Chapter 5: Planning Areas Framework

I. Planning Areas Framework

The Los Angeles County General Plan is the foundational document for all community-based plans that serve the unincorporated areas. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. As shown in Figure 5.1, the General Plan identifies 11 planning areas, which make up the Planning Areas Framework. The 11 planning areas are:

- Antelope Valley Planning Area
- Coastal Islands Planning Area
- East San Gabriel Valley Planning Area
- Gateway Planning Area
- Metro Planning Area
- San Fernando Planning Area
- Santa Clarita Valley Planning Area
- Santa Monica Mountains Planning Area
- South Bay Planning Area
- West San Gabriel Valley Planning Area
- Westside Planning Area

Figure 5.1 Planning Areas Framework Map

The General Plan provides goals and policies to achieve countywide planning objectives for the unincorporated areas, and serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and policy issues that are specific to the planning area. Community plans cover smaller geographic areas within the planning area, and address neighborhood and/or community-level policy issues. Coastal land use plans are components of local coastal programs, and regulate land use and establish policies to guide development in the coastal zone.

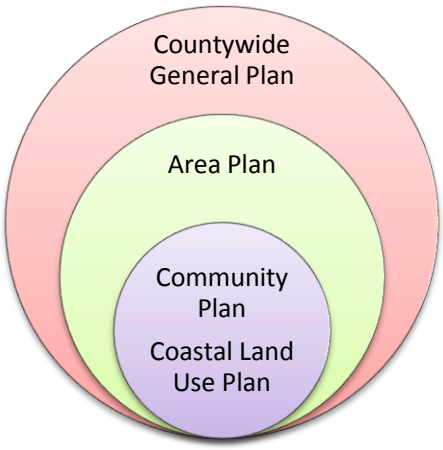
Figure 5.2 shows the relationship of the General Plan to community-based plans. All community-based plans are components of the General Plan and must be consistent with General Plan goals and policies.

The following is a list of community-based plans:

- Altadena Community Plan (adopted 1986)

- Antelope Valley Area Plan (adopted 1986)
- East Los Angeles Community Plan (adopted 1978; amended 1988)
- Hacienda Heights Community Plan (adopted 1978; amended 2011)
- Marina Del Rey Coastal Land Use Plan (adopted; certified Local Coastal Program 1996, amended 2012)
- Malibu Coastal Land Use Plan (adopted 1986)
- Rowland Heights Community Plan (adopted 1981)
- Santa Monica Mountains North Area Plan (adopted 2000)
- Santa Catalina Island Coastal Land Use Plan (adopted; certified Local Coastal Program 1983)
- Santa Clarita Valley Area Plan (adopted 1984; amended 2012)
- Twin Lakes Community Plan (adopted 1991)
- Walnut Park Neighborhood Plan (adopted 1987)
- West Athens-Westmont Community Plan (adopted 1990)

Figure 5.2: Relationship of General Plan to Community-Based Plans



Planning Areas Framework Implementation

An area plan will be prepared or updated for each of the 11 planning areas. The unique characteristics and needs of each of the planning areas will guide the development of each area plan. Area plans provide opportunities to update community-based plans, as well as implementation tools of the General Plan, such as specific plans and community standards districts. For more information, see Program LU-1: Planning Areas Framework Program in Chapter 16: General Plan Implementation Programs.

II. Planning Areas Descriptions

The following are profiles of the 11 planning areas. They include the identification of opportunity areas, which should be considered for further study when preparing community-based plans. The opportunity areas are described in Table 5.1.

Table 5.1: Opportunity Area Types

Transit Centers	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Neighborhood Centers	Areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Industrial Flex Districts	Industrial areas that provide opportunities for non-industrial uses and mixed uses, where appropriate, and also light industrial or office/professional uses that are compatible with residential uses.
Industrial Opportunity Areas	Economically viable industrial and employment-rich lands located in an unincorporated community that has an adopted community-based plan. It is highly recommended that during the update of the community-based plan, these areas be mapped as Employment Protection Districts, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced.
Rural Town Centers	Focal points of rural communities, serving the daily needs of residents and providing local employment opportunities. Rural town centers are identified based on the opportunities for new public facilities and new commercial uses.

1. Antelope Valley Planning Area

Figure 5.3: Antelope Valley Planning Area Map

Planning Area Profile

Location

The Antelope Valley is located approximately 60 miles north of Downtown Los Angeles. The unincorporated portion of the Antelope Valley Planning Area covers 1,800 square miles, or 44 percent of the 4,083 square miles in the County. The unincorporated Antelope Valley surrounds the City of Palmdale and City of Lancaster, and borders San Bernardino County to the east, Ventura County to the west, and Kern County to the north. The Planning Area is shown in Figure 5.3.

Population and Housing

Table 5.2: Antelope Valley Planning Area Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	382,868	73,488	19%
Housing Units	125,317	26,939	21%

Source: 2010 U.S. Census

Table 5.3: Antelope Valley Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	51,555	70%
Black or African American	4,505	6%
American Indian and Alaska Native	887	1%
Asian	1,475	2%
Native Hawaiian and Other Pacific Islander	132	0%
Some Other Race	11,692	16%
Two or More Races	3,242	4%
Total	73,488	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	27,069	37%
Not Hispanic or Latino	46,419	63%
Total	73,488	100%

Source: 2010 U.S. Census

Geography

The Planning Area contains many diverse vegetative communities, geologic forms and climatic conditions. The Angeles National Forest, and the Liebre and Sierra Pelona mountain ranges, are located in the Planning Area. The main land feature is the high desert, with elevations between 2,300 and 2,400 feet above sea level. The Planning Area contains the majority of active agricultural land uses in Los Angeles County. The Antelope Valley Significant Ecological Area (SEA), San Andreas SEA, Joshua Tree Woodlands SEA, and Santa Clara River SEA also cover large portions of the Planning Area. The San Andreas Seismic Fault Zone, which cuts across the Planning Area, poses significant hazards. In addition, a significant portion of the Planning Area faces threats of wildfires and floods.

Transportation Infrastructure

Two major freeways provide access to the Planning Area: Interstate-5, which is located in the western portion of the Planning Area, and links Northern and Southern California; and State Route-14, which connects the adjacent Santa Clarita Valley just north of metropolitan Los Angeles, to the eastern portion of the Antelope Valley. The High Desert Corridor project will connect State Route-14 with State Route-18 in San Bernardino County, and promote connectivity, traffic safety and goods movement.

In addition, Metrolink's Antelope Valley Line has three station stops in the Antelope Valley, which are located in unincorporated Acton, the City of Palmdale, and the City of Lancaster. Palmdale Regional Airport, General William J. Fox Airfield and Edwards Air Force Base are also located in the unincorporated Antelope Valley. Antelope Valley Transit Authority includes four local routes, two special routes, and three commuter routes that connect the Antelope Valley to other areas.

Planning Area Issues

The Planning Area is predominately rural and has major constraints, including natural hazards, environmental issues, lack of infrastructure, and limited water supply. It is critical that existing rural communities, agriculture, natural resources, and biological diversity remain protected. In addition, incorporating water conservation strategies and encouraging the recycling of water is important.

As thousands of acres of desert lands have been subdivided over the past decade, the population of the Planning Area has increased significantly. While much of the growth has been at urban densities in and adjacent to the City of Palmdale and the City of Lancaster, the desirability of rural living and the availability of affordable housing have led to significant growth in the many unincorporated communities. In turn, many residents have had to commute further distances to access employment opportunities.

Figure 5.4: Opportunity Areas Map—Acton

Figure 5.5: Opportunity Areas Map—Antelope Acres

Figure 5.6: Opportunity Areas Map—Lake Hughes

Figure 5.7: Opportunity Areas Map—Lake Los Angeles

Figure 5.8: Opportunity Areas Map—Leona Valley

Figure 5.9: Opportunity Areas Map—Littlerock

Figure 5.10: Opportunity Areas Map—Pearblossom

Figure 5.11: Opportunity Areas Map—Quartz Hill

Figure 5.12: Opportunity Areas Map—Roosevelt

Figure 5.13: Opportunity Areas Map—Sun Village

The opportunity areas in the Planning Area are rural town centers, as shown in Figures 5.4-5.13.

2. Coastal Islands Planning Area

Figure 5.14: Coastal Islands Planning Area Map

Planning Area Profile

Location

San Clemente Island lies approximately 63 miles south of the City of Long Beach and 78 miles west of the City of San Diego. San Clemente Island is approximately 24 miles long and 5 miles across at its widest point. It has a land area of approximately 57 square miles. Since 1934, San Clemente Island has been owned and operated by the U.S. Navy. More than a dozen range and operational areas are clustered within a 60 mile radius of San Clemente Island. The Commander-in-Chief U.S. Pacific Fleet (CINCPACFLT) is the major claimant for San Clemente Island, and Naval Air Station North Island (NASNI) is responsible for its administration.

Santa Catalina Island is the only significantly inhabited island near the California coast. It is located approximately 22 miles south of the Palos Verdes Peninsula and 27 miles southwest of the Orange County shoreline. Santa Catalina Island is approximately 21 miles long and 8 miles wide. It has a land area of approximately 74 square miles.

The Coastal Islands Planning Area is shown in Figure 5.14.

Population and Housing

Table 5.4: Coastal Islands Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	4,096	368	9%
Housing Units	2,483	217	9%

Source: 2010 U.S. Census

Table 5.5: Coastal Islands Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	300	82%
Black or African American	4	1%
American Indian and Alaska Native	4	1%

Asian	9	2%
Native Hawaiian and Other Pacific Islander	0	0%
Some Other Race	37	10%
Two or More Races	14	4%
Total	368	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	72	20%
Not Hispanic or Latino	296	80%
Total	368	100%

Source: 2010 U.S. Census

Geography

Santa Catalina Island is characterized by its rugged landscape and a cliffed shoreline. Level terrain is limited to the floors of a few large coastal canyons, such as Avalon, Pebbly Beach, White's Landing, Middle Ranch, Two Harbors, and Emerald Bay. Mt. Orizaba, which is located in the central part of Santa Catalina Island, is the highest peak with an elevation of 2,069 feet.

Transportation Infrastructure

The City of Avalon and the unincorporated community of Two Harbors are the major ports of entry to Santa Catalina Island, and are the primary communities on Santa Catalina Island in terms of population and services. The actual roadway distance is 26 miles through rugged terrain, with an average driving time of 1 hour and 15 minutes. In addition, Santa Catalina Island is accessed via ferry or plane. Santa Catalina Island includes the Santa Catalina Island Airport. Roads in the unincorporated areas of Santa Catalina Island are privately-owned, and access is restricted.

Planning Area Issues

San Clemente Island supports a number of endemic species as well as other species of special interest, which have experienced a resurgence with the Navy's restoration efforts. Land use activities on the Island are regulated by the U.S. Navy.

For Santa Catalina Island, the County and the Santa Catalina Island Company signed a 50-year Open Space Easement Agreement in 1974, which calls for the preservation of Santa Catalina Island's natural character, and improvements to access and recreational opportunities. The Santa Catalina Island Local Coastal Program (LCP), which was adopted in 1983, implements the goals and requirements of this agreement and ensures that the vast majority of Santa Catalina Island remains in its natural state for future generations to enjoy. The LCP provides multiple policies to improve

access to and increase the range of recreational and open space activities, as well as to preserve, protect and conserve Santa Catalina Island's open space and natural resources.

3. East San Gabriel Valley Planning Area

Figure 5.15: East San Gabriel Valley Planning Area Map

Planning Area Profile

Location

The East San Gabriel Valley Planning Area contains the easternmost areas of Los Angeles County, and is located south of the Angeles National Forest, north of the Orange County border, and east of Interstate-605. The Planning Area's eastern border is the San Bernardino County line. The East San Gabriel Valley Planning Area is shown in Figure 5.15.

Population and Housing

Table 5.6: East San Gabriel Valley Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	933,116	234,251	25%
Housing Units	275,604	63,357	23%

Source: 2010 U.S. Census

Table 5.7: East San Gabriel Valley Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	102,440	44%
Black or African American	4,362	2%
American Indian and Alaska Native	1,791	1%
Asian	61,297	26%
Native Hawaiian and Other Pacific Islander	342	0%
Some Other Race	55,603	24%
Two or More Races	8,416	4%
Total	234,251	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	136,104	58%
Not Hispanic or Latino	98,147	42%
Total	234,251	100%

Source: 2010 U.S. Census

Geography

The Planning Area's geography is characterized by valleys and rolling, dry hills. The San Gabriel River runs along the Interstate-610 and the western boundary of the Planning Area. The Puente Hills form the southern border for the Planning Area, and include natural areas and recreational opportunities for the region. The northern portion of the Planning Area is characterized by the steep upgrade and urban-wildland interface with the Angeles National Forest and San Gabriel Mountains.

Transportation Infrastructure

The Planning Area is served by Interstate-10, Interstate/State Route-210 and State Route-60, which provide east-west access and the Interstate-605 and State Route-57, which provide north-south access. The Planning Area is also served by the Metrolink commuter rail Riverside and San Bernardino lines, and Foothill Transit local and regional bus services.

Planning Area Issues

The primary constraints in the Planning Area are a growing shortage of large blocks of developable land and worsening traffic congestion. Many of the traditional suburbs within the Planning Area are maturing and facing infrastructure capacity issues and limited mobility options. Specifically, solid waste and sewerage disposal are concerns. In addition, portions of the City of Diamond Bar, City of Pomona, City of San Dimas, City of Walnut, and the unincorporated areas are on septic systems, which are subject to failure and potential groundwater contamination if not properly maintained. Transportation improvements will be critical for the long-term economic health of the Planning Area. Traffic on the major east-west freeways, including the Interstate-10, Interstate-210 and State Route-60, is heavily congested during peak hours, with commuters generally traveling west in the morning for work and east in the evening to return home.

The Planning Area also includes environmental and hazard constraints. The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the foothill communities. In addition, the Planning Area contains SEAs.

Opportunity Areas

Figure 5.16: Opportunity Area Map—Avocado Heights

A portion of Valley Boulevard in Avocado Heights, which is located between Temple Avenue and Vineland Avenue, is identified as an Industrial Flex District. This area is shown in Figure 5.16.

Although these parcels are currently used for industrial purposes, the shallow parcel sizes will make it difficult for any future high-use industrial redevelopment. There is an opportunity to encourage the development of this area as a supportive commercial use district to adjacent, high-employment work sites.

Figure 5.17: Opportunity Area Map—Charter Oak

Figure 5.17 identifies a corridor opportunity area along Arrow Highway in Charter Oak. Arrow Highway is a major thoroughfare that extends across many local jurisdictions in the San Gabriel Valley, including unincorporated areas. In the community of Charter Oak, Arrow Highway includes mostly residential and a few commercial land uses, and has the potential for improved street and pedestrian improvements. In 2008, SCAG conducted a study on multi-jurisdictional corridor planning that analyzed Arrow Highway. The purpose of the study was to develop strategies to improve multi-jurisdictional coordination, transportation linkages, economic development, and overall street design and amenities.

4. Gateway Planning Area

Figure 5.18: Gateway Planning Area Map

Planning Area Profile

Location

The Gateway Planning Area is located in the southeastern portion of Los Angeles County. The eastern border of the Planning Area is the Orange County line. The Planning Area contains a number of cities, including the City of Long Beach, as well as a large corridor of industrial areas that lead out of the ports of Los Angeles and Long Beach into Downtown Los Angeles. Unincorporated Rancho Dominguez consists primarily of industrially-designated land. The Gateway Planning Area is shown in Figure 5.18.

Population and Housing

Table 5.8: Gateway Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,666,588	103,094	6%
Housing Units	523,365	29,586	6%

Source: 2010 U.S. Census

Table 5.9: Gateway Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	61,748	60%
Black or African American	2,477	2%
American Indian and Alaska Native	1,265	1%
Asian	4,049	4%
Native Hawaiian and Other Pacific Islander	241	0%
Some Other Race	29,029	28%
Two or More Races	4,285	4%

Total	103,094	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	76,782	74%
Not Hispanic or Latino	26,312	26%
Total	103,094	100%

Source: 2010 U.S. Census

Geography

The Planning Area is built out, and has a large percentage of industrial land. The Los Angeles River and San Gabriel River flow through the Planning Area.

Transportation Infrastructure

Interstate-710, which is the primary trucking route for cargo moving to and from the ports of Los Angeles and Long Beach, has increasingly become congested. Projects, such as the Alameda Corridor, demonstrate the importance of inter-jurisdictional efforts to aid in the region's economic development. The Planning Area is also bisected by the Interstate-405, State Route-91, Interstate-5, and Interstate-105. The Port of Long Beach, which combined with the Port of Los Angeles in the South Bay Planning Area, is the busiest container port in the country, creates high volumes of truck and cargo traffic in the Planning Area along Interstate-710. The region is served by Metro and Metrolink rail service.

Planning Area Issues

Industrial uses and trade and logistics from the ports are an important part of the economy of Planning Area; however, the concentration of industrial uses and high truck traffic raises concerns over air and water pollution. As a large economic center with high-wage jobs, it is important to balance environmental and economic concerns in the Planning Area.

The Planning Area also suffers from a lack of parks and recreational opportunities. In certain communities, there is also a lack of multifamily housing opportunities and the need for revitalization.

Opportunity Areas

Figure 5.19: Opportunity Areas Map—Rancho Dominguez

In the industrial community of Rancho Dominguez, the area around the Del Amo Station for the Metro Blue Line can be used to encourage a transit-oriented jobs district, where employees can commute to work using the Metro. This transit center opportunity area is depicted in Figure 5.19.

Figure 5.20: Opportunity Areas Map—West Whittier-Los Nietos

Whittier Boulevard in West Whittier-Los Nietos, which is shown in Figure 5.20, is a major commercial corridor in which recent streetscape improvements have reactivated the street and can spur future redevelopment opportunities.

Figure 5.21: Opportunity Areas Map – Rowland Heights

The industrial parcels in Rowland Heights, as shown in Figure 5.21, are fully utilized for industrial purposes and are surrounded by parcels with similarly heavy industrial uses in the City of Industry. This is viable industrial land that should be protected.

Figure 5.22: Opportunity Areas Map – Hacienda Heights

The industrial parcels in Hacienda Heights, as shown in Figure 5.22, lie adjacent to heavily industrial districts in the City of Industry to the north. These parcels are being fully utilized for industrial purposes and should remain industrially zoned.

5. Metro Planning Area

Figure 5.23: Metro Planning Area Map

Planning Area Profile

Location

The Metro Planning Area is located in the geographic center of Los Angeles County. The Planning Area is home to and heavily defined by its proximity to Downtown Los Angeles, which includes major corporations and professional firms, tourist and convention hotels, restaurants, retail, and the largest concentration of government offices outside of Washington D.C. The Planning Area is shown in Figure 5.23.

Population and Housing

Table 5.10: Metro Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,819,084	306,768	17%
Housing Units	586,832	79,236	14%

Source: 2010 U.S. Census

Table 5.11: Metro Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	118,358	39%
Black or African American	46,725	15%
American Indian and Alaska Native	3,000	1%
Asian	1,829	1%
Native Hawaiian and Other Pacific Islander	332	0%
Some Other Race	126,439	41%
Two or More Races	10,085	3%
Total	306,768	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	254,135	83%
Not Hispanic or Latino	52,633	17%
Total	306,768	100%

Source: 2010 U.S. Census

Geography

The majority of the Planning Area is urbanized, with little variation in elevation. There are no large areas of natural open space. All open space areas are contained with parks and recreational areas. The Los Angeles River and the Compton Creek tributary flow through the Planning Area. These waterways provide an opportunity for enhancement and serve as community assets.

Transportation Infrastructure

The Planning Area is rich in bus services and rail transit. The Metro Blue Line traverses South Los Angeles on a north-south route, with stops in Willowbrook and three stops in Florence-Firestone. The Metro Green Line travels east-west along the Interstate-105, with stops in Willowbrook, Westmont-West Athens, and Lennox. Furthermore, the Metro Gold Line runs along the Third Street corridor in unincorporated East Los Angeles.

Planning Area Issues

The presence of industrial districts in the Planning Area provides a strong foundation for job recovery and job growth, and opportunities for transit-oriented development. The Planning Area also includes a heavily transit-dependent population. However, the Planning Area also faces a number of challenges for mobility, including traffic congestion and the need for improved pedestrian safety and more bicycle facilities. Communities in the Planning Area are urbanized and are generally characterized by challenging physical and economic conditions. In terms of land use, several residential communities abut industrial uses, which create land use compatibility conflicts. The Planning Area, in particular, faces issues of overcrowding. In addition, the Planning Area contains very few natural areas and open spaces. Although infill opportunities exist, many sites have a combination of environmental issues that affect their redevelopment potential. Much of the South Los Angeles is characterized by economically disadvantaged conditions that further hamper private investment and redevelopment. Public investment in redevelopment activities will be an important factor in the economic turnaround of South Los Angeles. For example, many opportunities exist for public-private partnerships to revitalize many of the older, commercial corridors with pedestrian amenities and mixed uses. There are also opportunities along the Metro Gold Line through East Los Angeles.

Opportunity Areas

Figure 5.24: Opportunity Areas Map—East Los Angeles

East Los Angeles is an older, urban community that is rich in history and culture. The community's transit center opportunity area, depicted in Figure 5.24, covers an area along 3rd Street and includes four transit stations along the Metro Gold Line. This area is ripe for complete street improvements, as well as pedestrian-scale and mixed use development that incorporate local commercial-serving uses and multifamily housing. In addition, Figure 5.24 also depicts the Industrial Opportunity Areas and Industrial Flex Districts in the East Los Angeles.

Figure 5.25: Opportunity Areas Map—East Rancho Dominguez

The Planning Area has opportunities for future planning efforts to improve its economic health. As shown in Figure 5.25, Atlantic Avenue and East Compton Boulevard are major commercial corridors with local-serving uses in the community of East Rancho Dominguez.

Figure 5.26: Opportunity Areas Map—Florence-Firestone

Florence-Firestone is home to many opportunity areas, which are depicted in Figure 5.26. Central Avenue, which was once a hub of jazz culture, is in need of investment and redevelopment. The three-mile corridor is along the western border of Florence-Firestone, and abuts the City of Los Angeles. The northern portion of the corridor is comprised of industrial and auto-related uses, and the southern portion of the corridor is predominantly commercial and residential. An abundant amount of vacant and underutilized land, coupled with the City of Los Angeles' efforts in the corridor, and the location of the Slauson, Florence and Firestone stations for the Metro Blue Line, make the area prime for transit-oriented development and economic revitalization.

Figure 5.27: Opportunity Areas Map—Walnut Park

Figure 5.27 identifies the opportunity areas in the community of Walnut Park. Florence Avenue and Pacific Boulevard are active local commercial corridors that border the City of Huntington Park and the City of South Gate. The area supplies much of the retail, restaurants and services to the residents who live nearby. These corridors are considered opportunity areas because of their proximity to the Florence Station for the Metro Blue Line and the opportunity for increased design, pedestrian and bicyclist improvements, such as street trees, lighting and bicycle lanes.

Figure 5.28: Opportunity Areas Map—West Athens-Westmont

The transit center around the Vermont Station for the Metro Green Line in West Athens-Westmont, as identified in Figure 5.28, presents an opportunity to capitalize on infrastructure investments in a community with high ridership. Vermont Avenue has the potential for increased economic vitality through the creation of employment-rich activities along the commercial corridors that are adjacent to the Metro station. In addition, the residential areas within the transit center would benefit from increased pedestrian amenities and design improvements. The width of Vermont Avenue, in particular, provides major opportunities for pedestrian and bicyclist improvements. Imperial Highway also connects the transit center opportunity area to the areas around the intersection of Western Avenue and Imperial Highway, which provide additional opportunities for design improvements.

Figure 5.29: Opportunity Areas Map—West Rancho Dominguez-Victoria

The intersection of El Segundo Boulevard and Avalon Boulevard in West Rancho Dominguez-Victoria, as shown in Figure 5.29, has the potential to become an active local neighborhood center.

The surrounding community is rich with public amenities, such as the Earvin Magic Johnson Park and the A.C. Bilbrew Library. In addition, the area has many multifamily sites, as well as vacant and underutilized commercial sites along El Segundo Boulevard.

Figure 5.30: Opportunity Areas Map—Willowbrook

Significant opportunities exist in Willowbrook, particularly in the area surrounding the Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MLK-MACC), as identified in Figure 5.30. The rehabilitation and reuse of the site could be a catalyst for further redevelopment. Neighborhood amenities that support healthcare services and office uses, as well as connectivity with the nearby Rosa Parks Metro Blue/Green Line Station will be important factors in future planning activities in the area.

6. San Fernando Valley Planning Area

Figure 5.31: San Fernando Valley Planning Area Map

Planning Area Profile

Location

The San Fernando Valley Planning Area is bordered by the Santa Clarita Valley and the Angeles National Forest to the north, and the Santa Monica Mountains Planning Area and Westside Planning Area to the south. The Ventura County line is the western border of the Planning Area, and the San Gabriel Valley and Downtown Los Angeles make up the eastern border. The San Fernando Valley Planning Area is shown in Figure 5.31.

Population and Housing

Table 5.12: San Fernando Valley Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,768,978	24,790	1%
Housing Units	637,906	9,545	1%

Source: 2010 U.S. Census

Table 5.13: San Fernando Valley Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	16,662	67%
Black or African American	290	1%
American Indian and Alaska Native	105	0%
Asian	5,873	24%
Native Hawaiian and Other Pacific Islander	20	0%
Some Other Race	854	3%
Two or More Races	986	4%

Total	24,790	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	3,350	14%
Not Hispanic or Latino	21,440	86%
Total	24,790	100%

Source: 2010 U.S. Census

Geography

The San Fernando Valley Planning Area has several distinguishing geographic characteristics. Almost the entire Planning Area is ringed with distinct hillsides and mountain ranges, including the Santa Susana Mountains to the northwest, the Simi Hills to the west, the Santa Monica Mountains and Chalk Hills to the south, the Verdugo Mountains to the east, and the San Gabriel Mountains to the northeast. Looking southeast, highrises from Downtown Los Angeles can be seen from some neighborhoods, passes, and parks in the San Fernando Valley.

The Los Angeles River begins at the confluence of Calabasas Creek and Bell Creek and flows eastward along the southern regions of the Planning Area. One of the Los Angeles River's two unpaved sections can be found at the Sepulveda Basin. The seasonal river, the Tujunga Wash, drains much of the western facing San Gabriel Mountains, and passes through the Hansen Dam Recreation Center in Tujunga, south along the Verdugo Mountains, through the eastern communities of the Planning Area to join the Los Angeles River in Studio City. Mulholland Drive, which runs along the ridgeline of the Santa Monica Mountains, marks the boundary between the Planning Area and Hollywood and the westside of the City of Los Angeles.

Transportation Infrastructure

The development pattern in the Planning Area is almost exclusively suburban, and driving is the dominant mode of transportation. Several freeways cross the Planning Area, most notably, Interstate-405, U.S. Route-101, State Route-118, and Interstate-5. The Planning Area includes the Universal City Station and North Hollywood Station along the Metro Red Line. The Metro Orange Line, which is an east-west rapid transit busway, connects the North Hollywood Station to points west of the Planning Area. Two Metrolink commuter rail lines connect the Planning Area to Downtown Los Angeles. Amtrak's Pacific Surfliner has stations at Burbank Airport, Van Nuys and Chatsworth. Several Metro Rapid bus lines also serve the area.

Planning Area Issues

Only a small portion of the Planning Area is unincorporated. These communities are primarily low-density, suburban communities, with the exception of the Universal Studios Specific Plan area, and Oat Mountain, which is primarily vacant land except for utility facilities. Many of these communities are near environmentally-sensitive and hazardous areas. One of the main hazards facing these communities is wildfires. Sylmar Island, Lopez Canyon, Kagel Canyon, and large portions of La Crescenta–Montrose, Oat Mountain, Westhills, and the Universal Studios Specific Plan area are located within Very High Fire Hazard Severity Zones. In addition, portions of the Planning Area

include SEAs. Economic challenges facing the Planning Area include an ongoing decline in manufacturing jobs, a shortage of new or improved industrial and office space, and worsening traffic congestion.

Opportunity Areas

Figure 5.32: Opportunity Area—La Crescenta-Montrose Map

Foothill Boulevard in La Crescenta-Montrose, as shown in Figure 5.32, is an active local commercial corridor. The corridor supplies much of the retail, restaurants and services to nearby residents. This corridor is considered an opportunity area for increased design, pedestrian and bicyclist improvements, such as street trees, lighting and bicycle lanes.

7. Santa Clarita Valley Planning Area

Figure 5.33: Santa Clarita Valley Planning Area Map

Planning Area Profile

Location

The Santa Clarita Planning Area is bordered to the west by the Ventura County line, to the north by the Los Padres National Forest and Angeles National Forest, to the east by the Angeles National Forest, and to the south by a major ridgeline that separates the Santa Clarita Valley from the San Fernando Valley. The Planning Area includes over 480 square miles, of which about 195 square miles are unincorporated. The Planning Area is located approximately 30 to 40 miles northwest of Downtown Los Angeles. The Santa Clarita Valley Planning Area is shown in Figure 5.33.

Population and Housing

Table 5.14: Santa Clarita Valley Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	271,227	94,907	35%
Housing Units	91,094	29,039	32%

Source: 2010 U.S. Census

Table 5.15: Santa Clarita Valley Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	58,135	61%
Black or African American	6,283	7%
American Indian and Alaska Native	464	0%
Asian	13,230	14%
Native Hawaiian and Other Pacific Islander	135	0%
Some Other Race	12,001	13%
Two or More Races	4,659	5%
Total	94,907	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	26,041	27%
Not Hispanic or Latino	68,866	73%
Total	94,907	100%

Source: 2010 U.S. Census

Geography

The Planning Area is framed by the San Gabriel, Santa Susana, and Sierra Pelona mountain ranges, and the Angeles National Forest. The Santa Clara River flows from east to west from its headwaters near Acton to the Pacific Ocean. The Planning Area contains multiple geographic constraints to development, including large swaths of land that are covered by steep hillsides, SEAs, and Very High Fire Hazard Severity Zones.

Transportation Infrastructure

The Planning Area is located at the convergence of several major transportation and utility facilities. The Southern Pacific Railroad, Interstate-5 and State Route-14, and two major aqueducts traverse the Planning Area. In addition, the Metrolink Antelope Valley Line has three station stops, which are located in the City of Santa Clarita. The Agua Dulce Airport is also located in the unincorporated community of Agua Dulce. Additionally, major oil, natural gas, and power lines transect the Planning Area.

Planning Area Issues

Despite the sensitive and hazardous environment, the Planning Area is one of the fastest growing areas in Los Angeles County. In the last 10 years, approximately 33,500 housing units have been approved in the unincorporated portions of the Planning Area. Due to this rapid growth, the Planning Area faces multiple challenges related to infrastructure planning, preservation of open space and biological diversity, jobs-housing balance, reducing vehicle miles traveled, and coordination of public services and facilities.

8. Santa Monica Mountains Planning Area

Figure 5.34: Santa Monica Mountains Planning Area Map

Planning Area Profile

Location

The Santa Monica Mountains Planning Area covers the scenic Santa Monica Mountains and the shoreline along the Pacific Coast to the Ventura County line to the north and west, and up to the San Fernando Valley to the north. The eastern border is the Westside Planning Area and the City of Los Angeles. Some of the unincorporated communities within the Planning Area include: Malibou Lake, Monte Nido, Malibu Vista, Old Topanga, and Topanga. The Santa Monica Mountains Planning Area is shown in Figure 5.34.

Population and Housing

Table 5.16: Santa Monica Mountains Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	85,785	19,222	22%
Housing Units	34,529	7,081	21%

Source: 2010 U.S. Census

Table 5.17: Santa Monica Mountains Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	16,524	86%
Black or African American	440	2%
American Indian and Alaska Native	72	0%
Asian	1,015	5%
Native Hawaiian and Other Pacific Islander	11	0%
Some Other Race	418	2%
Two or More Races	742	4%

Total	19,222	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	1,551	8%
Not Hispanic or Latino	17,671	92%
Total	19,222	100%

Source: 2010 U.S. Census

Geography

The Planning Area provides recreational opportunities, such as hiking, bicycling, birding, horseback riding, swimming and camping, on county, federal, and state parks and beaches, as well as privately-held conservancy land. The Santa Monica Mountains contain many environmentally sensitive areas.

Transportation Infrastructure

U.S. Route-101 and the Pacific Coast Highway (Highway 1) are the two major roads that serve the Planning Area. There are many scenic roads throughout the Planning Area, two of which are state-designated scenic corridors: two portions of Mulholland Highway and the Malibu Canyon-Las Virgenes Highway.

Planning Area Issues

The Planning Area's natural beauty comes with multiple environmental issues and numerous natural hazards. The Planning Area contains an SEA and SERAs. Development pressures, particularly in the Santa Monica Mountains, sometimes result in a conflict between habitat protection and development. Maintaining recreational areas, protecting environmentally-sensitive lands, expanding public access to the coast, and protecting residents from natural hazards are priorities in the Santa Monica Mountains Planning Area. In addition, a majority of the Planning Area is designated a Very High Fire Hazard Severity Zone. The Santa Monica Mountains are frequently struck by wildfires, which threaten the safety of people living along the Mountains' winding, narrow roads, which are often in very isolated locations. The Santa Monica Mountains are also subject to slope failure due to their geology and steep topography, particularly during rainstorms. Wildfire threats combined with limited road access pose dangers for area residents.

9. South Bay Planning Area

Figure 5.35: South Bay Planning Area Map

Planning Area Profile

Location

The South Bay Planning Area is located in the southwest corner of Los Angeles County. The Pacific Ocean provides the western border and the Gateway Planning Area and Metro Planning Area provide the eastern and northern borders. The Westside Planning Area lies directly north of the Planning Area. The South Bay Planning Area is shown in Figure 5.35.

Population and Housing

Table 5.18: South Bay Planning Area, Population and Housing, 2010

	Entire Planning Area	Unincorporated Area	Percentage Unincorporated
Population	1,016,674	69,612	7%
Housing Units	373,187	21,348	6%

Source: 2010 U.S. Census

Table 5.19: South Bay Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	29,592	43%
Black or African American	4,711	7%
American Indian and Alaska Native	539	1%
Asian	10,133	15%
Native Hawaiian and Other Pacific Islander	697	1%
Some Other Race	20,508	29%
Two or More Races	3,432	5%
Total	69,612	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	40,504	58%
Not Hispanic or Latino	29,108	42%
Total	69,612	100%

Source: 2010 U.S. Census

Geography

The majority of the Planning Area is comprised of low-level areas of the Los Angeles basin. The Palos Verde Peninsula is covered with hills, open spaces and communities that abut cliffs and rocky shorelines along the Pacific Coast.

Transportation Infrastructure

The Planning Area is served mainly by four major freeways: Interstate-105, Interstate-405, Interstate-110, and State Route-91. The Metro Green Line also serves the Planning Area. Other transportation facilities in the region include Torrance Municipal Airport-Zamperini Field and Hawthorne Municipal Airport. The Los Angeles International Airport (LAX) is located in the northern portion of the Planning Area. The Port of Los Angeles is also located in the Planning Area.

Planning Area Issues

Issues facing the Planning Area include traffic congestion, limited public transportation options, air quality concerns, and a lack of developable land. Also, due to the region's proximity and inclusion of major transportation hubs—LAX and the ports of Long Beach and Los Angeles—goods movement has become an important part of the Planning Area's economy. However, goods movement also creates planning and environmental challenges. While physical infrastructure improvements are needed to ensure that freeways and streets are adequate to serve increased truck volumes, the massive increase in cargo volume has created significant air pollution impacts to neighboring communities. In addition, petroleum refining is a significant source of air pollution in the region.

Although manufacturing still plays an important role in the region's economy, certain communities have witnessed a decline in manufacturing/industrial uses in recent years. This creates both brownfield redevelopment potential and land use planning challenges. For instance, in unincorporated West Carson, abandoned industrial sites have been redeveloped into multifamily residential uses, which creates land use incompatibility between the new high-density residential developments and the adjacent active industrial uses. The Planning Area's proximity to LAX, one of the busiest airports in the world, also creates a unique land use planning challenge to the region. Neighboring communities, including unincorporated Lennox and Del Aire, will need to continue their efforts to mitigate the noise impacts generated by aircraft on predominately lower density residential areas.

Opportunity Areas

Figure 5.36: Opportunity Area Map—Alondra Park

The Crenshaw Boulevard corridor, depicted in Figure 5.36, only covers a small portion of Alondra Park, but includes a range of commercial uses and has potential for pedestrian-scale and mixed use development. In addition, Alondra Park is home to El Camino Community College, which makes this corridor an important connector for commuting students, faculty and staff. Future planning efforts must be closely coordinated with the City of Gardena, which has jurisdiction over the eastern portion of Crenshaw Boulevard.

Figure 5.37: Opportunity Area Map—Del Aire

The Del Aire opportunity area includes the Aviation/LAX Station on the Metro Green Line and a corridor along Inglewood Avenue. As shown in Figure 5.37, the transit center around the Metro station provides opportunities to activate the land uses adjacent to the station and provide design improvements, including pedestrian and bicycle amenities. Inglewood Avenue, as an existing commercial corridor with a mix of uses, including neighborhood-serving businesses, also provides opportunities for mixed use development, as well as design improvements for pedestrians and bicyclists.

Figure 5.38: Opportunity Area Map—Lennox

The Metro Green Line also includes the Hawthorne Station in Lennox. As shown in Figure 5.38, the corridor along Hawthorne Boulevard and the area at the intersection of Hawthorne Boulevard and Lennox Boulevard, within the transit center, provide opportunities for mixed uses, as well as design improvements.

Figure 5.39: Opportunity Area Map—West Carson

West Carson is home to many opportunity areas in the South Bay Planning Area, which are identified in Figure 5.39. Portions of West Carson have undergone transition from a warehousing and distribution center servicing the Port of Los Angeles, to a higher density residential community impacted by the rapid growth of the nearby City of Torrance and City of Carson. An Industrial Flex District identifies an area with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. Harbor-UCLA Medical Center, also located in West Carson, is a major employer and activity center in the area. Planned future expansions of the medical facility, as well as its proximity to the Metro Silver Line, provide redevelopment and infill opportunities in the surrounding neighborhoods.

10. West San Gabriel Valley Planning Area

Figure 5.40: West San Gabriel Valley Planning Area Map

Planning Area Profile

Location

The Angeles National Forest is the northern border of the West San Gabriel Planning Area, while Downtown Los Angeles and the Gateway Planning Area make up the southern border. The eastern border of the Planning Area is roughly Interstate-605. The West San Gabriel Valley Planning Area is shown in Figure 5.40.

Population and Housing

Table 5.20: West San Gabriel Valley Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	895,543	103,181	12%
Housing Units	311,938	35,889	12%

Source: 2010 U.S. Census

Table 5.21: West San Gabriel Valley Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	47,748	46%
Black or African American	11,606	11%
American Indian and Alaska Native	619	1%
Asian	23,963	23%
Native Hawaiian and Other Pacific Islander	109	0%
Some Other Race	14,378	14%
Two or More Races	4,758	5%
Total	103,181	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	34,530	33%
Not Hispanic or Latino	68,651	67%
Total	103,181	100%

Source: 2010 U.S. Census

Geography

The Planning Area includes the San Gabriel Mountains and Angeles National Forest, and provides a large range of open space and recreational opportunities for area residents. The San Gabriel River flows north-south along the Planning Area's eastern border and Interstate-605. The Planning Area is almost entirely developed with historically suburban developments.

Transportation Infrastructure

Two major east-west freeways, Interstate-10 and Interstate/State Route-210, run through the Planning Area. In addition, the Metro Gold Line traverses the City of Pasadena and terminates adjacent to unincorporated East Pasadena-East San Gabriel. Metro has also approved the expansion of the Gold Line light rail to several communities in the Planning Area. Other available transit options include Foothill Transit, which operates multiple bus lines throughout the Planning Area. The El Monte Airport is also located in the Planning Area.

Planning Area Issues

The Planning Area is comprised of mature, suburban communities, including some in the foothills of the San Gabriel Mountains. Some of these communities contain environmental resources and others face hazardous constraints. Portions of the Altadena and San Gabriel Canyon SEAs cover the Planning Area. In addition, many of the foothill communities are designated Very High Fire Hazard Severity Zones, which reflects the increased threat of wildfires and subsequent mudslides within those areas.

Many of the unincorporated areas are isolated islands of almost entirely residential development. It is important to integrate these islands into the fabric of their surrounding communities, where many of the services and daily needs of the unincorporated residents are met.

Opportunity Areas

Figure 5.41: Opportunity Area Map—Altadena

Located in the heart of Altadena, Lake Avenue, between Altadena Drive and New York Drive, as shown in Figure 5.41, is a commercial corridor with various community-serving businesses, such as retail commercial, restaurants, services, and small professional offices.

Figure 5.42: Opportunity Area Map—East Pasadena-East San Gabriel

The intersection of Colorado Boulevard and Rosemead Boulevard in East Pasadena–East San Gabriel is an active local commercial center. Due to its proximity to the Sierra Madre Villa Station on the Metro Gold Line, this area has the opportunity for increased pedestrian and bicyclist improvements, as well as more transit-oriented developments. In addition, along Rosemead Boulevard, there is also a variety of retail commercial, restaurants, services and apartment complexes. This corridor is considered an opportunity area because it can serve as an extension of the transit center opportunity area, both of which are identified in Figure 5.42.

Figure 5.43: Opportunity Area Map—South Monrovia Islands

Although Live Oak Boulevard in unincorporated South Monrovia Islands only covers a few blocks, it is part of a major corridor that runs from the City of Arcadia to the west and the City of Irwindale to the east, as shown in Figure 5.43. The corridor provides much of the retail, restaurants and services to nearby residents. This corridor is considered an opportunity area for its potential for increased design, pedestrian and bicyclist improvements, such as street trees, lighting, and bicycle lanes.

11. Westside Planning Area

Figure 5.44: Westside Planning Area Map

Planning Area Profile

Location

The Westside Planning Area covers the coastal communities, including Marina Del Rey, the westside of the City of Los Angeles, and other small cities, such as the City of Santa Monica, City of Beverly Hills, and City of West Hollywood. The Westside Planning Area is shown in Figure 5.44.

Population and Housing

Table 5.22: Westside Planning Area, Population and Housing, 2010

	Planning Area	Unincorporated Area	Percentage Unincorporated
Population	974,646	27,407	3%
Housing Units	482,821	14,564	3%

Source: 2010 U.S. Census

Table 5.23: Westside Planning Area, Race and Ethnicity, 2010

Race	Unincorporated Area Population	Percentage
White	9,157	33%
Black or African American	14,981	55%
American Indian and Alaska Native	105	0%
Asian	1,236	5%
Native Hawaiian and Other Pacific Islander	18	0%
Some Other Race	572	2%
Two or More Races	1,338	5%
Total	27,407	100%

Ethnicity	Unincorporated Area Population	Percentage
Hispanic or Latino	1,907	7%
Not Hispanic or Latino	25,500	93%
Total	27,407	100%

Source: 2010 U.S. Census

Geography

The western portion of the Planning Area is comprised of a string of beaches and Marina Del Rey. The Planning Area contains one of the few remaining wetlands in Ballona Creek. The eastern portion of the Planning Area includes the Baldwin Hills and Kenneth Hahn State Park, which provide natural areas and recreational opportunities for area residents. Marina Del Rey is the largest, man-made small boat harbors in the country and is bounded by the City of Los Angeles.

Transportation Infrastructure

Opportunities for new development are being explored along planned Metro line expansions that will bring rail transit to the Planning Area. Although the Planning Area is served by multiple bus routes, it is not served by rail service and is impacted by traffic congestion. The Metro Expo Line serves the Planning Area, including stations at the University of Southern California, Exposition Park, Culver City, the Crenshaw District, and connection to Downtown Los Angeles. In addition, there are two airports in the Planning Area: LAX and the Santa Monica Municipal Airport. Marina Del Rey is a popular and highly active small boat harbor with 19 marinas with room for roughly 5,300 boats.

Planning Area Issues

Significant environmental resources exist in the Planning Area, most notably the Ballona Wetlands, which are threatened by potential sea level rise due to climate change. Marina Del Rey faces traffic congestion and housing affordability issues; however, protection of the coastline and fish and wildlife resources is unique to this coastal community. Large portions of the area, including Marina Del Rey, are located in a liquefaction zone. Marina Del Rey is also in a tsunami hazard zone and is particularly susceptible to the negative impacts of climate change. In addition, most of Ladera Heights / View Park–Windsor Hills is in a Very High Fire Hazard Severity Zone. There is also a fault trace running through this community. The Planning Area also includes a large urban oil field in Baldwin Hills.

Traffic congestion is one of the biggest issues facing the Planning Area. The Metro Expo Line runs through Culver City to the westside of the City of Los Angeles, but the popular and populous northern routes are not served by rail transit. Another issue is the relatively high cost of land and housing. The Planning Area is seen as a desirable place to live and do business, but there is little land for new development and costs are high.

Opportunity Areas

Figure 5.45: Opportunity Area Map—Ladera Heights/View Park—Windsor Hills

The Slauson Boulevard opportunity area in Ladera Heights/View Park–Windsor Hills, shown in Figure 5.45 is a commercial corridor with a major commercial center at the intersection of La Brea Avenue. The area is characterized by a mix of large parcels with regional commercial activities and local-serving retail services and offices. Significant pedestrian improvements are needed at the intersection of La Brea Avenue to create an attractive, walkable center with linkages to nearby residential neighborhoods.