.D. check. Specifically, we are interested in the following research questions:

- 1) To what extent can young adults purchase alcohol using SCO lanes without being asked for I.D.?
- 2) What, if any, environmental store characteristics are associated with failure to verify the age of young adults purchasing alcohol?

## Methods

### *Design and Sample*

We used a cross-sectional observational research approach to answer the above research questions. There is no organization that tracks the number of SCO's at supermarket chains and

the time it would take to visit all grocery store chains in five counties to assess the number of SCO's was both time and cost prohibitive. Therefore a trade union provided us with a sampling frame of the population (N=353) of chain supermarkets stores with SCO's in Southern California (Riverside, Los Angeles, San Bernardino, Orange, and San Diego Counties). Using the frame, we drew a random sample of 225 stores, stratified proportionally by county. Nine stores in our sample did not have operational SCOs, thus our final sample included 216 stores (95%, +/- 3.2%). San Diego State University's, Institutional Review Board, for the protection of human subjects, approved this study.

### *Pseudo-patrons*

Given selling alcohol to persons less than 21 years of age is illegal, we were precluded from using actual minors for this study. Instead, similar to other studies we recruited younger looking research assistants. We initially recruited seven potential pseudo-patrons. Each of these potential pseudo-patrons was aged  $\leq 25$  years. Photos of potential pseudo-patrons were shown to a volunteer panel of 20 undergraduate students. These students were asked (in the following order): 1) Pretend you worked in a liquor store. If the person in the photo attempted to purchase alcohol, would you ask for their I.D.? 2) What is the age of the person in the photo? Ratings were summed for each potential pseudo-patron and summary statistics were computed: for question 1) mean percent of "yes" responses and for question 2) mean age, SD. The current responsible beverage training programs being used for alcohol license holders in California suggests that all persons appearing to be under 30 be asked for I.D. when purchasing alcohol (Personal communication with San Diego Responsible Hospitality Coalition, 2010). As such, we conservatively set an *a priori* minimum mean rated age for our pseudo-patrons at < 23 years. We also required that the mean percent of affirmative ratings of question 1 be 80% or higher.

Based on these criteria, two potential pseudo-patrons were eliminated. For the remaining five pseudo-patrons (three males and two females) the mean estimated age was 22.3 (SD=3.29).

Pseudo-patrons were trained to follow an observational protocol (see below) and went on a test purchase while being shadowed by field staff.

### *Procedure*

Each day during the observation period, each pseudo-patron was given a driving route of 8 to 14 stores to observe. Observations occurred between the hours of 10:00 a.m. and 8:00 p.m. (see Table 2 for the distribution). At each store, pseudo-patrons selected one product (of their choosing) containing alcohol for purchase (purchases included a variety of beer [singles, six packs, high end micro brews, malt liquors, etc.], wines and wine coolers) along with a snack item. For each store, pseudo-patrons were given a \$10 bill to pay for the purchase. Before approaching the SCO, pseudo-patrons noted, on a detailed data collection form, immediately upon exiting the store the following: 1) whether there were security guards in the front of the store, 2) the number of employees in the SCO area, 3) whether store employees had a clear view of the SCO lane, 4) the number of other customers in the SCO lane they were using, 5) the number of SCOs, and 6) the number of non-SCO lanes.

Once the pseudo-patron was at the SCO lane, he or she first scanned the alcohol beverage. In cases where the scanner blocked the alcohol purchase in some way, the pseudo-patron quickly attempted to scan the snack item to see if the system could be over-ridden. Related to the alcohol purchase, pseudo-patrons noted the following: 1) whether the SCO allowed the alcohol purchase without flagging the alcohol purchase for a store employee, 2) whether a store employee asked for I.D. to complete the alcohol purchase, 3) whether the store employee asked their age, 4) whether the store employee asked any other question to illicit a



verbal response, and 5) whether the store employee made eye contact with the pseudo-patron.

Data collection forms were completed immediately after leaving the store.

### *Data Analysis Approach*

Given the exploratory nature of the study, we first computed descriptive statistics for each variable. Next we generated a series of bivariate analyses to examine the relationships between store characteristics and I.D. failure rates. Finally, we entered statistically significant or marginally significant bivariate predictors of I.D. failure into a binary logistic multiple regression analyses to identify the adjusted contribution of these predictors to I.D. failure rate.

## Results

Overall, 8.4% of all purchase attempts resulted in a failure to check the pseudo-patrons I.D. to verify the alcohol purchase was legal. The SCO unit failed to flag the alcoholic beverage purchase on 9.2% of all purchase attempts. See figure 1.

Table 2 presents percentages for the I.D. check outcome variable by store characteristics. As noted in the table, the distributions for time and county did not vary significantly with I.D. failure. Three variables—having a security guard present, having an employee ask for the date of birth, and an employee asking any questions of the pseudo-patron— were consistent across all failed I.D. purchases. That is, in all failures to I.D. check our pseudo-patrons, there were no security guards present and store employees never asked for a date of birth or asked any questions. In 50% of the cases where our pseudo-patron was able to over-ride a flagged alcohol purchase by quickly scanning the snack item, an I.D. check was not completed ( $\chi^2(1) = 4.56$ ,  $p=.03$ ). When an employee made eye contact with the pseudo-patron, failure to check for an I.D. was significantly less likely (21.0% vs. 79.0%). Finally, when there were fewer than four people

in line there was a marginally statistically significant increased failure to check I.D. ( $\chi^2(1) = 3.37, p=.07, \phi = .126$ ).

Results of a binomial multiple logistic regression analysis predicting failure to check I.D. is presented in Table 3. Consistent with the bivariate analyses, the ability of the pseudo-patron to over-ride a flagged alcohol purchase by scanning another item and having an employee make eye contact were independently associated with failure to check I.D. In cases where a flagged alcohol purchase could be over-ridden, failure to check I.D. increased by over a factor of three. In contrast, when employees made eye contact with the pseudo-patron there was about a 79% decrease in failure to I.D.

### Discussion

This study, to our knowledge, is the first attempt to systematically assess the potential of SCO lanes to be a source of illicit alcohol for minors. Overall, we found that I.D.s were checked for alcohol purchases in SCO lanes over 90% of the time; however, at almost 10% failure, SCO lanes represent a concerning potential source of alcohol for underage drinkers. SCO scanners failed to flag an alcohol purchase about 9.0% of the time, but 90% of those failures were rectified by store employees. In 21% of all failures to check I.D. for an alcohol purchase, our pseudo-patrons had eye contact with a store employee. When employees made eye contact with our pseudo-patrons the likelihood of failure to ask for an I.D. was significantly lower. When pseudo-patrons were able to over-ride a flagged alcohol purchase at the SCO lane the likelihood of failure to ask for an I.D. to verify the alcohol purchase increased over three times.

The study had several strengths including: 1) a large random sample of stores with SCO lanes, 2) a systematic data collection protocol, and 3) pseudo-patrons independently judged to be less than 23 years of age. The study, however, is not without its limits. First, it is possible that

our sampling frame was not totally complete. As such, the external validity of the above results should be viewed with caution. Second, although in theory our young looking pseudo-patrons should have been I.D. on every occasion, they all were over 21 years of age. Without conducting a law enforcement operation using actual minors, the above results can only be viewed as estimates of failure to I.D. minors for alcohol purchases. Finally, we were unable to compare I.D. failure rates for standard checkout lanes relative to SCO lanes in the same stores and geographic areas. Such a study would help tease out the relative strengths and weaknesses of both approaches as alcohol control mechanisms.

From a prevention standpoint the results of the present study are mixed. On the one hand, our failure to I.D. rate is lower than reported by studies examining I.D. checks in standard checkout lanes. It is important to note, however, that the majority of those studies were conducted over a decade ago and varied in geographic location. Given that alcohol control varies greatly by jurisdiction (e.g., enforcement, penalties and the like) cross study comparisons are difficult. Further, in the past decade or so there has been an increased interest in environmental prevention approaches (DeJong et al., 1998; Office of the Surgeon General, 2007) including responsible beverage service designed to reduce under-age access to alcohol. Such approaches are particularly common in Southern California. Thus, the overall base failure rate for I.D. checks on alcohol purchases might be fairly low in the region regardless of purchase type (i.e., SCO or traditional checkout).

On the other hand, the growth of SCO options for alcohol purchases coupled with the rates of both machine and human failure we observed represent the potential for increased illicit underage drinking in the future. Uniform policies (both public and commercial) and procedures regulating the sale of alcohol at SCOs and consistent enforcement of these policies is necessary

to reduce youth access to alcohol (Office of the Surgeon General, 2007). Further such efforts would serve to prevent increases in the failure rate as SCO options increase. Further, store employees would benefit from periodic responsible beverage training to ensure they are taking the proper steps to ensure alcohol sales are to non-intoxicated adults 21 years or older. Such training would include making eye contact with customers, engaging in a brief conversation including asking the customer their date of birth. It is also important that the criminal and juvenile justice systems, along with law enforcement, consistently and uniformly enforce all existing laws against underage alcohol use (Office of the Surgeon General, 2007).

A variety of future studies would increase our understanding of the potential of SCO lanes as a source of alcohol for underage drinkers including: 1) studies examining both SCO and non-SCO in the same stores; 2) studies in different geographic regions; 3) studies using pseudo-patrons rated to be adolescents, and 4) evaluations of law enforcement decoy programs using underage purchasers.

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Table 1  
Previously Published Research

Authors (year)	Date of Observation	Location	Failure rate (%)
Preusser (1992)	Nov-90	Westchester County, NY	80
	Dec-90	Albany, NY	44
	Jan-91	Washington DC	97
Forster (1995)	Apr/June 1992	Wisconsin/Minnesota	50
Grube (1997)	1995	South Carolina	72
	1995	Southern California	44
	1995	Northern California	35
	1995	All Communities	47
	1996	South Carolina	57
	1996	Southern California	22
	1996	Northern California	27
	1996	All Communities	35
Freisthler (2003)	1999/2001	Sacramento	39
Paschall (2007)	Jul-Sept 2005	Oregon	34

Table 2  
Descriptive Statistics of Store Characteristics by I.D. Failure Rate (n=216)

Store Characteristic	Overall %	% Overall I.D. Failure
<b>Location</b>		
• Los Angeles	35.0	31.5
• Orange	22.1	31.5
• Riverside	15.9	5.3
• San Bernardino	8.0	5.3
• San Diego	19.0	26.4
<b>Time of Purchase</b>		
• 10:00 am—Noon	16.4	7.1
• 12:01 pm—2:00 pm	29.5	28.6
• 2:01 pm—4:00 pm	25.1	28.6
• 4:01 pm—6:00 pm	20.2	28.6
• 6:01 pm—8:00 pm	8.7	7.1
Employees between SCO and door (yes)	62.7	47.4
Security guard present at door (yes)	10.1	0.0 <sup>^</sup>
Employees had clear view of SCO (yes)	73.1	68.4
Employees assisting others at SCO (yes)	40.1	41.2
SCO flagged alcohol purchase (yes)	90.8	89.5
Alcohol purchase could be over-ridden (yes)	28.6	50.0**
Employee asked birth date (yes)	18.6	0.0 <sup>^</sup>
Employee made eye contact (yes)	56.9	21.1***
Employee questions prompted verbal response (yes)	13.8	0.0 <sup>^</sup>
Time to complete transaction less <1 minute (yes)	36.9	52.6
Fewer than 4 people in line (yes)	90.7	78.9*
Employee asked for I.D. (yes)	91.2	8.5

Notes: \*p<.10, \*\*p<.05, \*\*\*p<.01 <sup>^</sup>zero cell values preclude chi-square test

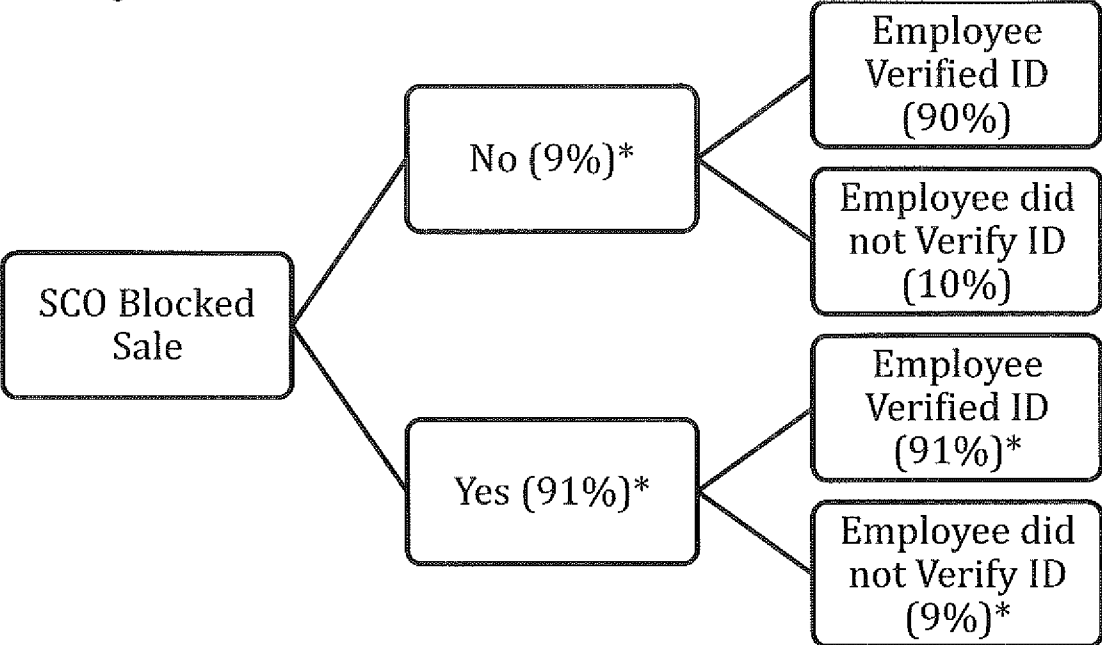


Table 3  
 Logistic Regression for I.D. Failure Rate (n=216)

	B	Sig.	Exp(B)	95% C.I. for EXP(B)	
				Lower	Upper
Fewer than 3 people in line (1=yes)	1.204	.081	3.333	.862	12.891
Time to complete transaction less <1 minute (1=yes)	-.705	.191	.494	.172	1.422
Alcohol purchase could be over-ridden (1=yes)	1.352	.014	3.866	1.311	11.398
Employee made eye contact (1=yes)	-1.551	.011	.212	.065	.696
Constant	-2.014	.000	.133		

Model  $\chi^2=18.6$ ,  $df=4$ ,  $p<.001$ ; Nagelkerke  $R^2=.19$

Figure 1  
Flow Diagram of I.D. Verification Outcome



\*Rounded