WESTSIDE AREA PLAN BACKGROUND BRIEF

October 2023

PLANNING



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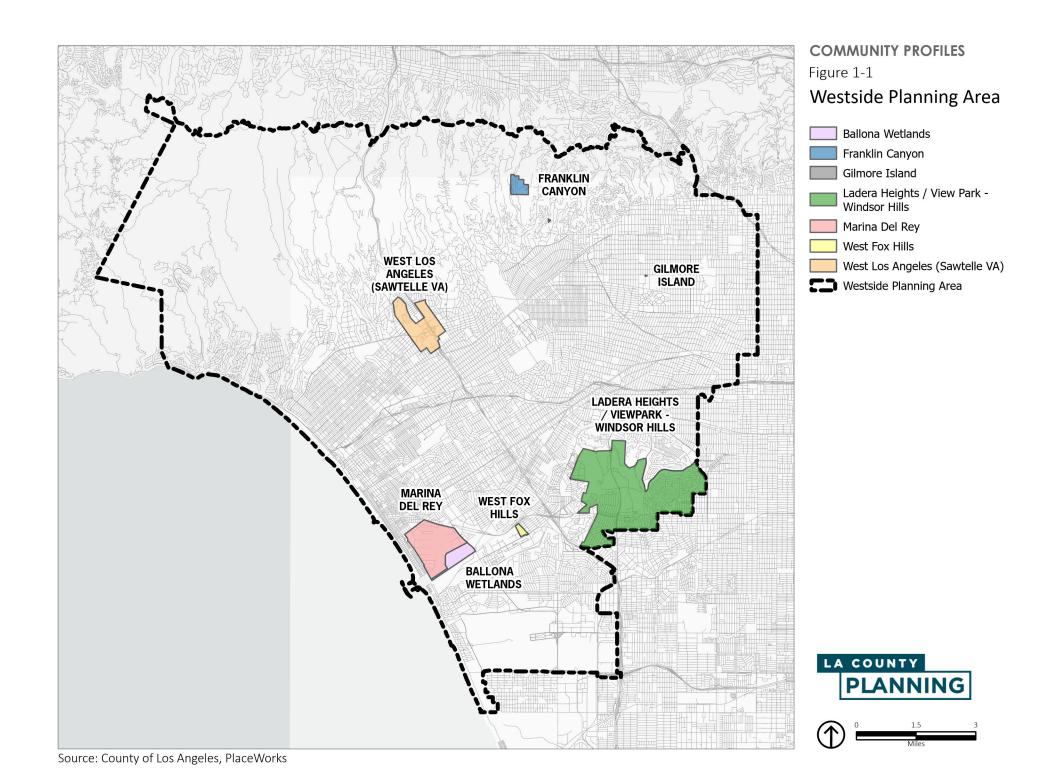
1 COMMUNITY PROFILES

1.1 Introduction

The County of Los Angeles Department of Regional Planning (LA County Planning) has initiated the preparation of the Westside Area Plan (WSAP) to provide policy guidance for development and resource management in the unincorporated areas in the Westside Planning Area. This will carry out and be consistent with the policies of the County General Plan and offer greater detail to reflect the unique conditions, needs, and visions of local residents for these communities.

The WSAP covers the unincorporated areas of Ladera Heights, View Park-Windsor Hills, Marina del Rey, Ballona Wetlands, and a number of small islands (West Los Angeles [Sawtelle VA], West Fox Hills, Franklin Canyon, and Gilmore Island), as shown on Figure 1-1. While all communities will be addressed by the WSAP, its focus will be on Ladera Heights, View Park-Windsor Hills, and West Fox Hills. The Ballona Wetlands is a significant ecological resource owned by the state of California, managed by the California Department of Fish and Wildlife, and subject to an ongoing multiagency restoration project. Marina del Rey is in the Coastal Zone, and a local coastal program amendment is not a part of the scope of this project. The unincorporated area of West Los Angeles (Sawtelle VA) is owned by and subject to the jurisdiction of the federal government and is currently undergoing a separate master plan effort. Gilmore Island, a small unincorporated parcel of land in the Fairfax neighborhood of the City of Los Angeles, is occupied by a parking lot in the CBS Studio complex. Franklin Canyon is mostly used as parkland and trails.

The WSAP seeks to showcase the communities as they exist today—their characteristics, conditions, and opportunities—and provide a vision for the future. This Community Profile tells a story about the Ladera Heights, View Park-Windsor Hills, and West Fox Hills communities—the people who live here, the uses that are present, and the form and character of the built and natural environments. From this starting place, we will explore the important issues and opportunities that the WSAP can address in a vision for the future as well as goals and policies.



1.2 Demographic Profiles

This section provides an overview of the demographic characteristics of the residents of the Westside Area Plan's unincorporated communities. Through text summaries and infographics, it offers an understanding of who lives there by examining topics such as population, age, education, ethnicity, language, number, types, size of households, income, and employment.

Information in this section is derived from data assembled by the County of Los Angeles (County), with sources indicated in the figures.

1.2.1 Westside Planning Area Characteristics

The Westside Planning Area is home to 32,712 people and consists of 15,425 households. Many households in the planning area are more affluent than the County average, with median household incomes of \$126,729, compared to the County's \$76,367. Residents are also highly educated. Many members (65 percent) have a bachelor's, graduate, or professional degree, with another 22 percent receiving some college education.

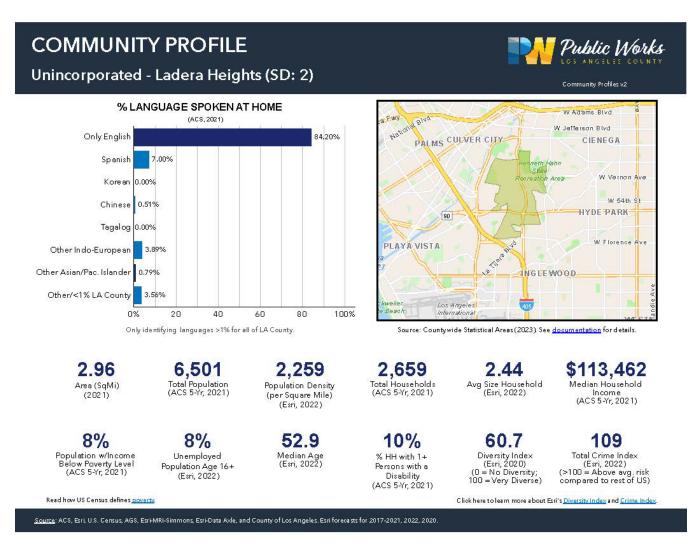


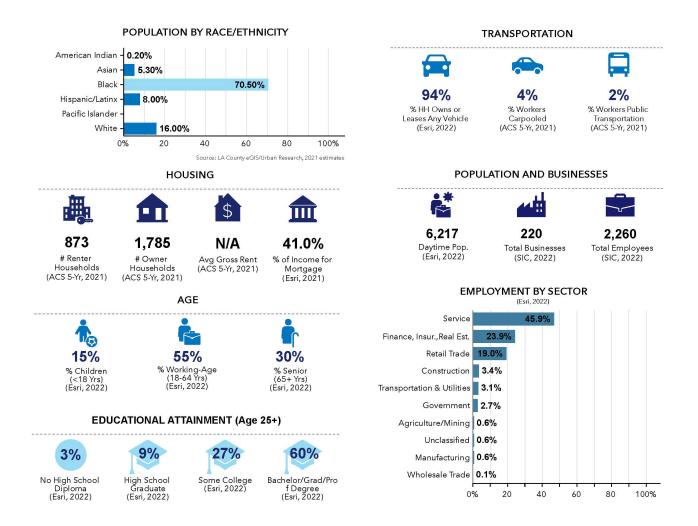
Ladera Heights

The unincorporated community of Ladera Heights is an affluent, Black community adjoining Culver City to the northwest, the Baldwin Hills neighborhood in the City of Los Angeles to the north, Leimert Park to

east, and the City of Inglewood to the south. The Inglewood Oil Field and Kenneth Hahn State Recreation Area are immediately east and north of the Ladera Heights neighborhood.

As of 2021, more than 6,500 residents call Ladera Heights home and 30 percent of the population are seniors over the age of 64. The community is predominantly composed of Black-identifying residents (71 percent) with high incomes. The median household income in Ladera Heights is \$113,462, which is greater than that of Los Angeles County (\$76,367). Most have attained higher education (60 percent), and another 27 percent have some college education. Residents primarily work in the service industry (46 percent); finance, insurance, and real estate (24 percent); and retail trade (19 percent). The majority of Ladera Heights residents are homeowners (67.2 percent). Most homes in Ladera Heights are single family or duplex residences, although several hundred residents live in large apartment buildings adjacent to Ladera Center in the southernmost section of the community, known as Lower Ladera.



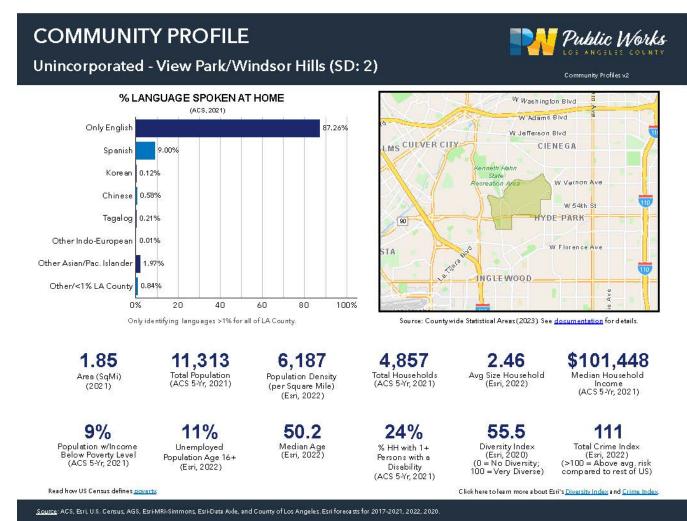


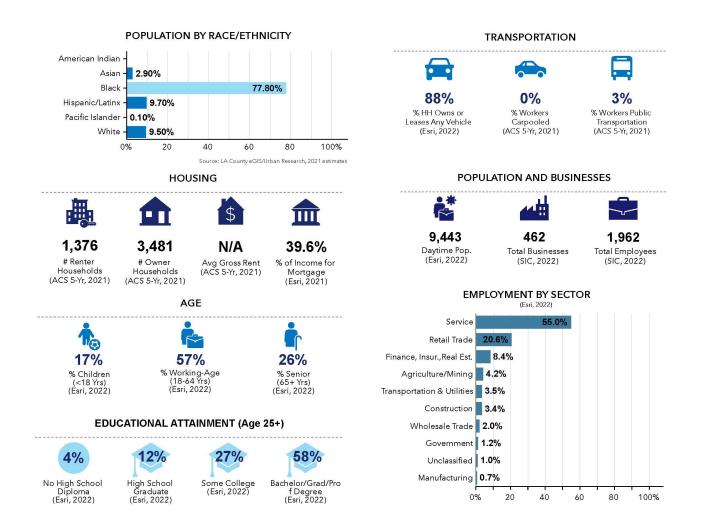
View Park-Windsor Hills

The unincorporated area of View Park-Windsor Hills is immediately east of Ladera Heights. Similar to Ladera Heights, View Park-Windsor Hills is a comparatively high-income, predominantly Black neighborhood. As of 2021, 78 percent of residents identify as Black, with household incomes averaging \$101,448. Due to these demographic and socioeconomic characteristics, the community is nicknamed, the "Black Beverly Hills," as documented in local media such as the *Los Angeles Times* and KCET. Ladera Heights and View Park-Windsor Hills consistently rank among the five most affluent Black communities in America.

Most residents are highly educated; 58 percent of residents have college or professional degrees, and another 27 percent have some college education. Most residents are homeowners in the community (71.7 percent). Many residents work in similar industries as their Ladera Heights neighbors: service

(55 percent); retail trade (21 percent); and finance, insurance, and real estate (8 percent). Residents in View Park-Windsor Hills are slightly younger than those in Ladera Heights; however, seniors over 64 years old still represent more than a quarter (26 percent) of the overall population. Most residents in View Park-Windsor Hills live in single family homes or small apartment complexes.



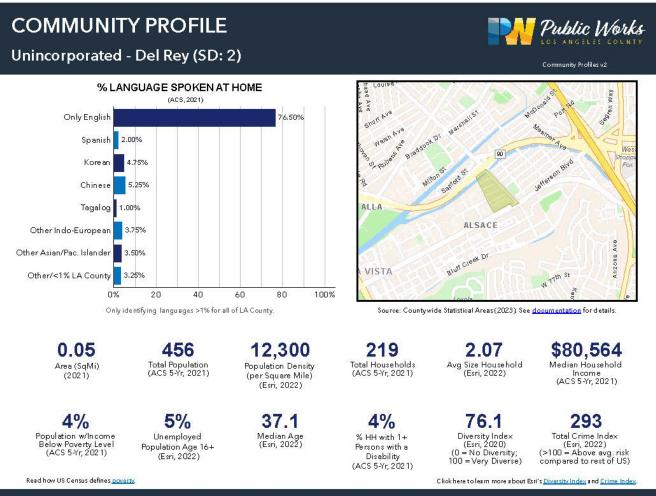


West Fox Hills (Del Rey)

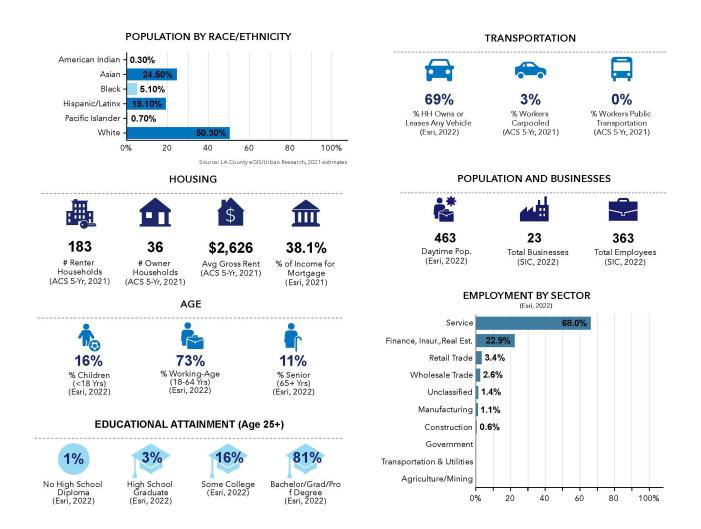
The unincorporated area of West Fox Hills, also known by residents as "Del Rey," is a small community south of State Route 90 and west of Interstate 405. Nearby neighborhoods include Playa Vista in the City of Los Angeles to the south and Marina del Rey to the west. It primarily consists of single-family residences with commercial services along Centinela Avenue on the community's eastern boundary and a large multifamily apartment complex on its southern edge.

As of 2021, the West Fox Hills neighborhood has 456 residents in 219 households. The majority are renter households (83.6 percent). Median household incomes are \$80,564. The two most common industries that residents work in are service (68 percent) and finance, insurance, and real estate (23 percent). Over 97 percent of the residents have a bachelor's, graduate, or professional degree or some college education. It is a racially and ethnically diverse neighborhood—50 percent of the

population identify as White, and Asian and Hispanic/Latino residents represent 25 percent and 19 percent, respectively, of all community members.



Source: ACS, Esri, U.S. Census, AGS, Esri-MRI-Simmons, Esri-Data Axle, and County of Los Angeles. Esri forecasts for 2017-2021, 2022, 2020.

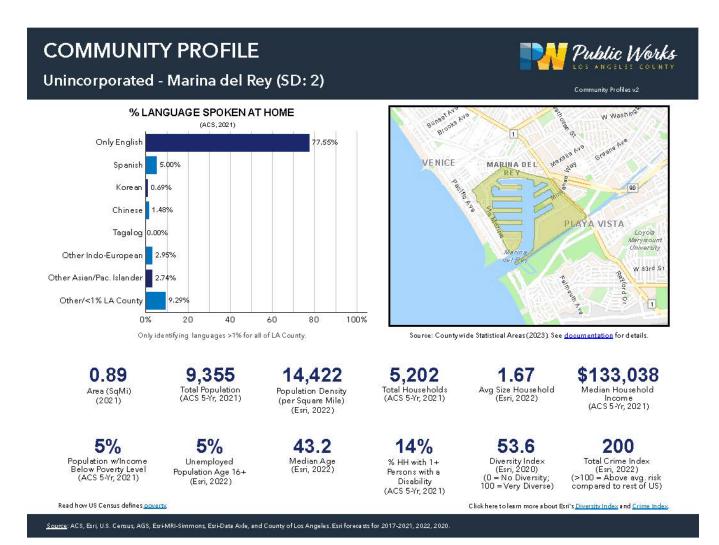


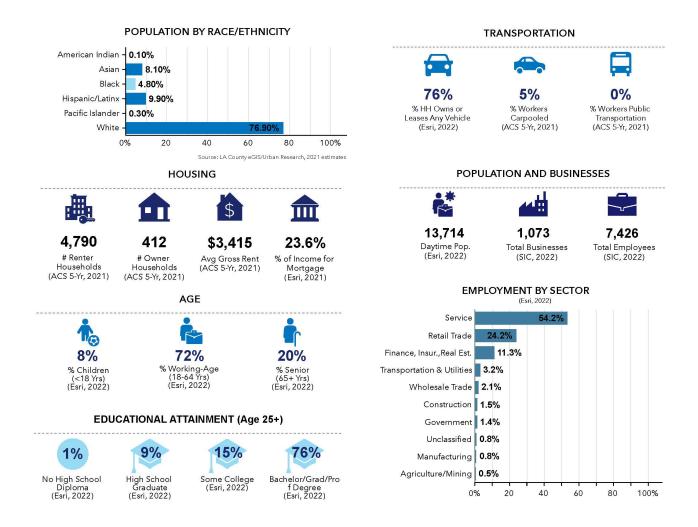
Marina del Rey

Built in the mid-1960s, Marina del Rey ranks as the second largest man-made harbor in the world, consisting of 401 acres of land and 403 acres of water. It is directly south of Venice Beach, northeast of Playa Vista, and about four miles north of Los Angeles International Airport (LAX). The land area, all owned by the County, has been developed through long-term ground leases into a mixture of boating facilities, public recreation amenities and parks, dining, retail, residential, and office uses.

Marina del Rey is an affluent community that is home to 9,355 people, most of whom identify as White (77 percent). The median household income is \$133,038. The vast majority of residents are renters (90.5 percent), and only 9.5 percent are homeowners. The top three employment sectors for residents include service (54 percent); retail trade (24 percent); and finance, insurance, and real estate (11 percent). The median age for residents is 43.2 and almost 1/5 of the population is seniors over

64 years old. Marina del Rey residents are highly educated—15 percent have some college attainment, and 76 percent have a bachelor's, graduate, or other professional degree.





West Los Angeles (Sawtelle Veterans Affairs)

The unincorporated community of West Los Angeles (Sawtelle Veterans Affairs) is to the west of UCLA and includes the Veterans Affairs facilities owned by the federal government. The facilities provide an array of health, research, administrative, and other services for U.S. veterans. The area also contains the Los Angeles National Cemetery, the final resting place for many war veterans.

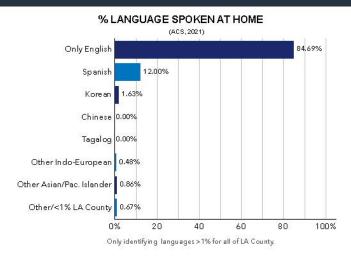
Over 1,000 veterans temporarily or permanently reside in this unincorporated community. They are all renters, and the median household income is \$21,354. Residents identify as mainly White (47 percent), Black (28 percent), and Hispanic/Latino (23 percent). They are mostly employed in the service industry (52 percent) and government (43 percent). More than half (54 percent) have attended some college or achieved a college degree.

COMMUNITY PROFILE

Public Works

Unincorporated - West LA (SD: 3)

Community Profiles v2





Source: Countywide Statistical Areas (2023). See documentation for details.

0.90 Area (SqMi) (2021)

69%

Population w/Income Below Poverty Level (ACS 5-Yr, 2021)

1,075 Total Population (ACS 5-Yr, 2021)

18%

Unemployed Population Age 16+

(Esri, 2022)

1,284 Population Density (per Square Mile)

(Esri, 2022)

39% 54.7 Median Age (Esri, 2022) % HH with 1+ Persons with a Disability

38

Total Households (ACS 5-Yr, 2021)

(ACS 5-Yr, 2021)

2.86

Avg Size Household (Esri, 2022)

\$21,354 Median Household Income (ACS 5-Yr, 2021)

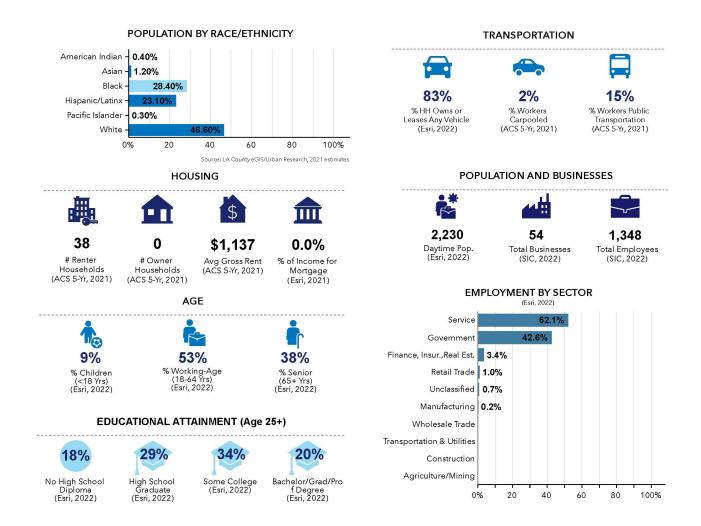
77.5 Diversity Index (Esri, 2020) (0 = No Diversity; 100 = Very Diverse)

56 Total Crime Index (Esri, 2022) (>100 = Above avg. risk compared to rest of US)

Read how US Census defines poverty

Click here to learn more about Esri's Diversity Index and Grime Index

Source: ACS, Esri, U.S. Census, AGS, Esri-MRI-Simmons, Esri-Data Axile, and County of Los Angeles. Esri forecasts for 2017-2021, 2022, 2020.



Westside Islands: Franklin Canyon and Gilmore Island

Franklin Canyon and Gilmore Island are two "islands" of land in the Westside Planning Area. Franklin Canyon is in the hills north of the City of Beverly Hills. The majority of Franklin Canyon is part of Franklin Canyon Park, a 605-acre park managed by the Mountains Recreation and Conservation Authority. There are no residents in unincorporated Franklin Canyon. Gilmore Island is a small unincorporated parcel of land in the Fairfax neighborhood of the City of Los Angeles at the southeast corner of Genesee Avenue and Beverly Boulevard. It is currently occupied by a parking lot in the CBS Studio complex and has no permanent residents.

1.3 Land Use

The following sections describe existing land uses and zoning, current General Plan land use designations, and potential areas of change related to pending or approved projects and sites identified to meet the County's Regional Housing Needs Allocation (RHNA). This information establishes a baseline of on-the-ground uses and existing policies to which potential changes in the land use plan can be compared.

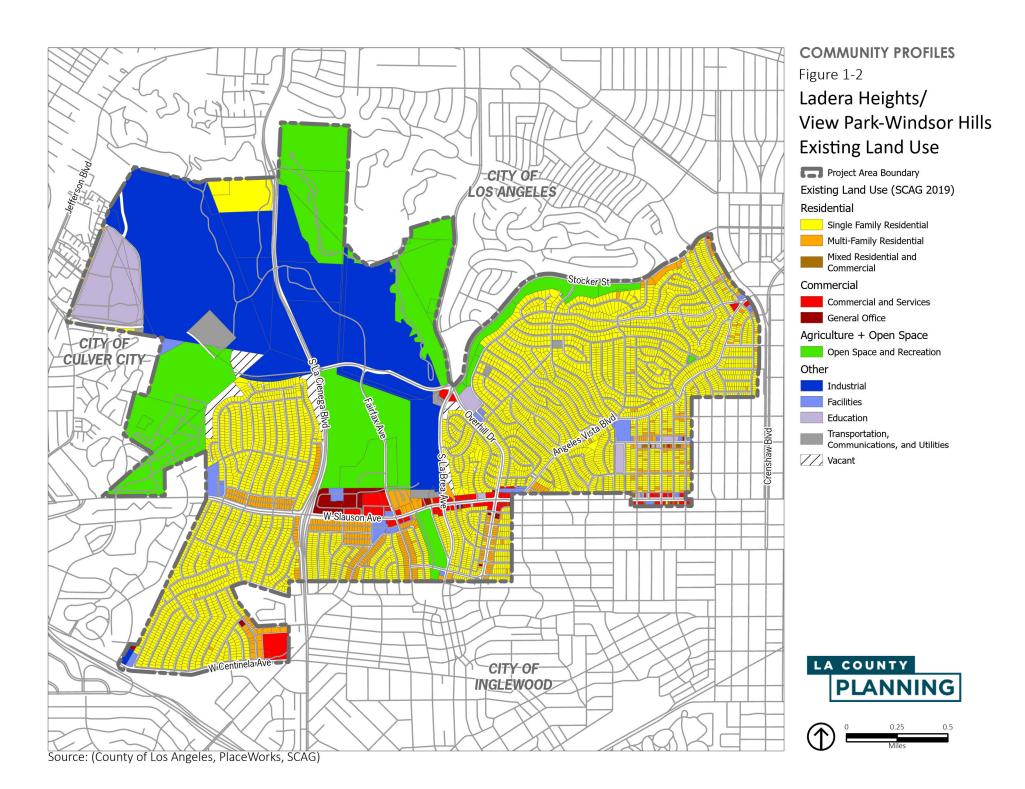
1.3.1 Ladera Heights and View Park-Windsor Hills

Existing Land Use

The unincorporated Ladera Heights and View Park-Windsor Hills comprise 3,078 acres and contain a mix of residential neighborhoods, commercial corridors and centers, industrial uses, civic and educational facilities, parks, and open spaces. These uses are shown in Figure 1-2, with the acreage of each land use type listed in Table 1-1 and described in greater detail in following subsections. The community is largely "built out" with little remaining vacant land available for development. The largest remaining open spaces are committed to recreation purposes (e.g., Kenneth Hahn State Recreation Area) or are part of the Inglewood Oil Field. The latter use is intended to be phased out over time and will be subject to future comprehensive planning.

Table 1-1. Acreage by Existing Land Use

Existing Land Use	Acreage	Percentage
Single Family Residential	1,048.8	34%
Multifamily Residential	103.9	3%
Mixed Residential and Commercial	2.6	0.1%
Commercial and Services	41.5	1%
General Office	19.9	1%
Industrial	639.4	21%
Open Space and Recreation	557.1	18%
Education	85.4	3%
Facilities	29.8	1%
Transportation, Communications, and Utilities	24.1	1%
Vacant	30.6	1%
Total Parceled Acreage	2,583	84%
Right-of-Way	494.8	16%
Total Land Area	3,077.8	100%



Residential

The largest existing land use in the unincorporated Ladera Heights and View Park-Windsor Hills is residential, comprising approximately 37 percent of the total area. Of this, 1,048.8 acres (34 percent) are developed with single-family residences, and 103.9 acres (3 percent) are occupied by multifamily housing. Single-family housing is the area's predominant use, with pockets of multifamily housing clustered along several streets, including West Slauson Avenue, South La Cienega Boulevard, La Tijera Boulevard, South Fairfax Avenue, Overhill Drive, and Stocker Street. A small number of multifamily units are southeast of Angeles Vista Boulevard and along South Victoria Avenue. Land developed with a mix of residential and commercial uses totals under three acres, or less than 0.1 percent of the community. These uses are primarily in the southeast area along West Slauson Avenue and West 54th Street.

Commercial and Services

Commercial and Services uses, including individual retail stores, multitenant shopping centers, and bigbox retailers, occupy 41.5 acres, or approximately 1 percent of the land in the community. Commercial uses are primarily located in a corridor along West Slauson Avenue, characterized by retail storefronts and small-scale shopping centers. This corridor extends eastward from South La Cienega Boulevard to the community's boundary at Buckner Avenue and begins again where the boundary of the unincorporated area includes Slauson Avenue between Keniston Avenue and Hillcrest Drive. Most of the remainder of the community's commercial acreage consists of a mix of small-scale storefronts and larger retailers forming two commercial centers—the Ladera Center and the cluster of businesses around the Home Depot at the intersection of West Slauson Avenue and South Fairfax Avenue. Several isolated commercial parcels, consisting primarily of neighborhood-serving retail uses, are found along South Victoria Avenue in the community's northeast corner as well as on the south side of the street at the five-way intersection where Stocker Street, South La Brea Avenue, and Overhill Drive meet.

General Office

Office uses comprise 19.9 acres in the community, accounting for approximately 1 percent of its land area. Office uses are located near other commercial uses, with most of the acreage in the Wateridge office campus on the northeast corner of the La Cienega Boulevard and Slauson Avenue intersection, immediately west of the Home Depot. This development includes several medical and clinic uses and is characterized by large three- to five-story office buildings. A number of small-scale office uses are located at the corner of West Slauson Avenue and Overhill Drive.

Industrial

Approximately 21 percent of the area (639.4 acres) is developed with industrial land uses. All of this acreage consists of contiguous parcels associated with the Inglewood Oil Field, which is bounded by West Los Angeles College and Culver City to the northwest, Holy Cross Cemetery and Mortuary to the southwest, La Brea Avenue and Kenneth Hahn State Recreation Area to the east, and the Yvonne B. Burke Sports Complex to the south. The Inglewood Oil Field is currently the largest urban oilfield in the

nation. It is characterized by large open spaces featuring several hundred pumpjacks and appurtenant equipment and uses, visible from adjacent areas.

Education

Education uses encompass 85.4 acres or approximately 3 percent of the community's land area, and consist of several elementary, middle schools, and West Los Angeles College (WLAC). WLAC is a public community college of approximately 70 acres located at the westernmost boundary of the community, adjacent to Culver City and the Inglewood Oil Field. Other schools are in established residential neighborhoods. These are shown in Figure 1-3, Public Facilities.

Public Facilities

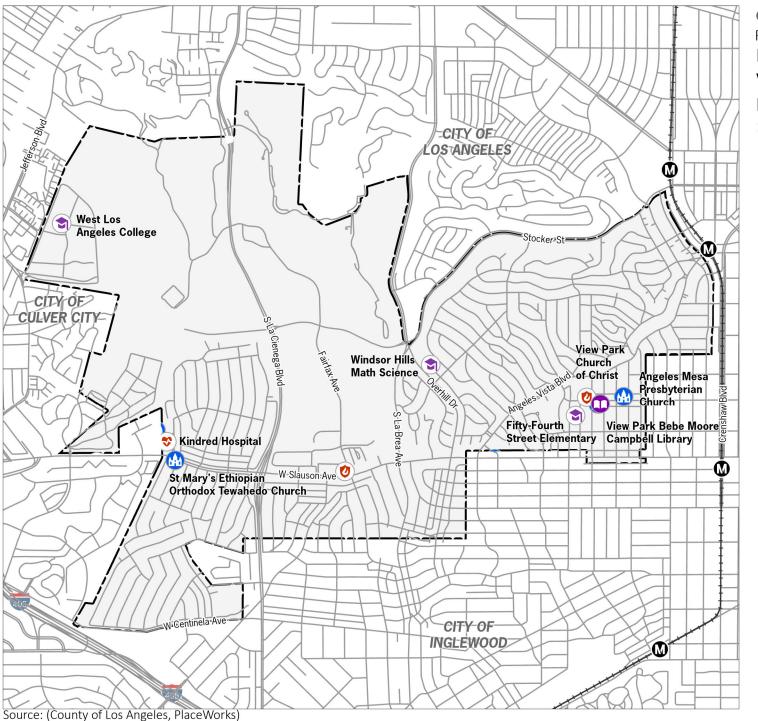
Public and quasi-public facilities in the planning area include government offices, police and sheriff stations, fire stations, major healthcare and medical centers, and religious institutions. Properties developed for these uses utilize 29.8 acres of land in the community, or approximately 1 percent of the total land area. Figure 1-3 shows their locations in the community.

Open Space and Recreation

Open space and recreation land uses consist of local and regional parks and other reserved open spaces and natural areas. Open space and recreation areas occupy 557.1 acres, representing 18 percent of the community's land—the third-largest land use in the planning area. Open space and recreation acreage primarily consists of the Kenneth Hahn State Recreational Area, a state-owned recreation area managed by the County Department of Parks and Recreation and occupying approximately 212 acres. The parkland includes more than seven miles of trails and a variety of recreation facilities, including over 100 picnic tables, 60 barbeque pits, 4 playgrounds, a half basketball court, 2 lighted baseball diamonds and multipurpose field, a sand volleyball court, a fishing lake, and native habitat areas. The second largest open space use in the planning area is the Holy Cross Cemetery and Mortuary, which occupies approximately 156 acres. The remainder consists of smaller parks, including Monteith Park, Ladera Park, Ruben Ingold Parkway, and the Yvonne B. Burke Sports complex. Figure 1-4 shows the parks, open spaces, and trails in the community, including segments of the Park to Playa Regional Trail, a 13-mile regional trail that connects a network of trails, parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean.

Transportation, Communications, and Utilities

Transportation, communications, and utilities land uses generally consist of infrastructure and easements supporting the various functions of these systems. These comprise 24.1 acres, or approximately 1 percent of land in the community. Included in this category are properties owned by Southern California Edison, including a 15-acre site containing the La Cienega Substation, which is largely within the Inglewood Oil Field and is immediately north of the Holy Cross Cemetery and Mortuary. Additional clusters of infrastructure-related uses are at the intersection of West Slauson Avenue and La Brea Avenue, where Los Angeles Department of Water and Power and Sentinel Peak own two abutting parcels, and at the corner of Stocker Street and South La Brea Avenue, where Southern California Edison owns a number of parcels abutting the Inglewood Oil Field.



COMMUNITY PROFILES

Figure 1-3

Ladera Heights / View Park-Windsor Hills Facilities

Project Area Boundary



-- Crenshaw Line

Schools, Colleges, and Universities

Places of Worship

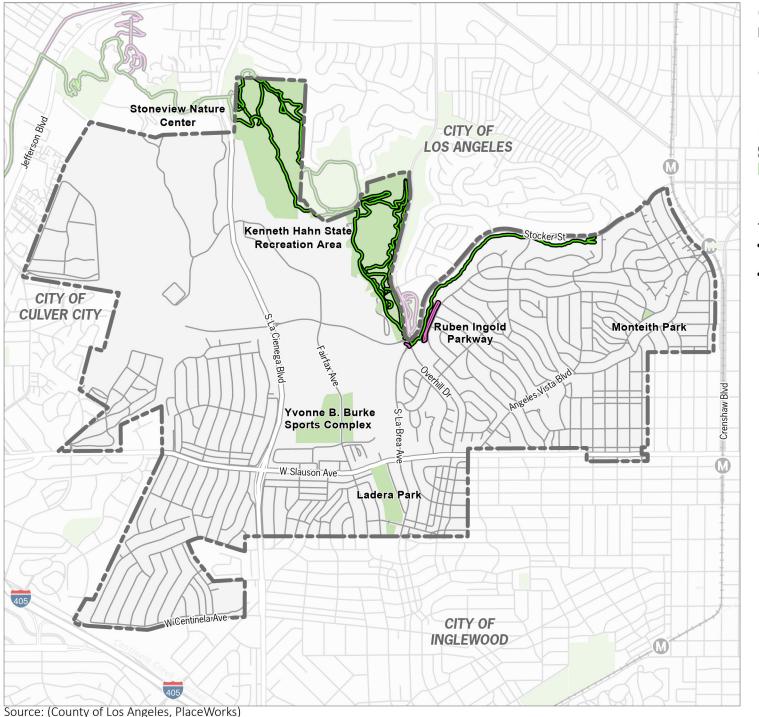
SHospitals and Medical Centers

7 Fire Stations

Libraries







COMMUNITY PROFILES Figure 1-4

Ladera Heights /
View Park-Windsor Hills
Parks, Open Space,
and Trails

Project Area Boundary

Parks and Open Space

Metro Rail Stations

--- Crenshaw Line

Trails

LA County DPR Trail

Mountains Recreation and

Conservation Authority (MRCA)

Trail





Vacant

Approximately 30.5 acres of the community's land is vacant, representing close to 1 percent of the total land area. Most parcels identified as vacant are characterized by variable topography with moderate to steep slopes. The largest contiguous vacant area is immediately northwest of the Holy Cross Cemetery and Mortuary and is entirely enclosed by Holy Cross and the Inglewood Oil Field. Additional large vacant areas consist of irregularly shaped parcels along the edges of residential subdivisions, where slopes constrain the development of housing and other uses.

Right-of-Way

Public rights-of-way, including roadways and adjacent landscaped areas, cover approximately 494.8 acres in the community, representing 16 percent of its total land area.

General Plan Land Use

The County General Plan Land Use Diagram with a focus on the Ladera Heights and View Park-Windsor Hills communities is shown on Figure 1-5 and represents the County's policy for the distribution and intensity of use that is permitted on each parcel in the planning area. Table 1-2 describes the types of use and maximum density/intensity permitted for each land use category depicted on the diagram. Numeric suffixes attached to residential uses refer to their maximum intensities, measured in "dwelling units per acre." "Intensity," as applied to residential uses, is measured by the number of dwelling units permitted on an acre of land (dwelling units per acre, or du/ac). Net density, used in Table 1-2, measures density after required features such as roads, trails, other infrastructure, or required buffers are deducted from gross acreage. In the context of nonresidential development, intensity is defined as the ratio of a building's total square footage to the area of the property (floor area ratio, or FAR). To determine the maximum amount of development that may be permitted for development on a property, the parcel area is multiplied by the intensity standard. For example, a maximum of 10 housing units could be constructed on a two-acre property assigned a permitted density of 5 du/ac (i.e., 2 x 5). On that same property, a 21,780-square-foot building could be constructed if designated for a 0.35 FAR (i.e., 87,120-square-foot property x 0.35). Table 1-3 indicates the acreage for each current General Plan land use designation. Most land in the community is currently built out, with few vacant parcels available for development. Future growth and development would necessitate the infill and/or intensification of existing developed properties.

Table 1-2. Current General Plan Land Use Designations, Intensities, and Descriptions

Current General Plan Land Use Designation	Intensity	Description
H9 - Residential 9	0-9 du/net ac	Single family residences.
H18 - Residential 18	0–18 du/net ac	Single family residences, two family residences.
H30 - Residential 30	20-30 du/net ac	Single family residences, two family residences, multifamily residences.
H50 - Residential 50	20-50 du/net ac	Single family residences, two family residences, multifamily residences.
CG - General Commercial	Residential: 20–50 du/net ac¹	Local-serving commercial uses including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses.
MR - Mineral Resources	N/A	Areas appropriate for mineral extraction and processing as well as activities related to the drilling for and production of oil and gas.
OS-C - Conservation	N/A	The preservation of open space areas and scenic resource preservation in perpetuity. Applies to land that is legally dedicated for open space and conservation efforts.
OS-PR - Parks and Recreation	N/A	Open space recreational uses, such as regional and local parks, trails, athletic fields, community gardens, and golf courses.
P - Public and Semi- Public	Residential: Density Varies ²	

^{1.} Also applicable to residential developments or the residential component in mixed-use developments on lots with one of the following land use designations: Altadena Community Plan: Business Park (BP) or General Commercial (GC); East Los Angeles Community Plan: Community Commercial (CC), Major Commercial (MC), or Commercial Manufacturing (CM); Rowland Heights Community Plan: Commercial (C); Walnut Park Neighborhood Plan: General Commercial (GC), Mixed Commercial (MC), or Office Commercial (OC); or West Athens-Westmont Community Plan: Regional Commercial (C.1), Community Commercial (C.2), Neighborhood Commercial (C.3), Commercial Manufacturing (C.4), or Commercial Recreation (CR).

^{2.} In the event that the public or semi-public use of mapped facilities is terminated, alternative uses that are compatible with the surrounding development, in keeping with community character, are permitted.

Table 1-3. General Plan Acreage and Percentages, Ladera Heights/View Park-Windsor Hills

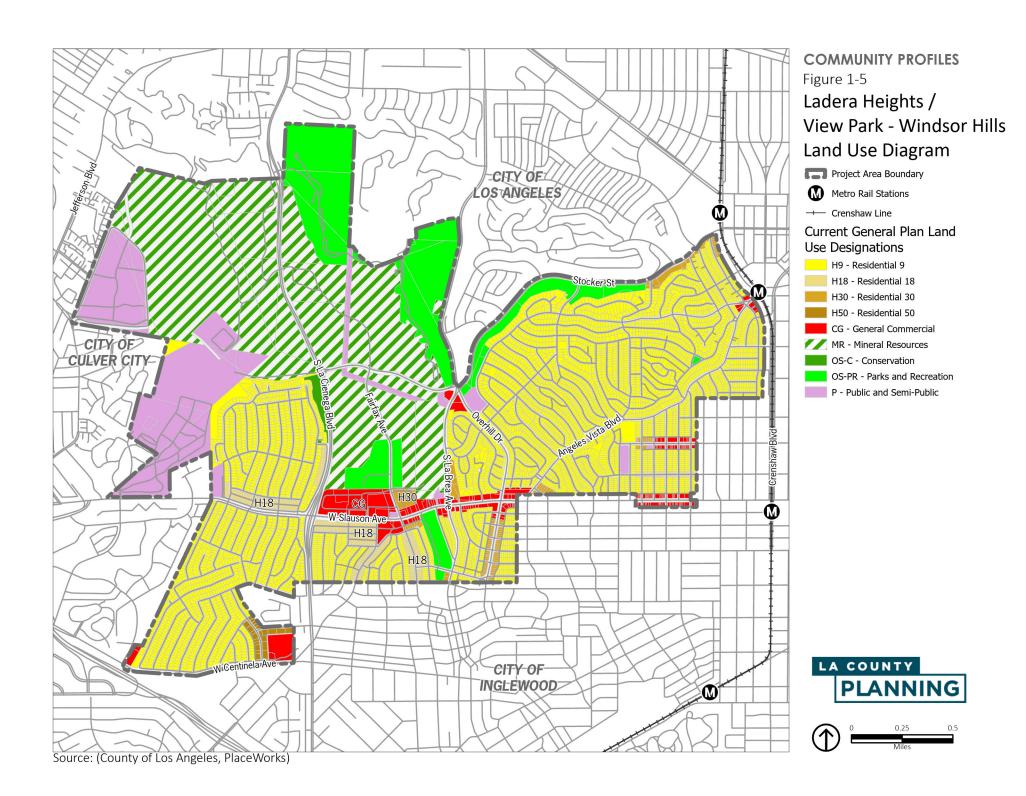
Current Land Use Designation	Acreage	Percentage
H9 - Residential 9	1,055.1	34%
H18 - Residential 18	45.8	1%
H30 - Residential 30	31.6	1%
H50 - Residential 50	10.6	0%
CG - General Commercial	86.7	3%
P - Public and Semi-Public	290.9	9%
OS-PR - Parks and Recreation	295.7	10%
OS-C - Conservation	8.0	0%
MR - Mineral Resources	758.5	25%
Total Parceled Acreage	2,583.0	84%
Right-of-Way	494.8	16%
Total Land Area	3,077.8	100%

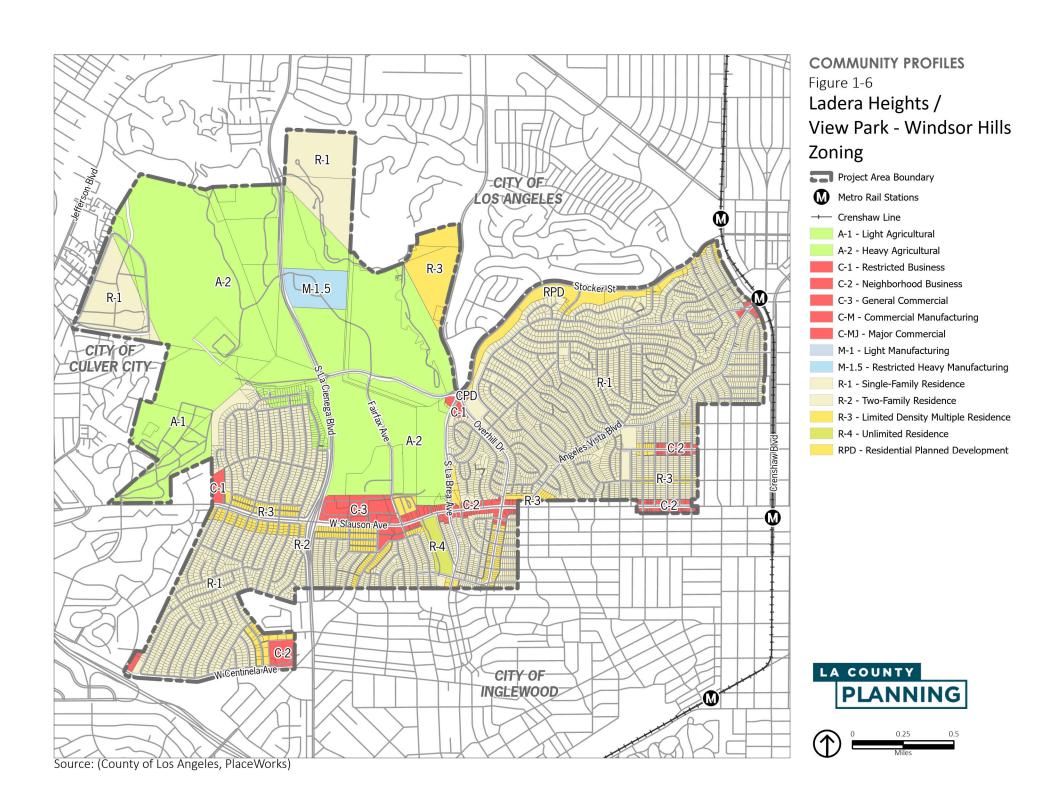
Existing Zoning

Zoning designations in the Ladera Heights and View Park-Windsor Hills communities are shown in Figure 1-6 and enumerated in Table 1-4. Parcel-level zoning designations should maintain consistency with uses and densities indicated on the General Plan land use diagram. The planning area includes land in a designated Very High Fire Hazard Severity Zone and Hillside Management Zones. These categorizations specify additional development standards in areas where safety and environmental conditions necessitate additional considerations.

Table 1-4. Acreage by Existing Zoning Designations, Ladera Heights and View Park-Windsor Hills

Zoning Designation	Acreage	Percentage
A-1 - Light Agricultural	155.3	5%
A-2 - Heavy Agricultural	903.7	29%
C-1 - Restricted Business	5.8	0%
C-1-DP - Restricted Business	5.9	0%
C-2 - Neighborhood Business	40.2	1%
C-3 - General Commercial	36.3	1%
C-3-DP - General Commercial	0.5	0%
C-M - Commercial Manufacturing	2.4	0%
CPD - Commercial Planned Development	1.2	0%
M-1 - Light Manufacturing	0.2	0%
M-1.5 - Restricted Heavy Manufacturing	36.3	1%
R-1 - Single-Family Residence	1,130.6	37%
R-1-15000 - Single-Family Residence	2.6	0%
R-2 - Two-Family Residence	65.9	2%
R-3 - Limited Density Multiple Residence	146.1	5%
R-3-P - Limited Density Multiple Residence	2.5	0%
R-4 - Unlimited Residence	14.4	0%
RPD-1-4U - Residential Planned Development	32.9	1%
Total Parceled Acreage	2,583	84%
Right-of-Way	494.8	16%
Total Land Area	3,077.8	100%





1.3.2 West Fox Hills

Existing Land Use

The unincorporated West Fox Hills comprises 31.1 acres consisting of primarily residential uses, with some nonresidential uses along South Centinela Avenue. Land uses on parcels within the community are shown on Figure 1-7, with the acreage of each land use type tabulated in Table 1-5 and described in greater detail in the following subsections. The community is largely built out, with little to no vacant land available for development.

Table 1-5. Acreage by Existing Land Use Designations, West Fox Hills

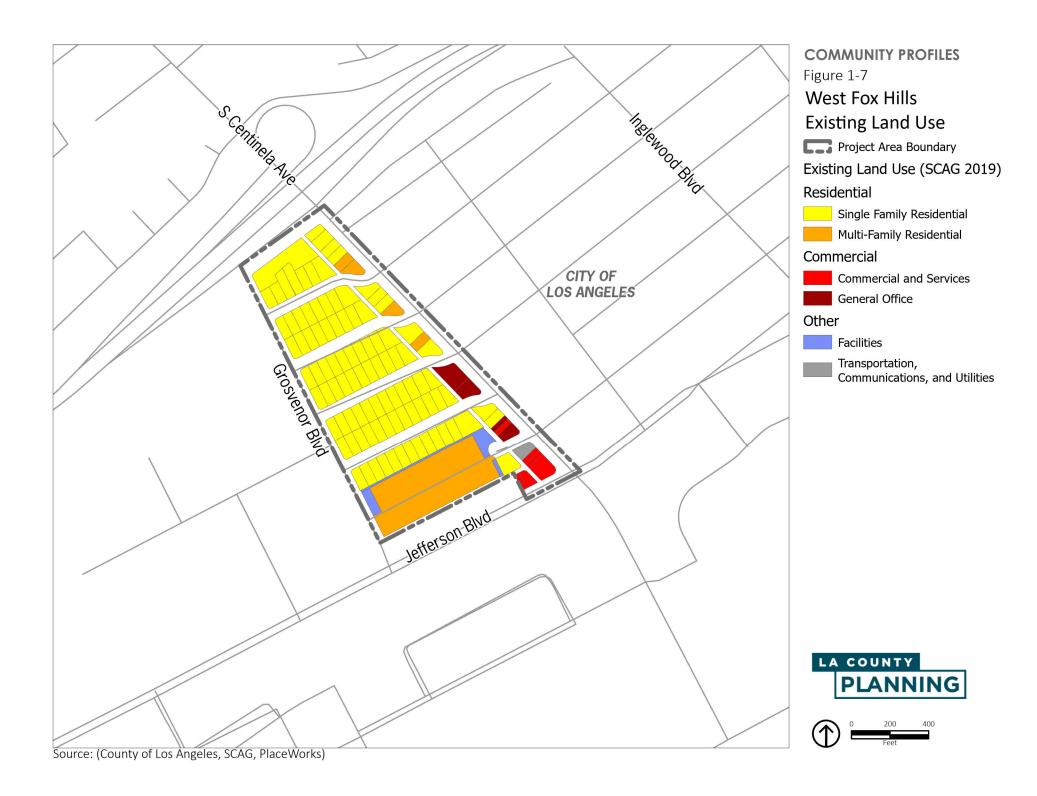
Existing Land Use	Acreage	Percentage
Single Family Residential	14.1	45%
Multi-Family Residential	4.3	14%
Commercial and Services	0.6	2%
General Office	0.7	2%
Facilities	0.6	2%
Transportation, Communications, and Utilities	0.1	0%
Total Parceled Acreage	20.3	65%
Right-of-Way	10.7	35%
Total Land Area	31.1	1%

Residential

Residential uses in the West Fox Hills community occupy approximately 18.4 acres, or 59 percent of the community's total area. Of this, 14.1 acres (45 percent) are developed with single family residences, and 4.3 acres (14 percent) are occupied by multifamily housing. Single-family housing is the area's predominant use throughout the community. Several multifamily buildings are along Jefferson Boulevard between Grosvenor Boulevard and Centinela Avenue, and on parcels along South Centinela Avenue north of Jefferson Boulevard, interspersed with single-family housing.

Commercial and Services

Commercial and Service uses in the West Fox Hills community, consisting of a gas station and auto shop, occupy 0.6 acres or approximately 2 percent of the land in the community. These uses are at the northwest corner of South Centinela Avenue and Jefferson Boulevard.



General Office

Office uses utilize 0.7 acres in the West Fox Hills community, accounting for approximately 2 percent of its total land area. Office uses are found fronting South Centinela Avenue between Juniette Street and Lucile Street, and consist of small, one- and two-story office buildings.

Public Facilities

Public and quasi-public facilities in the planning area include parking and alleyway access areas. Parcels developed for these uses cover 0.6 acres of land in the community, or approximately 2 percent of the total land area.

Transportation, Communications, and Utilities

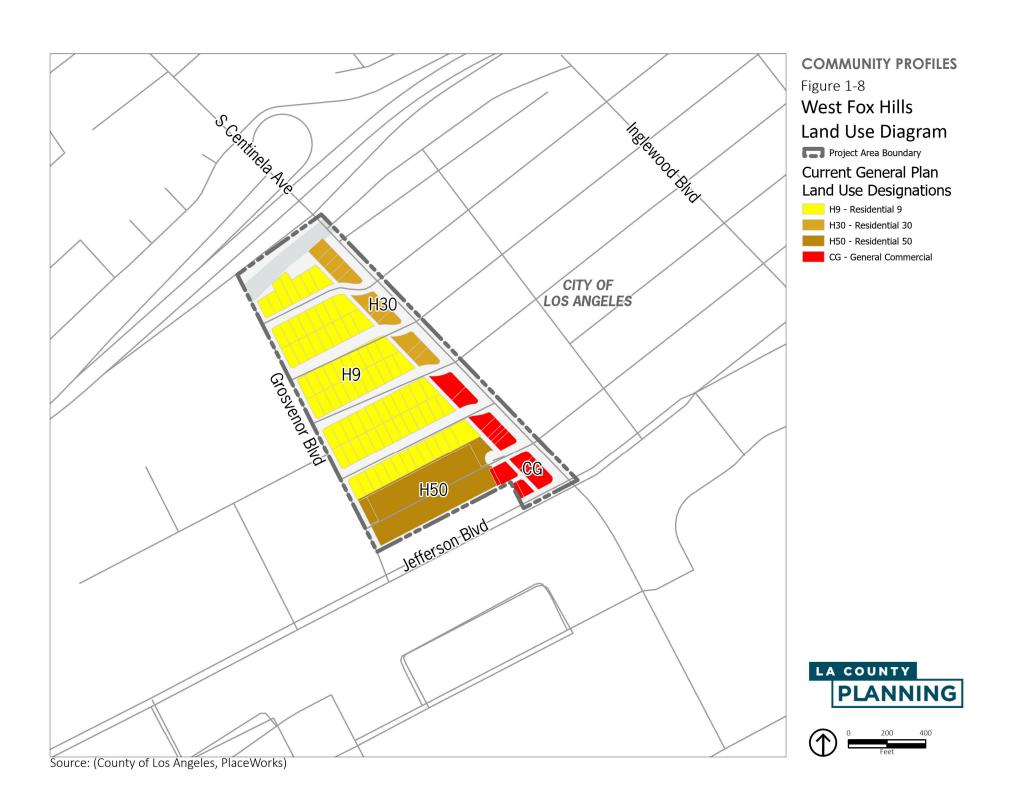
Transportation, communications, and utilities land uses generally consist of infrastructure and easements supporting the various functions of these systems. These comprise 0.1 acres, or less than 1 percent of land in the community. The property in this category is a lot owned by Southern California Edison at the intersection of South Centinela Avenue and Juniette Street.

General Plan Land Use

The County General Plan Land Use Diagram highlighting the West Fox Hills community is shown on Figure 1-8 and represents the County's policy for the distribution and intensity of use that are permitted on each parcel in the planning area. Table 1-6 indicates the acreage for each current General Plan land use designation in this subarea. Section 1.3.1, under "General Plan Land Use," provides additional detail on the land use designations shown in this table. Most land in the community is currently built out, with few vacant parcels available for development. Future growth and development would necessitate the infill and/or intensification of existing developed properties.

Table 1-6. Acreage by Current General Plan Land Use Designations, West Fox Hills

Current General Plan Land Use	Acreage	Percentage
H9 - Residential 9	11.6	37%
H30 - Residential 30	1.6	5%
H50 - Residential 50	4.3	14%
CG - General Commercial	1.9	6%
W - Water	0.9	3%
Total Parceled Acreage	20.3	65%
Right-of-Way	10.7	35%
Total Land Area	31.1	100%



Existing Zoning

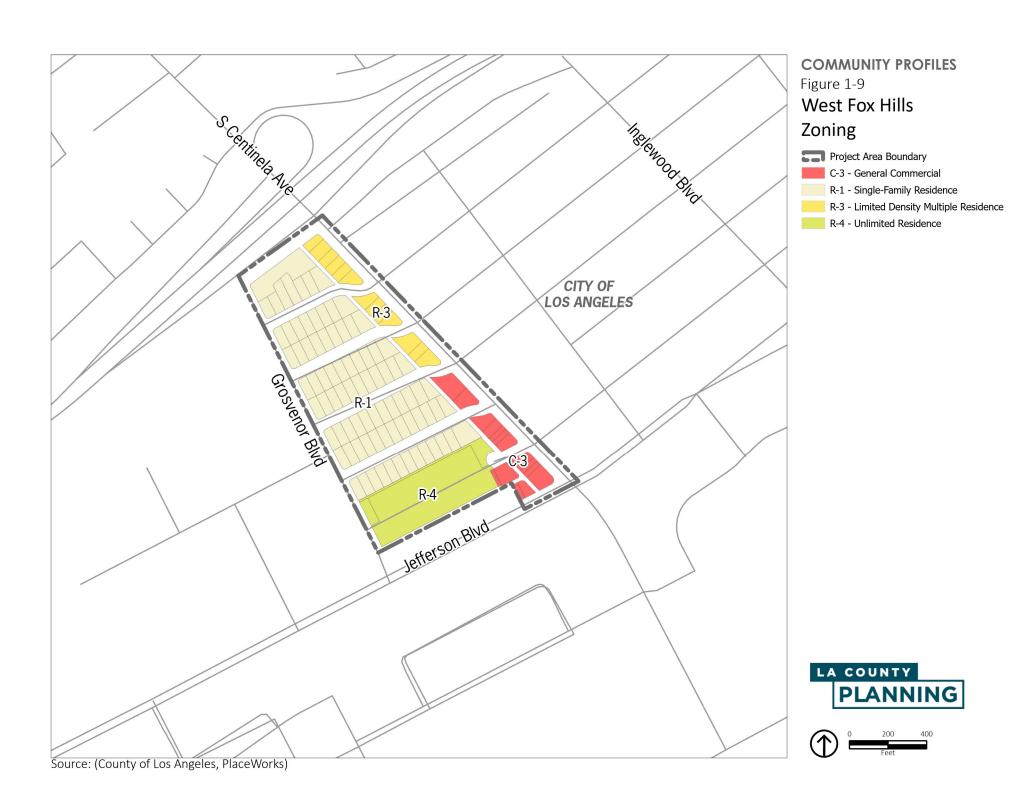
Zoning designations in the West Fox Hills community are shown on Figure 1-9 and enumerated in Table 1-7. Parcel-level zoning designations should maintain consistency with uses and densities indicated on the General Plan land use diagram.

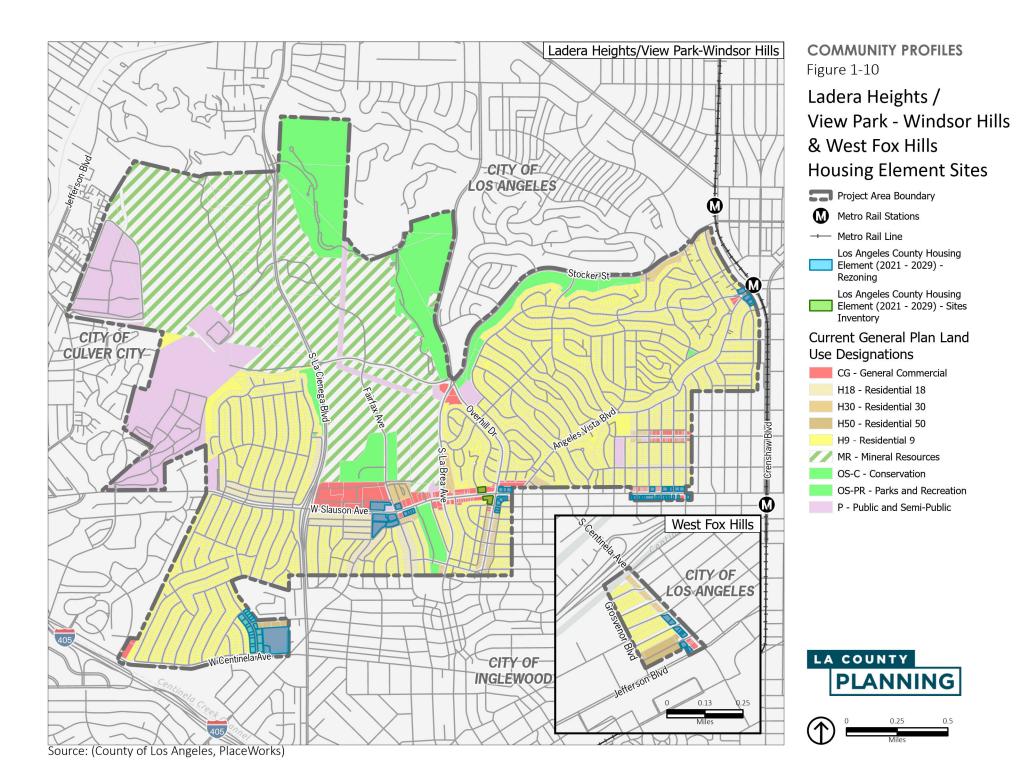
Table 1-7. Existing Zoning, West Fox Hills

Existing Zoning	Acreage	Percentage
R-1 - Single-Family Residence	12.4	40%
R-3 - Limited Density Multiple Residence	1.7	6%
R-4 - Unlimited Residence	4.3	14%
C-3 - General Commercial	1.9	6%
Total Parcelized Acreage	20.3	65 %
Right of way	10.7	35%
Total Land Area	31.1	1%

1.3.3 Regional Housing Needs Allocation

The County's 6th Cycle Housing Element (Housing Element) covers the 2021-2029 planning period and contains the County's plan and policies to provide opportunities for (and not unduly constrain) housing development sufficient to meet the housing needs of everyone in the community. As a part of this plan, the Housing Element includes an inventory of sites suitable for the development of housing that will accommodate projections described in the RHNA. Sites that are currently zoned for other uses or lesser densities must be rezoned accordingly. Should the rezoning be at densities less than those prescribed by the Housing Element, other properties in the planning area would need to be rezoned at higher densities to accommodate the increment of lost density. Figure 1-10, Housing Element Sites, shows sites identified for meeting the County's RHNA overlaid on the current General Plan Land Use designations.





1.3.4 Pending or Approved Projects

The View

In November 2022, a draft Environmental Impact Report was released for a proposed 88-unit multifamily residential development with supporting improvements on an approximately 1.84-acre site, referred to as "The View" project. The project is proposed on a vacant parcel in a Hillside Management Area and Very High Fire Hazard Severity Zone. The project includes a Conditional Use Permit for the development of condominium dwelling units in one building in the C-1 (Restricted Commercial) Zone, and because it is in a Hillside Management Area, the conditional use permit includes a yard modification for the reduction of front yard setbacks from 20 to 15 feet, and a request to exceed the maximum 35-foot height limit by 30 feet. As a condition of approval in the permit, the project would include 5 percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120 percent of median income.

1.3.5 Conclusion

As described previously, most of the Ladera Heights, View Park-Windsor Hills and West Fox Hills communities are built out, with little remaining land available for development. Any new uses or services would require intensification, redevelopment, or redesignation. It is the County's intention to phase out active resource extraction uses, so the acreage currently occupied by the Inglewood Oil Field represents the largest single redevelopment opportunity to meet community desires for more amenities and services.

In several areas, the maximum density allowed under the current General Plan is lower than densities indicated in the zoning designations established in the 2021-2029 Housing Element. This discrepancy will need to be rectified in the Land Use Element to ensure consistency with the Housing Element.

1.4 Urban Form

The physical form of Westside Los Angeles and its design character speak directly to how people experience the community and to their perceptions about the quality of life. Urban form and design character play a critical role in the creation of distinctive places and in establishing a unique identity for the community, its neighborhoods, and districts. While community design and urban form certainly relate to aesthetic character and quality, they also have significant implications for factors such as community vitality, stability and function. For instance, community form can have very real implications, both beneficial and detrimental, for fundamental issues such as business activity, traffic congestion, transit use, air pollution and climate change. Factors that contribute to the Westside's design character occur at different scales. If asked, most residents are likely to associate the area's design character with elements such as specific buildings, streets, parks, or districts. While these are the human-scale features that give texture and identity to the community, there are also other much larger, macro-scale

elements or features that create the framework that shapes the Westside's form. These "framework" elements include both natural and man-made features.

1.4.1 Natural Elements

Topography and Vistas

Much of the planning area is on hilly terrains that influence the built and natural environments. Rising above the urbanized areas of the cities of Los Angeles, Culver City, and Inglewood, the Ladera Heights and View Park-Windsor Hills neighborhoods offer sweeping vistas of the Los Angeles metropolitan area below and beyond. To the east, the Downtown Los Angeles skyline is perfectly framed; meanwhile, the Pacific Ocean sparkles in the distance to the west. Other visible Southern California landmarks include the Los Angeles International Airport (LAX), San Gabriel Mountains, and the Hollywood Sign.

In the Ladera Heights and View Park-Windsor Hills neighborhoods, function follows form, where the built environment follows the topographic contours of the terrain. Single-family residences are built on long street blocks created from curvilinear streets that conform to the terrain. Along the Slauson Corridor, clusters of urban forms are aggregated and separated by peaks and valleys formed by the hills.

Open Space and Trails

The planning area contains large areas of open spaces and trails that make it truly distinct from its surrounding areas. The Kenneth Hahn State Recreation Area is a popular regional destination that offers many outdoor recreation and programs for people of all ages. Surrounded by urbanized areas on all sides, the State Recreation Area affords visitors opportunities to escape from the hustle and bustle of city life and immerse in the natural environment.

The Park to Playa Regional Trail has two segments through the planning area: the Stocker Trail and trails in the Kenneth Hahn State Recreation Area. The Park to Playa trail is a 13-mile regional trail that links a network of trails, parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean. Other segments include Blair Hills, Baldwin Hills Scenic Overlook, Culver City Park, and Ballona Creek Bike Path.

1.4.2 Man-Made Elements

Contributing man-made elements to urban form are primarily defined by three broad categories—block and parcel sizes and shapes, streets and intersections, and building and site features. Block and parcel sizes are defining indicators of scale in the neighborhood or district. Street characteristics such as travel lanes, intersection length, parking, and streetscape contribute to the overall accessibility of a place and help define who gets where and how. Building features and structures, along with their relationships to the streetscape and parking, form the spaces within which people interact with the built environment.

Each of these three categories are further distilled into subcategories. The typical characteristics for each of these elements are depicted, below, for each urban form typology found in the study area.

Block and Parcel Size

Block Size. Block size is defined by the length and depth of the block. Typically, smaller blocks support more pedestrian activity.

Block Footprint. Closely related to block size, the proportions of a block affect the character of a community. The length and width ratio of a block plays an important role in building types and the location of other elements, such as parking. It may also affect pedestrian access, particularly across wide boulevards with few crosswalks.

Parcel Size. Parcel size is the length, depth, shape, and size of an individual parcel. Large parcels are typically found in automobile-oriented environments. Smaller parcels typically result in a finer-grained development pattern that is more conducive to walking.

Streets and Intersections

Travel Lanes. The number of travel lanes is another indicator of the scale of the urban form. Roadways with multiple travel lanes accommodate higher traffic volumes and can act as barriers between the land uses on either side. Conversely, narrower streets with fewer travel lanes can create more comfortable environments that encourage pedestrian activities. The width of travel lanes also contributes to perceptions of safety and walkability.

Intersection. The number of intersections is a good indicator of a neighborhood's internal level of accessibility and is related to block size. Typically, a higher number of intersections ensures many possible routes of travel by foot, bike, or automobile. Conversely, fewer intersections can indicate greater dependence on arterial and collector streets to accommodate automobile traffic.

Streetscape. Sidewalks, parkways, bikeways, street trees, and streetlights are some key elements that form the streetscape scene. Areas with all or most of these elements can activate the streetscape and turn it into a lively, pleasant place to be.

Parking Location. The location and distribution of off-street parking is indicated in the front, to the side, and/or to the rear of buildings. Parking may also be in an under- or above-ground parking structures.

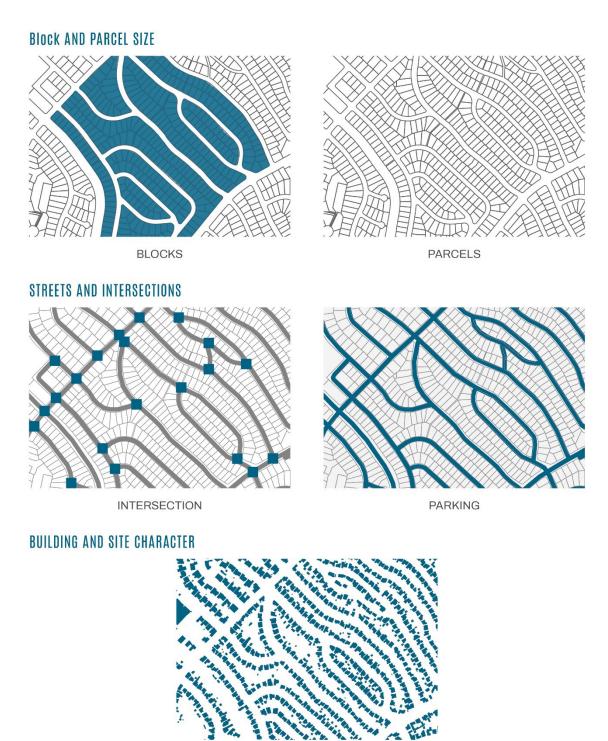
Building and Site Character

Building Footprint. Buildings are mapped to show the relationship between built and unbuilt space. This shows spatially the size, arrangement, and configuration of buildings on a parcel.

Building Frontage. Frontage describes the relationship of buildings to streets and distinguishes the various types of street character of an area. Building frontage may be a proxy for the quality of pedestrian experience because buildings with greater connectivity to the street and sidewalk are more welcoming to those on foot.

Figure 1-11 shows the five principal urban form typology elements.

Figure 1-11. Typology Elements

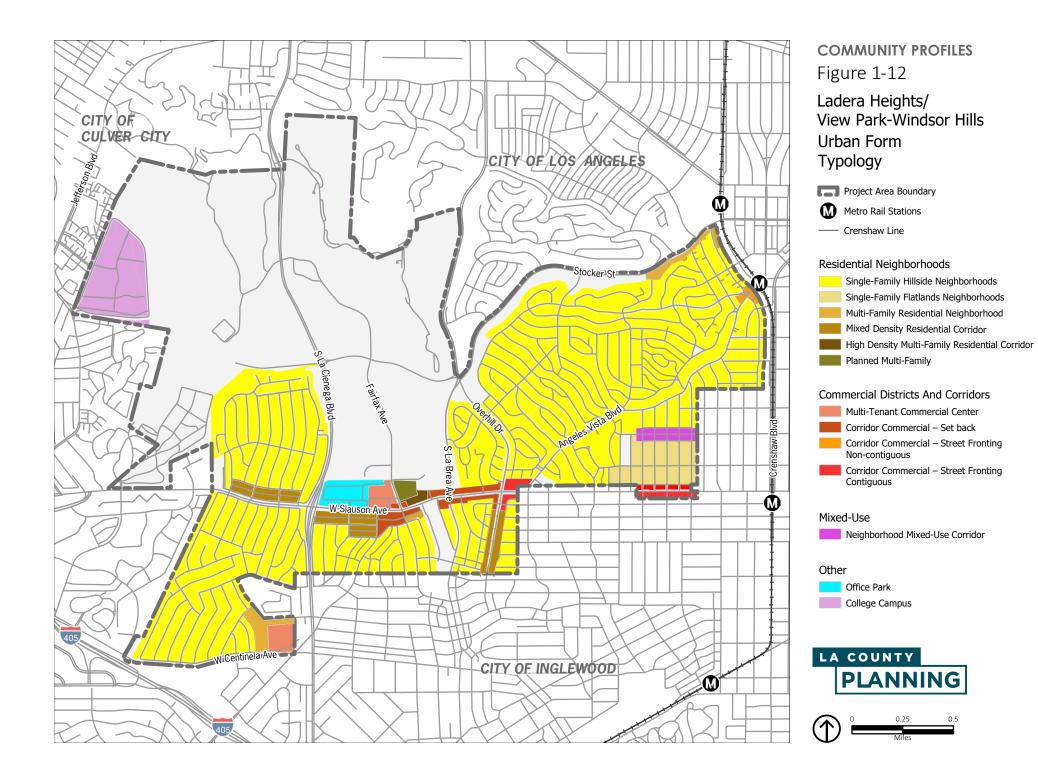


BUILDING FOOTPRINTS

Physical development of the Westside planning area is characterized by the following distinct typologies:

- · Residential Neighborhoods
 - » Single-Family Hillside Neighborhoods
 - » Single-Family Flatlands Neighborhoods
 - » Multifamily Residential Neighborhood
 - » Mixed Density Residential Corridor
 - » High Density Multifamily Residential Corridor
 - » Planned Multifamily (multiple buildings on a parcel)
- Commercial Districts and Corridors
 - » Multitenant Commercial Center
 - » Corridor Commercial Set back
 - » Corridor Commercial Street Fronting, Non-contiguous Buildings
 - » Corridor Commercial Street Fronting, Contiguous Buildings
- Mixed-Use
 - » Arterial Mixed-Use Corridor
 - » Neighborhood Mixed-Use Corridor
- Other
 - » Office Park
 - » College Campus

Figure 1-12 illustrates the typologies in Ladera Heights and View Park-Windsor Hills, and Figure 1-13 shows the two typologies in West Fox Hills (Dey Rey). They are described in detail in subsequent pages.





COMMUNITY PROFILES

Figure 1-13

West Fox Hills Urban Form Typology

Project Area Boundary

Residential Neighborhoods

Single-Family Flatlands Neighborhoods

Mixed-Use

Arterial Mixed Used Corridor





Residential Neighborhoods

Single-Family Hillside Neighborhoods

Single-family hillside neighborhoods are the primary typology in the Ladera Heights and View Park-Windsor Hills communities. They are characterized as a modified grid with long blocks of curvilinear streets conforming to the hilly topography. The buildings in this typology are single-family residences, typically one-story or two-stories high, with large front yards and driveway entrances. The streetscape has sidewalks with landscape parkways along residential streets and on-street parking on both sides.







Clockwise from above left: One-story single-family residence with a landscaped front yard. View of the Downtown Los Angeles skyline from View Park-Windsor Hills. Two-story single-family residence with landscaped parkway.



Blocks

Shape: RectangularLength: 450 -200 feetDepth: 220 to 270 feet

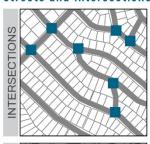
Parcels

•

Shape: RectangleLength: 55 to 85 feetDepth: 100 to 125 feet

• Size: Average 8,000 square feet (0.18 acres)

Streets and Intersections



Streets and Intersections

· Street ROW width: 30 feet

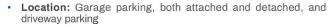
Travel lanes: 2

Street Intersections: Varies due to curvilinear streets

· Sidewalk width: 5 - 7 feet

 Streetscape: Landscaped parkway between the sidewalk and the street; street trees are irregularly placed

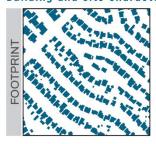
Parking



· On street parking: Parallel parking

Building and Site Character

PARKING



- · Height: 1 2 stories
- Building location: Articulated buildings oriented toward the street
- Setback treatment: Landscaped front yards where the buildings are set back from the street
- Site Character: Pleasant single-family residential neighborhood on a hilly terrain

Single-Family Flatlands Neighborhoods

The single-family flatland neighborhoods are on the southeastern portion of View Park-Windsor Hills north of Slauson Avenue, in southwestern Ladera Heights, and in the West Fox Hills community. Typical of many suburban communities throughout Southern California, these areas contain a gridded street pattern with rectangular blocks and single-story residences set back from street frontages with landscaped front yards. Streets are local residential roads with on-street parking and landscaped parkways. In View Park-Windsor Hills, most parkways are lined with tall palm trees on both sides, giving it a characteristically Southern California appearance.







Top: Single-family residences in the flatlands neighborhoods that have two distinct architectural styles. Bottom: Tall palm trees spaced evenly apart on both sides of the parkway.



Blocks

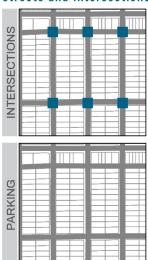
Shape: RectangularLength: 300 feetDepth: 500 to 800 feet

Parcels

Shape: RectangularLength: 50 to 60 feetDepth: 130 to 140 feet

• Size: 6,500 to 8,400 square feet (0.15 to 0.2 acres)

Streets and Intersections



Streets and Intersections

· Street ROW width: 30 to 40 feet

Travel lanes: 2

Street Intersections: Spaced at 300 feet apart

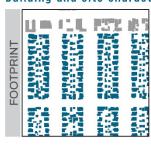
· Sidewalk width: 5 to 6 feet

 Streetscape: Streets have landscaped parkways between the front yards and the sidewalks. They are lined with palm trees that are evenly spaced apart.

Parking

· Location: Detached parking in rear and on driveways

· On street parking: Parallel parking



- Height: 1 2 stories
- Building location: Articulated structures set back from front yards
- Setback treatment: Landscaped front yards where the building is set back from the street
- **Site Character:** Iconic Southern California single-family suburb with evenly lined palm trees

Multifamily Residential Neighborhoods

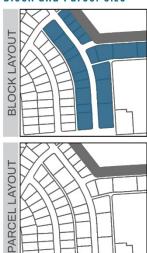
A small cluster of dense multifamily residences are in the southern portion of Ladera Heights along Springpark Avenue and the northern portion of View Park-Windsor Hills along Stocker Street between Palmero Boulevard and Presidio Drive. The building footprints cover the majority of the site, with subterranean parking and minimal open space. Apartment complexes are two to three stories in height, with minimal setback and landscaping along the sidewalk. Street trees with dense canopies provide shade along Springpark Avenue, creating a pleasant pedestrian environment.







All: Multifamily apartment units along Springpark Avenue with landscaped parkways and setbacks.



Blocks

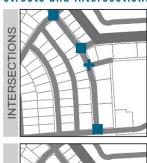
Shape: RectangularLength: 400 - 1,200 feetDepth: 130 - 280 feet

Parcels

Shape: RectangularLength: 65-200 feetDepth: 125-130 feet

• Size: 8125 - 26,000 square feet

Streets and Intersections



PARKING

Streets and Intersections

· Street ROW width: 35 to 60 feet

• Travel lanes: 2 to 5

Street Intersections: Spaced at 1,200 to 1,400 feet apart

+ Alley Intersections: 165 - 205 feet apart; serves as parking entries to multi-family residences

• Sidewalk width: 5 to 10 feet

 Streetscape: Landscape parkways with irregular street trees; buildings, with gated parking oriented towards the street

Parking

Location: Underground parkingOn street parking: Parallel parking



- Height: 2 3 stories
- Building location: Building entrances are oriented towards to public street and are setback on average 10' from the sidewalk
- Setback treatment: Landscaping where the building is set back from the street
- **Site Character:** Pedestrian-friendly with sidewalks and landscape parkways

Mixed-Density Residential Corridor

An example of a mixed-density residential corridor is located along Overhill Drive near the southern edge of View Park-Windsor Hills. This corridor is predominantly composed of multifamily apartments that are two stories in height, with some single-family residences interspersed throughout. Multifamily buildings are developed on parcels with comparable width and depth to single-family typologies and separated from adjoining structures by front and side yards, giving more air space and access to sunlight between buildings. A key characteristic of this urban form is Overhill Drive, a multilane arterial with on-street parking on either side. The width of the arterial coupled with minimal landscape on the parkways physically and visually separates the structures on both sides of the street. Other examples of this typology can be found on the north side of Slauson between Shenandoah and Chariton Avenues and on the south side of Slauson between La Cienega and La Tijera Boulevards.







A mixture of housing stock with different densities and setback treatments along Overhill Drive.



PARCEL LAYOUT

Blocks

Shape: RectangularLength: 300 feetDepth: 115 - 130 feet

Parcels

Shape: RectangularLength: 40 - 50 feetDepth: 100 - 120 feet

• Size: 4,000 - 6,000 square feet

Streets and Intersections





Streets and Intersections

· Street ROW width: 65 - 70 feet

Travel lanes: 5

Street Intersections: Spaced at 300 - 350 feet apart along Overhill Drive

 Alley Intersections: Spaced at 300 - 350 feet; serve as parking entries for each property

· Sidewalk width: 10 - 15 feet

Streetscape: Small grassy parkway between the sidewalk and roadway

Parking

Location: Garage parking in rearOn street parking: Parallel parking



- Height: 1 3 stories
- Building location: Some multi-family apartments are oriented inwards toward internal courtyards or landscaping, while others face the street
- Setback treatment: Landscaping where the building is set back from the street
- Site Character: Dense multi-family buildings mixed with single-family residences along a wide roadway with minimal street landscaping

High Density Multifamily Residential Corridor

The high density multifamily residential corridor is characterized by a continuous strip of multistory apartment buildings concentrated along a primary street frontage—in this case, along the north side of Slauson Avenue near Fairfax Avenue. In many respects, the building footprints of this typology are comparable to the Mixed-Density Corridor with larger and deeper parcel sizes. Buildings are primarily two stories in height with interior common recreation areas. They have small setbacks from the sidewalk, and they are separated by driveways that lead to parking in the back or in parking structures. The buildings are oriented inward, and the majority of the frontages face away from Slauson Avenue.





Multifamily apartment units along Slauson Avenue. The buildings are primarily oriented inward to internal courtyards/open spaces.



PARCEL LAYOUT

Blocks

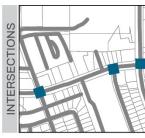
Shape: RectangularLength: 620 feetDepth: 200 - 250 feet

Parcels

Shape: IrregularLength: 50 - 120 feetDepth: 205 - 215 feet

• Size: 10,050 - 25,800 square feet

Streets and Intersections





Streets and Intersections

· Street ROW width: 70 - 80 feet

Travel lanes: 7

Street Intersections: Spaced at 1,235 - 1,280 feet apart

• Sidewalk width: 5 - 10 feet

 Streetscape: Small grassy parkway between the sidewalk and roadway with minimal landscaping

Parking

Location: On-site garage and surface parking in the front and the rear

· On street parking: Parallel parking



- Height: 1 3 stories
- Building location: Buildings are setback from the sidewalk and oriented inwards to internal courtyards
- Setback treatment: Landscaping where the building is set back from the sidewalk
- Site Character: Large multi-family units located along a wide arterial that have minimal street landscaping

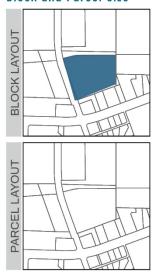
Planned Multifamily

The Planned Multifamily typology is characterized by the development of multiple apartment buildings with common open spaces and amenities as a unified and single project on larger properties. Though a typical form of development in many suburban communities, the sole example in the Ladera Heights and View Park-Windsor Hills area is northeast of the Slauson Avenue and Fairfax Avenue intersection. The structures in this typology are one to two stories high, with setbacks from sidewalks and buildings clustered around internal open spaces. Alleys provide access to garage structures in the back of the buildings. On-street parking and surface parking are also available.



Source: Google Streetview.

Cienega Village is a planned multifamily apartment complex on Fairfax Avenue in the Ladera Heights neighborhood.



Blocks

· Shape: Irregular

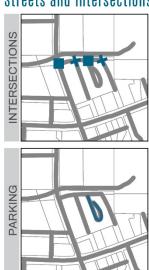
Length: 240 - 1,120 feetDepth: 290 - 780 feet

Parcels

Shape: IrregularLength: 85 - 120 feetDepth: 40 - 120 feet

• Size: 3,400 - 14,400 square feet

Streets and Intersections



Streets and Intersections

· Street ROW width: 30 - 35 feet

Travel lanes: 2

Street Intersections: Spaced at 100 - 300 feet apart

+ Alley Intersections: 150 feet; serve as back portions of the properties

• Sidewalk width: 5 feet

 Streetscape: Buildings that are located adjacent to Fairfax Avenue have parkways between the sidewalk and roadway. Internal roadways lack streetscaping.

Parking

· Location: Garage parking, surface parking, and on-street parking

· On street parking: Parallel parking



- Height: 1 2 stories
- Building location: Setback from grassy area that serve as open space throughout the development
- Setback treatment: Landscaping where the building is set back from the street
- Site Character: Large residential development with multiple apartment complexes and internal circulation network

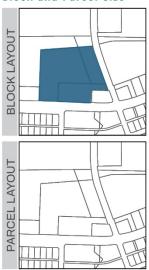
Commercial Districts and Corridors

Multitenant Commercial Centers

Multitenant commercial centers are characterized by their large parcels developed with large-format anchor stores and smaller buildings that are primarily on the site's interior, with some individual pads along the street frontage, and extensive surface parking. Landscaping is relatively sparse and primarily in the parking lots. Ladera Heights and View Park-Windsor Hills have two multitenant commercial urban forms; one of the commercial centers is on the northwest corner of Slauson Avenue and Fairfax Avenue, and the other is at the Ladera Center, on the northwest corner of La Cienega Boulevard and Centinela Avenue.



Portions of the Ladera Center lie within Ladera Heights, and other sections are part of the City of Los Angeles.



Blocks

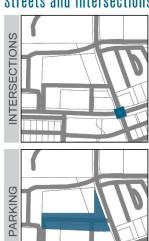
· Shape: Irregular · Length: 560 - 800 feet · Depth: 600 feet

Parcels

· Shape: Irregular · Length: 560 - 800 feet Depth: 600 feet

• Size: Average 382,820 square feet (8.8 acres)

Streets and Intersections



Streets and Intersections

· Street ROW width: 50 - 105 feet

Travel lanes: 2 - 7

Street Intersections: Spaced at 550 - 750 feet apart

Sidewalk width: 10 feet

Streetscape: Sidewalks with minimal landscaping from the set backs create an uninviting atmosphere for pedestrians

Parking

· Location: Side and rear surface parking

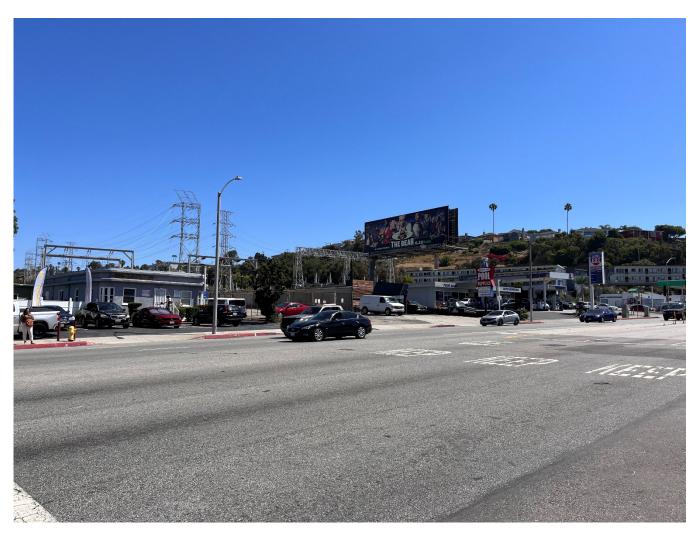
· On street parking: None



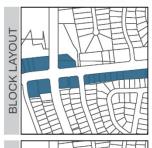
- Height: 1 story
- Building location: Multiple unarticulated buildings with variable size; oriented towards surface parking within the development.
- Setback treatment: Landscaping where buildings are set back from the street
- Site Character: Large structures from large format anchor retail surrounded by surface parking

Corridor Commercial - Set Back

Typical of commercial corridors throughout Southern California, properties are developed for buildings set back from street frontages and adjoining parcels with extensive surface parking lots and separate driveway access from the street. Buildings are primarily one to two stories high with minimal landscaping and few pedestrian-oriented amenities. Cumulatively, these characteristics contribute to an urban form that is tailored to motorists.



Segment of Slauson Avenue near Ladera Park with buildings that have setbacks and surface parking in front.



Blocks

· Shape: Rectangular · Length: 225 - 980 feet • Depth: 60 - 230 feet



Parcels

· Shape: Rectangular or square · Length: 55 - 215 feet

• Depth: 60 - 220 feet

• Size: 3,300 - 47,300 square feet

Streets and Intersections



Streets and Intersections

· Street ROW width: 80 - 90 feet

Travel lanes: 7

Street Intersections: Spaced at 600 - 1,260 feet apart

Sidewalk width: 5 - 7 feet

Streetscape: Small shrubs on small parkway between the sidewalk and roadway with minimal landscaping

Parking

· Location: Front and side surface parking

· On street parking: Parallel parking

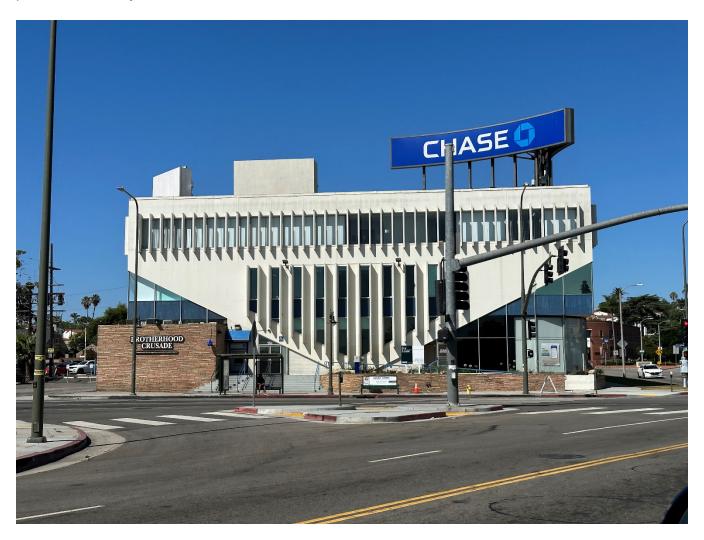




- · Height: 1 3 stories
- Building location: Multiple unarticulated buildings with variable size; oriented towards surface parking.
- Setback treatment: Surface parking where buildings are set back from the sidewalk
- Site Character: Predominately auto-oriented with surface parking located adjacent to a wide arterial

Corridor Commercial – Street Fronting, Noncontiguous

The corridor commercial, noncontiguous urban form is concentrated on a small area west of Leimert Park Plaza on the eastern edge of View Park-Windsor Hills. It adjoins a multistory building with a frontage that abuts the sidewalk and faces Crenshaw Boulevard. The structure is separated from surrounding buildings with narrow driveways that lead to large surface parking in the back. Other buildings adjacent to this structure all have frontages that face Crenshaw Boulevard, forming a pedestrian-friendly corridor.



Chase building at the intersection of Crenshaw Boulevard and Olympiad Drive. Surface parking in the back of the building and adjacent buildings are identified as sites for redevelopment in the Housing Element.



Blocks

Shape: RectangularLength: 375 - 380 feetDepth: 345 feet

PARCEL LAYOUT

Parcels

Shape: Rectangular or squareLength: 110 - 305 feet

• Depth: 325 - 340 feet

• Size: 35,750 - 103,700 square feet

Streets and Intersections



Streets and Intersections

· Street ROW width: 70 - 90 feet

• Travel lanes: 6

Street Intersections: Spaced at 770 - 1,315 feet apart

Alley Intersections: 135 - 175 feetSidewalk width: 10 - 15 feet

• Streetscape: Many street furniture (street light, bus stops, benches etc.) decorate the streetscape



Parking

Location: Rear surface parkingOn street parking: Parallel parking



- Height: 1 3 stories
- Building location: Articulated buildings with variable size; oriented towards sidewalk
- Setback treatment: Buildings are not set back from the sidewalk
- Site Character: Wide sidewalk with many street furniture adjacent to buildings with store frontages create a pleasant pedestrian environment

Corridor Commercial – Street Fronting, Contiguous

This typology is characterized by buildings adjacent to the sidewalk directly along the street frontages, forming a continuous "building wall," whose elevations have entries and are largely visually transparent, with parking to the rear, along the curb, or in subterranean structures. Coupled with their interior use, these elements have the potential to create a pedestrian-active street environment. A cluster of such buildings is concentrated on Slauson Avenue, in the southeastern section of the View Park-Windsor Hills community. However, due their age of construction, parking is limited.







Multiple businesses with shared walls, frontages facing the sidewalk, and no setback from the sidewalk.



Blocks

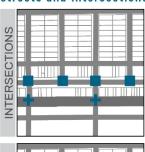
Shape: RectangularLength: 580 - 585 feetDepth: 120 - 130 feet

Parcels

Shape: RectangularLength: 25 - 75 feetDepth: 100 - 110 feet

• Size: 2,500 - 8,250 square feet

Streets and Intersections



PARKING

Streets and Intersections

· Street ROW width: 60 to 65 feet

Travel lanes: 5

Street Intersections: Spaced at 570 - 600 feet apart

♣ Alley Intersections: 120 - 125 feet

· Sidewalk width: 15 feet

 Streetscape: Wide sidewalk offers more space to accommodate pedestrian activities; however, there is minimal landscaping.

Parking

Location: Side surface parking
On street parking: Parallel parking



- Height: 1 story
- Building location: Articulated buildings oriented toward the sidewalk
- Setback treatment: Buildings are not set back from the sidewalk
- Site Character: Wide sidewalk and articulate store frontages could create a pedestrian-friendly environment; however, many structures appear aged and the architecture pedestrian amenities are limited.

Mixed-Use Districts and Corridors

Arterial Mixed-Use Corridor

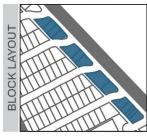
This typology is characterized by its mix of uses and physical characteristics and is primarily on the western section of Centinela Avenue in the West Fox Hills neighborhood. The corridor contains a diversity of single-family residences, multifamily units, and two-story commercia/office buildings. The buildings' relationship to the sidewalk differs by building type. Single-family residences have front yards with setbacks that resemble single-family neighborhoods. Multifamily apartments have landscaped areas at the front of the buildings and driveways that lead to parking in the back, akin to the high-density multifamily corridor along Slauson Avenue. Meanwhile, commercial buildings have similar characteristics to the corridor commercial, noncontiguous urban form typology along Crenshaw Boulevard near Leimert Park Plaza.





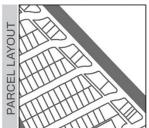


Buildings with multiple uses, sizes, frontages, and setbacks along Centinela Boulevard.



Blocks

Shape: RectangularLength: 190 - 200 feetDepth: 105 feet



Parcels

Shape: RectangularLength: 45 - 205 feetDepth: 85 - 100 feet

• Size: 3,825 - 20,500 square feet

Streets and Intersections



Streets and Intersections

· Street ROW width: 75 - 90 feet

· Travel lanes: 6

Street Intersections: 200 feet
 Alley Intersections: 120 feet
 Sidewalk width: 5 - 10 feet

Streetscape: Landscaped parkway between the sidewalk and roadway



Parking

· Location: Garage parking and driveway parking

· On street parking: Parallel parking



- Height: 1 2 stories
- Building location: Some buildings are adjacent to the sidewalk, while others have setbacks between the sidewalk
- Setback treatment: Where buildings have set back, they are landscaped
- Site Character: A mix of commercial, single and multi-family residences

Neighborhood Mixed-Use Corridor

The Neighborhood Mixed-Use Corridor typology contains a variety of civic institutions, faith-based organizations, commercial structures, and other social service organizations that are interspersed with single- and multifamily residences. This typology is located along West 54th Street between Alviso Avenue and Hillcrest Drive. The street is a local connector that has two travel lanes with on-street parking, landscape parkways, and sidewalks. These characteristics create a unique corridor that provides important services at a scale that blends in with the surrounding neighborhood.







Clockwise from upper left: Entrance to the View Park Bebe Moore Campbell Library. View of W 54th Street with trafficcalming devices shown. 54th Street Charter School at the western edge of the corridor.

Block and Parcel Size



Blocks

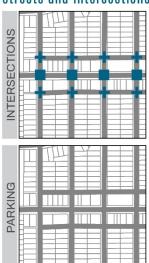
Shape: RectangularLength: 210 - 270 feetDepth: 170 - 750 feet

Parcels

Shape: RectangularLength: 20 - 430 feetDepth: 110 - 740 feet

· Size: 2,200 - 318,200 square feet

Streets and Intersections



Streets and Intersections

· Street ROW width: 45 - 60 feet

Travel lanes: 2

Street Intersections: Spaced at 260 feet apart

→ Alley Intersections: 140 - 155 feet

· Sidewalk width: 5 - 15 feet

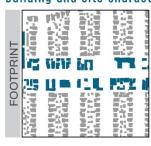
 Streetscape: Certain segments have landscaped parkway between sidewalk and bus stops

Parking

· Location: Side or rear garage or surface parking

· On street parking: Parallel parking

Building and Site Character



- Height: 1 2 stories
- Building location: Some buildings are located adjacent to the sidewalk with no set back, while others have set backs
- Setback treatment: Where buildings that have set backs, they are landscaped in the front
- Site Character: Pedestrian-scale neighborhood that provides a variety of services

Other

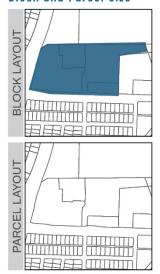
Office Park

The office park is a largely self-contained typology that is concentrated on a large parcel on the northeast corner of Slauson Avenue and La Cienega Boulevard. It has multistory buildings that are oriented away from Slauson Avenue, and it is connected by an internal network of roadways and pathways. Large multistory parking structures and surface parking provide ample parking space. The office park is on terrain with slopes. Nearby, Slauson Avenue crosses La Cienega Boulevard via an overpass, creating a large interchange that resembles a freeway exit. These characteristics further isolate the office park from its surroundings.



Wateridge Office Park as seen from Slauson Avenue. The topography physically separates the office park from the sidewalk.

Block and Parcel Size



Blocks

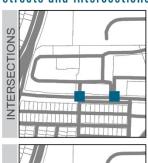
Shape: IrregularLength: 1,000 feetDepth: 560 feet

Parcels

Shape: IrregularLength: 1,000 feetDepth: 560 feet

• Size: 560,000 square feet (12.85 acres)

Streets and Intersections



PARKING

Streets and Intersections

· Street ROW width: 40 - 60 feet

• Travel lanes: 3 - 5

- Street Intersections: Spaced at 425 feet apart
- Sidewalk width: 7 feet (along Slauson Avenue) and 5 feet (within the internal circulation system)
- Streetscape: Most of the streets have a wide landscape buffer between the building and the street

Parking

- · Location: Surface parking and multi-level parking structures
- · On street parking: None

Building and Site Character



- · Height: 4+ stories
- Building location: Multiple unarticulated buildings with variable size; oriented towards internal circulation system
- Setback treatment: Landscaping where buildings are set back from the street
- **Site Character:** Strong sense of enclosure within the development. The scale and orientation of the buildings and lack of pedestrian amenities create an environment oriented to the automobile.

College Campus

This typology primarily encompasses West Los Angeles College, which is on the western boundary of Ladera Heights. It is nestled between the Inglewood Oil Field to the east and planned multifamily communities in Culver City to the west. The area is in a hilly terrain, which is used to provide grade separation between the Inglewood Oil Field, West Los Angeles College, and residences below it.

The West Los Angeles College is characterized by multistory buildings and recreational facilities such as baseball and football fields scattered throughout the campus. They are surrounded by surface parking on most sides of the campus. Some of the buildings at the center of campus face inward to an internal network of pathways and open space. Many buildings are sited to avoid an earthquake fault that runs underneath the campus.

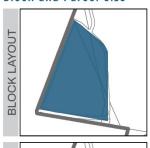






Clockwise from upper left: Entrance to West Los Angeles College at the intersection of Overland Avenue and Freshmen Drive. View of the campus from the east side of Sophomore Drive. Campus building as seen from Sophomore Drive.

Block and Parcel Size



Blocks

· Shape: Irregular

• Length: 1,070 - 1,875 feet • Depth: 1,770 - 2,495 feet



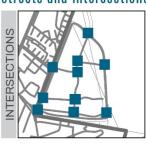


Parcels

Shape: Irregular

Length: 1,070 - 1,875 feet Depth: 1,770 - 2,495 feet Size: 67.5 acres

Streets and Intersections



Streets and Intersections

· Street ROW width: 30 - 35 feet

Travel lanes: 2

Street Intersections: Spaced at 790 - 850 feet apart

Sidewalk width: 5 - 10 feet

Streetscape: Sidewalks with trees and shrubs line the roadways, conforming to the natural environment

Parking

· Location: Surface parking · On street parking: None



Building and Site Character



1-68

- Height: 1 4 stories
- Building location: Multiple buildings with variable size; oriented towards surface parking. A cluster of buildings are connected by a network of pathways surrounded by landscaping.
- Setback treatment: Landscaping where the building is set back from the street
- Site Character: A college campus with an internal circulation network and pathways located on a hilly terrain

1.4.3 Urban Form Conclusions

The form and character of development of Ladera Heights and View Park-Windsor Hills is evocative of the classic perceived image of Southern California's residential neighborhoods and commercial districts. In essence, predominantly low-density single-family residential neighborhoods on tree-lined streets crossed by continuous arterial corridors and interspersed centers of low-rise commercial buildings amid surface parking lots.

The structure and density of uses mandate travel and access by the automobile. Single-family housing is separated from clusters of multifamily apartments; neighborhoods are separated from places of commerce and employment; and retail and office uses are designed and configured for the automobile, with little or no pedestrian amenity or access. These are the forms of development that inherently contribute to the degradation of air quality, climate change, and human health.

With few vacant properties other than the Inglewood Oil Field, parklands, and lands conserved as permanent open spaces, the development of new housing, commercial, and other uses will require replacement, infill, and/or intensification of the existing built environment.

Recognizing numerous comments from the community regarding the value and importance of these characteristics, and aspirations for the future, several principles are evident as guideposts for developing the plan for future growth and development:

- It is important that new buildings complement and be sensitively integrated and transition with the scale and character of those that exist. Abrupt changes of height and mass should be avoided. New buildings that are adjacent to low-rise structures should employ property setbacks, modulation of building mass, and height setbacks.
- New development should be distributed and designed to reflect the characteristics of natural landforms, geography, and open spaces.
- Uses should be concentrated, mixed, and interconnected as feasible to lessen travel by automobile and its impacts, while increasing transit ridership, bicycling, and walkability.
- In appropriate locations, new buildings should be located and designed to promote an active
 pedestrian environment and enhance economic vitality. They should face streets, plazas, and other
 public spaces and be physically and visually transparent.
- When appropriate, Complete Streets principles should be integrated into transportation planning
 efforts and roadway improvement projects to address auto-oriented urban form patterns that impact
 the experience and safety of all roadway users. This is particularly important in the planning area, as
 the demographic profile of residents is more senior in age.

1.5 Unique Community Places

The Ladera Heights and View Park-Windsor Hills areas have many unique areas that create a sense of place for community members and distinguish it from surrounding neighborhoods. These places are made up of both built and natural environments, and they serve as spatial reference points for those that live, work, and play there. These are shown in Figure 1-14.

1.5.1 Slauson Avenue Corridor

The Slauson Avenue Corridor is a mixed-use corridor that is located primarily along Slauson Avenue between La Cienega Boulevard to the west and the eastern boundary of View Park-Windsor Hills to the east. The corridor is approximately two miles long, with a significant segment in the City of Los Angeles. It is the primary commercial zone in the planning area, including a variety of restaurants, shops, and services where locals can go for many of their day-to-day needs. Its uses also include a large office park, a community park, and a concentration of multifamily residences. Various clusters of urban forms along the corridor are separated by the hilly terrain.

The Slauson Avenue Corridor is primarily automobile oriented. It is a highly congested corridor with multiple travel lanes in each direction, ample parking in front of most businesses, and structures that are far apart. The Los Angeles County Department of Public Works is currently completing the View Park and Windsor Hills Ladera Heights Community Traffic Safety Plan to address ongoing traffic incidents on the Slauson corridor. Furthermore, it lacks key services such as grocery stores and care facilities, which are needed to help residents age in place.

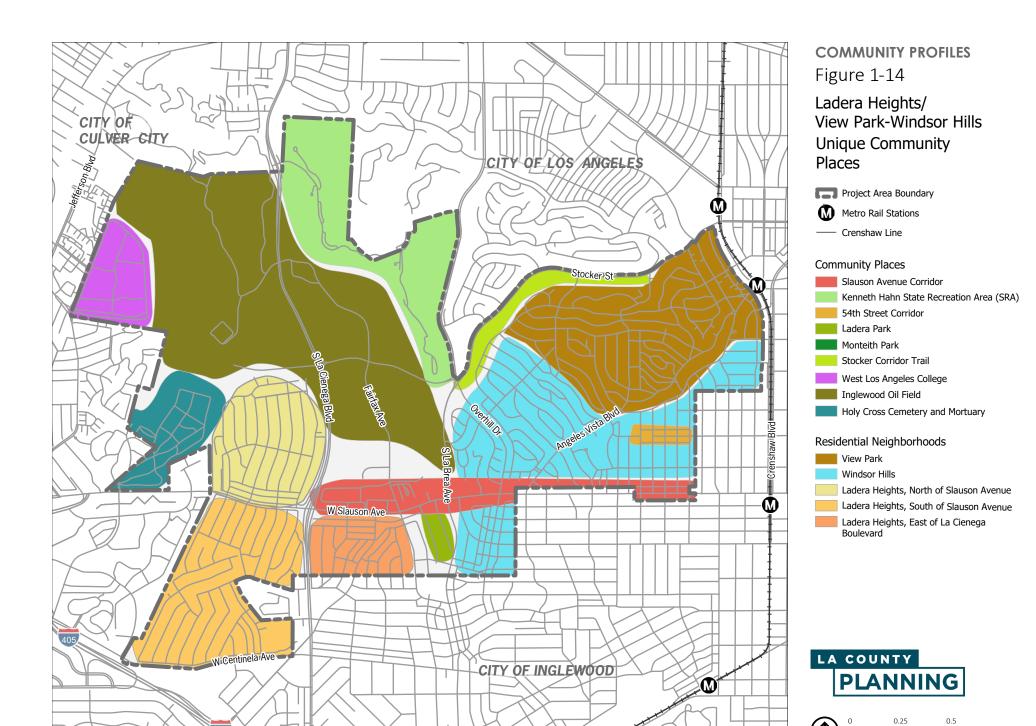
1.5.2 Kenneth Hahn State Recreation Area

Kenneth Hahn State Recreation Area (SRA) is a local treasure and regional destination. Community members can enjoy a variety of outdoor recreation activities, including hiking, fishing, picnicking, and playing soccer and baseball. Located on the hilly terrains of Ladera Heights, the SRA offers great scenic vistas of the Los Angeles metropolitan area. It is approximately 400 acres, making it one of the largest urban parks in the Greater Los Angeles area.





Left: Community center at the Kenneth Hahn SRA. Right: Plaque memorializing former LA County Supervisor Kenneth Hahn



1.5.3 Residential Neighborhoods

The planning area contains several residential neighborhoods, each uniquely defined by its development patterns, topography, landmarks, and community identity. For instance, many areas in View Park-Windsor Hills offer amazing views of downtown Los Angeles, the San Gabriel Mountains, and urbanized communities of the City of Los Angeles. Meanwhile, from some vantage points in the Ladera Heights neighborhood, the Pacific Ocean and Los Angeles International Airport can be seen in the distance.

54th Street Corridor

The 54th Street Corridor is a mixed-use corridor on West 54th Street between Alviso Avenue and Hillcrest Drive. It is tucked between the single-family residences of View Park-Windsor Hills neighborhood, and it blends with the surrounding built environment. The corridor has a variety of educational and civic institutions, faith-based organizations, commercial uses, and other service groups. These include Los Angeles County Fire Department Station 38, View Park Bebe Moore Campbell Library, and 54th Street Charter Library.

Ladera Park

Ladera Park is a 16-acre community park in the southwest area of the View Park-Windsor Hills neighborhood and in proximity to Ladera Heights. The park has many recreational facilities such as tennis courts, baseball/t-ball fields, an amphitheater, children's play area, and indoor spaces that host many community programs and services for all ages. Senior citizens from Ladera Heights and View Park-Windsor Hills are very active participants in the Ladera Park Seniors Club. A defining characteristic of Ladera Park is the sloped topography with pathways that lead to the bottom of the hill, where mature trees with thick canopies provide shade over grassy lawns and create a unique microclimate within the park itself.





Left: Ladera Park entrance at Slauson Avenue and Ladera Park Avenue. Right: Families enjoying the playground structure at Ladera Park.

Monteith Park

Monteith Park is an 0.6-acre triangular-shaped pocket park in the View Park-Windsor Hills neighborhood. It has picnic tables, park benches, and a play area for community members to enjoy. Despite its small size, the park is an important community space. It is home to the annual Garden Tour and Fair, where each year hundreds of flower lovers gather to participate in tours of more than a hundred plants, shrubs, and tree species in the area.





Left: Monteith Park entrance sign at S Mullen Avenue. Right: Picnic seating at Monteith Park.

1.5.4 Stocker Corridor Trail

The Stocker Corridor Trail is a hiking trail through the open space that runs parallel to Stocker Street on the northern boundary of the View Park-Windsor Hills neighborhood. It is the easternmost segment of the Park to Playa Trail, a 13-mile regional trail that connects the Baldwin Hills Parklands to the Pacific Ocean. Though the trail begins on Stocker Street and Presidio Drive, surface parking is available on an eastern corner of the Stocker Street, La Brea Avenue, and Overhill Drive intersection. Trail users could also park at this location to continue to the second segment via Kenneth Hahn State Recreation Area.

1.5.5 West Los Angeles College

West Los Angeles College, also known as West LA College, is an accredited California community college that offers students many educational options, including transfer to four-year universities, career education, and community education. Every year, the college awards more than 1,000 degrees and certificates to students in more than 35 different fields. West LA College has a diverse student population and is a Hispanic-Serving Institution where 40 percent of its student population identifies as Hispanic.

The college is on the western boundary of Ladera Heights and adjacent to Culver City. The campus is mostly independent from its surroundings due to roadways with large open space/shoulders and the Inglewood Oil Field to the north and east. Streets such as Freshmen Drive, Sophomore Drive, and Stocker Street serve as physical barriers that clearly delineate the western and southern boundaries of the college from nearby residences.

1.5.6 Inglewood Oil Field

The Inglewood Oil Field is a prominent feature of Ladera Heights that stretches from the northern border to the middle of the community. At approximately 1,000 acres and surrounded by urbanized areas of the Los Angeles metropolitan area, it is one of the largest oil fields in the Los Angeles area. Pumpjacks, tanks, pipes, and other field equipment are visible from many areas, including roadways such as La Cienega Boulevard, Fairfax Avenue, and Stocker Avenue. It has an internal network of roadways that are both paved and unpaved. Kenneth Hahn State Recreation Area lies to the northeast, and single-family residences and Wateridge Office Park are located to the south.

The oil field has been in operation since 1924; however, LA County Planning has started the process to prohibit new oil wells and to phase out existing operations over the next 20 years through the Baldwin Hills Community Standards District Amendment.





Left: Field equipment is visible from La Cienega Boulevard. Right: The Inglewood Oil Field is adjacent to Kenneth Hahn State Recreation Area.

1.5.7 Holy Cross Cemetery and Mortuary

The Holy Cross Cemetery and Mortuary is a large area with parts on the southwestern edge of Ladera Heights and other parts in Culver City. Opened in 1939, it is one of the largest Catholic cemeteries in the Los Angeles area, and it is the final resting place for many film stars.

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2 HISTORIC CULTURAL CONTEXT

2.1 Plan Area Historical Background

The unincorporated areas in the Westside Planning Area encompass a diverse and rich history of land use and cultural evolution, reflecting the broader trends of development and settlement throughout the region as well as the unique contexts found only in these areas. This section provides an overview of that evolution for each of the unincorporated Westside's subareas, with an emphasis on the Ladera Heights and View Park-Windsor Hills areas, which, for reasons described in the introduction to Section 1, Community Profiles, is the focus of planning and policy development for the Westside Area Plan (WSAP). The Historic Context Statement being developed with the WSAP provides more detail about important historical trends and patterns of development, organized by important themes and chronological periods of time, and the historic resources that reflect those trends.

2.1.1 Native Americans

The Westside Planning Area is part of Los Angeles County, which comprises more than four thousand square miles. Los Angeles County is the approximate ancestral territory of the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples. The County honors and respects the tribal elders and descendants—past, present, and emerging—who continue their stewardship of these lands and waters. The County acknowledges that European colonization resulted in land seizure, disease, subjugation, slavery, relocation, broken promises, genocide, and multigenerational trauma.

Historically, the Gabrielino/Tongva/Kizh were not a single "tribe" but a collection of lineages (a group of families with a common ancestor) that shared a common Uto-Aztecan language, culture, religion, and lifestyle that distinguished them from neighboring groups. Villages were politically autonomous and largely organized through shared kinship ties. While it is difficult to estimate their population over time, evidence suggests that at the time of European contact in the 1500s there may have been more than fifty to one hundred mainland villages with a range of population sizes.

The arrival of Spanish explorers in the 1760s ushered in a period during which Native Americans were subjugated to Spanish rule, targets of religious conversion to Catholicism, and enslaved to build and

Lowell John Bean and Charles R. Smith, "Gabrieliño," in California, ed. Robert F. Heizer, vol. 8, Handbook of North American Indians, ed. Robert F. Sturtevant (Washington, DC: Smithsonian Institution, 1978): 538–549, 538; Donn R. Grenda and Jeffrey H. Altschul, "A Moveable Feast: Isolation and Mobility Among Southern California Hunter Gatherers," in Islanders and Mainlanders: Prehistoric Context for the Southern California Bight, ed J. Altschul and D. Grenda (Tucson, AZ: SERI Press, 2002), 128–129.

² Bean and Smith, "Gabrieliño," 540; Heather Valdez Singleton, "Surviving Urbanization: The Gabrielino, 1850–1928," *Wicazo Sa Review* 19, no. 2, *Colonization/Decolonization*, I (Autumn 2004): 49–59, 50.

maintain the missions, pueblos, and presidios. Tribes were forced to move from their villages and subjected to violence and cultural genocide.³ Tribes were named after the missions they were forced into, which are reflected in the names of many local Tribes today.⁴

California State Law provides the means for both federally recognized and non-federally recognized Tribes to protect their respective tribal cultural resources. Due to centuries of displacement, enslavement, genocide, and broken treaties, most Tribes in what is now known as Los Angeles County are not federally recognized.

The Westside Planning Area, specifically, was and is still inhabited and cared for by Native Americans.⁵ The present-day local tribal governments with ancestral ties to this area include, in alphabetical order:⁶

- Gabrieleño Band of Mission Indians–Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino Tongva Tribe

Native Americans in what is now the Westside Planning Area thrived because of their relationship with the land and waters and their stewardship approach to land conservation. Archeological research indicates that habitation sites were hierarchically organized around estuaries, with settlement size depending on resource availability. Though some larger estuaries could support large settlements, populations at smaller estuaries often practiced a strategy of mobility in which a part of the population foraged during resource scarcity. Research on the remains of flora and fauna from the Playa Vista/Ballona Creek area find that local estuarine, coastal, and near-coast resources provided

Language used in this document is recommended by the "Guidance for the Preparation of Technical Reports and Studies Relating to The Tribal Cultural Resource," Los Angeles City Planning, accessed October 4, 2023. https://planning.lacity.org/odocument/ab9e5647-1d96-4db7-aab1-2905984fbd1e/TechnicalReports_Studies-TribalCulturalResources.pdf

⁴ This document acknowledges and respects that each Native American tribe has the right for self-identification and for that choice to be honored. Because the area that now comprises the Westside Planning Area includes the ancestral home of Native American Tribes that identify by different names, this historic context statement adopts the inclusive term "Tongva/Kizh " when referring to the WSAP's original and ongoing Native American inhabitants.

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⁶ Los Angeles City/County Native American Indian Commission/Los Angeles County Department of Arts and Culture, "We Are Still Here. A Report on Past, Present, and Ongoing Harms Against Local Tribes," November 1, 2022.

Grenda and Altschul, "A Moveable Feast," 128–129; Michael A. Glassow, Lynn H. Gamble, Jennifer E. Perry, and Glenn S. Russell, "Prehistory of the Northern California Blight and the Adjacent Transverse Ranges," in *California Prehistory: Colonization, Culture, and Complexity*, ed. Terry L. Jones and Kathryn A. Klar (New York: Rowman & Littlefield Publishers, 2007), 210.; Jeffrey Altschul, Jeffrey A. Hornburg, and Richard Ciolek-Torrello, *Life in the Ballona: Archeological Investigations at the Admiralty Site (CA-LAN-47) and the Channel Gateway Site (CA-LAN-1595-H) (Tucson, AZ: Statistical Research, 1992), 22; David Maxwell, "Vertebrate Faunal Remains," in <i>At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California.* Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Altschul, A.Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research, 2003).

subsistence for people residing near the estuaries. Fishing was mostly limited to near-shore environments, with little deep-sea fishing.

As described in the report "We Are Still Here," "in 1542, the first European expedition landed on Catalina Island, home to the Tongva, and made the first recorded contact between the Spanish people and the Native people of modern-day Los Angeles County." The Spanish returned in 1769 to colonize the present-day Los Angeles area. Local Tribes were forcibly displaced from their villages, eroding their language and culture. The Spanish enslaved the Native Americans, forcing them to build and maintain their missions, pueblos, and presidios and subjecting them to a life of servitude and, in many cases, forced religious conversion.

Successive waves of settlers—the Spanish, the Mexicans, and the Americans—resulted in the loss of title(s) to their ancestral lands as well as disenfranchisement of the Native Americans. Spanish colonization of land was governed by the "Recopilación de Leyes de los Reynos de las Indias," of 1680, which provided that the inhabitants of colonized land possessed "the rights to their possessions, the right to as much land as they needed for their habitations, for tillage and for the pasturage of flocks." Under the law, the Spanish held land in trust for the Native Americans. Though Native Americans living in and around the missions retained the land, water, and mineral rights, these laws did not cover those living in traditional village settlements.

When Pedro Fages became governor of California and began issuing land grants for ranchos, traditional village settlements were protected. After Mexico emerged victorious from its war with Spain, some of the Spanish protections remained. After California was admitted as the 31st state in 1850, the Act for the Government and Protection of Indians allowed the Native Americans to live on the land. However, it also allowed for law enforcement to remove Native Americans from land owned by White settlers, the indenture of Native children, and the forced labor of convicted Native Americans. During the 1880s, the U.S. Government was "on a mission to eradicate Native American Tribes." Between 1851 and 1852, U.S. Government Treaty Commissioners signed the "18 lost treaties," which resulted in the reservation system and a pledge for compensation. Congress never ratified the treaties, and these broken promises resulted in an ongoing pattern of racism, cultural genocide, and economic disenfranchisement.

⁸ David Maxwell, "Vertebrate Faunal Remains," in *At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California*. Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Altschul, A.Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research, 2003).

⁹ Los Angeles City/County Native American Indian Commission/Los Angeles County Department of Arts and Culture, "We Are Still Here. A Report on Past, Present, and Ongoing Harms Against Local Tribes," November 1, 2022, 7.

¹⁰ Los Angeles City et al., "We Are Still Here," 7.

¹¹ Los Angeles City et al., "We Are Still Here," 8.

¹² Los Angeles City et al., "We Are Still Here," 8.

Despite centuries of displacement, enslavement, genocide, decimation of land, and broken treaties, coastal zones "...continue to be active cultural regions here, Tongva communities have renegotiated urban spaces to create living cultural centers." The Westside Planning Area contains much of the estuary land stewarded by Native Americans.

2.1.2 Community-Specific Historic Development History

Ladera Heights and View Park-Windsor Hills

The Ladera Heights and View Park-Windsor Hills areas are approximately 11 miles southwest of downtown Los Angeles. Together they form an irregularly shaped area extending from the south side of Glenford Street and Stocker Street in the north; to as far south as Centinela Avenue in the southwest, a horizontal boundary just north of the Inglewood city limits in the south, and just north of W. Slauson Avenue in the southeast; and from the eastern side of Deane Avenue and S. Victoria Avenue in the east to the west side of S. Wooster Avenue in the west.

The community is served by Windsor Hills Math Science Elementary School, 54th Street Elementary School, and Ranklin D. Parent Elementary School. Monteith Park, Ladera Park, and Ruben Ingold Park offer recreational opportunities. Major arteries include S. La Cienega Boulevard, W. Slauson Avenue, Stocker Street, and Angeles Vista Boulevard. Ladera Shopping Center and the commercial corridor along W. Slauson Avenue are the primary commercial/retail areas. Industrial development is concentrated in the area known as the Inglewood Oil Field and visible from S. La Cienega Boulevard.

The residential community is primarily Black, with very small percentages of White, Asian, and Hispanic/Latino residents. ¹⁴ The population of nearly 20,000 is well educated and high-earning and composed primarily of homeowners. ¹⁵

Ladera Heights/View Park-Windsor Hills History

The Tongva and Kizh Peoples inhabited the greater Baldwin Hills area, including what is now known as Ladera Heights and View Park-Windsor Hills. The exact location of the village of Saa'anga in the

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¹³ Cindi M. Alvitre, "Coyote Tours: Unveiling Native LA," in *Know We Are Here: Voices of Native California Resistance*, ed. Terria Smith (Berkeley, CA: Heyday, 2023), 409.

Los Angeles County, "View Park/Windsor Hills Community Profile," Department of Regional Planning website, accessed August 4, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-View-Park-Windsor-Hills.pdf.

Los Angeles County, "Ladera Heights Community Profile," Department of Regional Planning website, accessed August 4, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-Ladera-Heights.pdf.

vicinity of Ballona Creek is currently unknown. In the mid-1930s, archeologists recorded eight sites with artifacts in Baldwin Hills, one of which has been "destroyed by housing." ¹⁶

After the secularization of the Spanish Missions in 1833, Spanish and Mexican land grants were given to former soldiers and individuals of stature, ushering in the Rancho period and the systematic forced displacement of Native Americans from the area. Ladera Heights and View Park-Windsor Hills were in the Rancho La Cienega o Paso de la Tijera. The Governor of Alta California, Manuel Micheltorena, granted the rancho to Vicente Sanchez for ranching in 1843.

In 1875 and 1886, Elias J. "Lucky" Baldwin purchased portions of the rancho and the western portion of the land became known as Baldwin Hills. ¹⁷ In 1909, after Baldwin's death, his heirs sold parts of the rancho for subdivision. A large expanse of land was sold to the Los Angeles Investment Company (LAIC)—the largest sale in the history of Los Angeles' suburban development at that time. ¹⁸ The Los Angeles Investment Company was founded in 1898 and became one of the largest real estate and land development companies of its time. ¹⁹ Subsequently, the LAIC developed a network of companies to support its endeavors: building companies, lumber companies, a financial institution, marketing and realty sales company, etc. The LAIC also used in-house engineering and architectural services. The vertically integrated company was highly efficient and became a model for other developers. ²⁰ The LAIC subdivided many tracts in the former rancho, including breaking ground for the View Park tracts in the early 1920s. Homes were built in the popular revival styles of the period. To further its real estate developments, the LAIC set aside 16 acres for Ladera Heights on the eastern side of its holdings.

As was common practice at the time, the LAIC established restrictive covenants for View Park prohibiting the sale of homes to people of color and those of the Jewish faith. As a result, the 1930 census shows that the development had just two Black residents and one resident of Japanese descent—all of whom were employed as domestic workers.²¹ In fact, the presence of restrictive covenants for View Park resulted in the area being coded green and blue, first and second grade, respectively, on redlining maps of the 1930s.

Exploration for oil in the area dates to 1916, when the LAIC allowed several oil companies to conduct drill tests. In 1924, testing by the Standard Oil Company struck extensive oil deposits precipitating

David Maxwell, "Vertebrate Faunal Remains," in At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California. Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Altschul, A. Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research, 2003), 48.

¹⁷ County of Los Angeles Department of Parks and Recreation, *Baldwin Hills State Recreation Area General Plan: June 1983.* Quoted in the National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-1.

¹⁸ "Six Million Dollar Sale Consummated," Los Angeles Times, August 14, 1912, II1.

¹⁹ Kim Hernandez, "The Bungalow Boom: The Working-Class Housing Industry and the Development and Promotion of Early Twentieth-Century Los Angeles," *Southern California Quarterly*, Winter 2010, 354. Quoted in the National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-1.

²⁰ National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-1.

²¹ National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-9.

establishment of the Inglewood Oil Field.²² During the 1920s, oil exploration peaked as demand soared along with increasing automobile ownership. The Great Depression of the 1930s decreased demand although the Inglewood Oil Field remained active.

The Inglewood Oil Field is currently the largest urban oilfield in the U.S.²³ It is developed with pumpjacks on drilling pads and appurtenant uses. Oil is processed onsite to remove water and gas, then moved by pipeline. In addition to Standard Oil, the Inglewood Oil field was home to other smaller operators, all of which have been bought out by Standard Oil (now known as Chevron).

During the late 1930s, Windsor Hills was developed by the Marlow-Burns & Company. Windsor Hills homes were largely designed in the Spanish Colonial Revival, Mediterranean Revival, and Minimal Traditional styles. More than 275 homes were built between 1937 and 1939. totaling \$2,500,000 in construction costs.²⁴ By 1942, 1,200 homes had been built.²⁵ Restrictive covenants and deed restrictions prohibited the purchase or sale of homes in Windsor Hills to people of color or the non-Christian faith. As a result, Windsor Hills was also not redlined but identified as a green, or "first grade" area on the redlining maps of the 1930s.

Fred W. Marlow and Fritz Burns formed Marlow-Burns & Co. for the development of Windsor Hills. They laid out curvilinear streets and marketed to first-time buyers eligible for the new 90 percent FHA financing, ²⁶ They sold parcels to buyers who wanted to construct their own homes and to builders building on speculation. Windsor Hills was, however, the first tract in which Marlow-Burns built homes.

Marlow-Burns lured buyers to the development with the construction of demonstration homes such as the "Town and Country." They offered buyers a "Windsor-Built System Home" with 18 plans ranging from the "Two-Bedroom Standard" to the "Special." 27 Wardell Engineering and Construction designed the homes. The Southern California Gas Company also selected five Windsor Hills homes for awards, including a six-room Norman English cottage designed by architect Charles DuBois.²⁸

As originally planned, the Marlow-Burns development of Windsor Hills did not include commercial development. Eventually, commercial development sprang up to serve the Windsor Hills residents. A late Streamline Moderne-style Thrifty Drug store at the intersection of Angeles Vista Boulevard and

²² Herschel Livingston Driver, "Inglewood Oil Field, Los Angeles County, California," master's thesis, University of Southern California, 1939, v.

Ruben Vives, "Inglewood Oil Field's Neighbors Want Answers About Land Shift," Los Angeles Times, June 23, 2012, accessed July 29, 2023, https://www.latimes.com/local/la-xpm-2012-jun-23-la-me-inglewood-fracking-20120624-story.html.

²⁴ "Many Homes Built in Windsor Hills," Los Angeles Times, May 7, 1939, E2.

²⁵ "Fifteen New Houses Further Windsor Hills Development," Los Angeles Times, January 18, 1942, A7.

²⁶ Greg Hise, *Magnetic Los Angeles* (Baltimore, MD: Johns Hopkins University Press, 1997),135.

²⁷ Greg Hise, *Magnetic Los Angeles*,136.

²⁸ "High Standards Set in Modern Home," Los Angeles Times, October 8, 1939, E3.

Slauson Avenue was built in 1941.²⁹ Schools, churches, and recreation facilities were also constructed to serve the community.

After World War II, in response to the increased demand for housing, LAIC subdivided and developed Ladera Heights. LAIC built and sold many single-family residences but also sold to independent building contractors and owners who constructed custom homes. Homes in various styles, from Minimal Traditional to Ranch to Mid-century Modern dotted Ladera Heights. LAIC developed Ladera Heights in phases through the early 1960s.³⁰

Among the independent developers/contractors who built in Ladera Heights was Milton Kaufman (1882–1964), a Los Angeles developer dating back to the 1920s. After World War II, he formed Milton Kaufman Construction Corporation. Among his developments was a group of homes on Kings Road in Ladera Heights.³¹

During the late 1950s, some pioneering Black families moved into the View Park area. Largely professionals (businesspeople, doctors, lawyers, educators, athletes, entertainers, and civil rights activists), they were often met by racial intimidation from their White neighbors. One such case turned violent: teachers Evangeline Woods Johnson and Ella Redmond were victims of death threats and setting a cross on fire in their yard.³² Hate crimes also occurred in Ladera Heights. In October of 1969, a firebombing occurred at the home of a Black couple, Walter and Bertha Bremond.³³ Bombs penetrated their bedroom and garage windows, and two others struck the house, causing thousands of dollars of damage.³⁴ Other incidents of intimidation and racism directed at new Black residents continued. Even after racially restrictive covenants were declared unconstitutional through *Shelley v. Kraemer* (1948) and the 1968 Fair Housing Act, developers (including the LAIC) continued to include them in their deeds.

Despite these intimidation efforts, Blacks persisted in their efforts to purchase homes. and by the 1960 census, Black residents in View Park and adjacent Windsor Hills accounted for 4.2 percent, with the majority living in View Park.³⁵ Integration also came to Ladera Heights, albeit more slowly. The Black

²⁹ "Thrifty Adds Unit to Store Chain," Los Angeles Times, November 23, 1941, A7.

³⁰ Because Ladera Heights remained undeveloped until the 1960s, the area was not coded on redlining maps.

³¹ "New Dwelling Group Rising," Los Angeles Times, April 1, 1951, E3.

³² "Snob Neighbors Threaten Sisters: View Park Racists Hurl Death Threat," Los Angeles Sentinel, June 27, 1957, A1.

³³ Jennifer Mandel, "Making a Black Beverly Hills: The Struggle for Housing Equality in Modern Los Angeles," PhD dissertation, University of New Hampshire, December 2010, 279–280.

³⁴ "Southland: Negro Leader's Home Fire Bombed," Los Angeles Times, October 20, 1969, E2.

³⁵ National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-13.

population of Ladera Heights was just 0.7 percent in 1970. By 1980, it was 39.6 percent. Ladera Heights' residents took pride in living in a racially integrated community.³⁶

The United Neighbors nonprofit was established in 1961 to address housing discrimination and racism in View Park, Windsor Hills, and the neighboring communities of Baldwin Hills and Leimert Park. The intention was to keep these neighborhoods integrated, to prevent "White flight," and to curb real estate sales practices—known as "blockbusting"—that exploited racial tensions to increase transactions.³⁷ They were only marginally successful. By 1970, Black residents in View Park, Windsor Hills, Leimert Park, and Baldwin Hills outnumbered Whites by three to one. By the 1980s, the ratio had increased to nine to one.³⁸ Nearby Baldwin Hills, having become a notable enclave of affluent Black households, earned the nickname "The Black Beverly Hills." Ladera Heights residents were served by the nearby Inglewood Unified School District. As White flight changed the demographics of Inglewood, schools experienced de facto segregation. As school integration efforts heated up during the 1970s, Ladera Heights' residents found themselves in the throes of the busing controversy fueling White flight.

The Ladera Heights Civic Association was formed in that community and appears to have played an important role in community relations and political organizing. La Cienega Boulevard, which bisects the Ladera Heights community, was originally planned as a freeway. By 1966, a proposal to fully enclose the community by freeways was defeated.³⁹ The Ladera Heights Civic Association was also successful in defeating the development of a state college, bus maintenance yard, and a power plant in the area.

In 1963, the LAIC constructed a 15-acre commercial center at Centinela Avenue and La Cienega Boulevard—the Ladera Center, or Ladera Heights Shopping Center (1963, Stiles Clements)—with grocery and retail shops and a Security First National Bank. Also, 1963 was the year of the Baldwin Hills Dam collapse that resulted in five deaths and caused a devastating flood, damaging homes in the residential neighborhoods surrounding it.

In 1984, the Kenneth Hahn State Recreation Area or Kenneth Hahn Park was established. Named after the County Supervisor, it includes hiking trails, gardens, and recreational facilities. A grove of specimen trees, known as the Olympic Forest, was planted on the site in the park that housed athletes in the Olympic Village for the 1932 Olympics. In 2021, the County opened the Park to Playa Trail, a 13-mile regional trail that connects a network of trails, parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean.⁴⁰ Artist Kim Abeles created seven sculptures that are placed along the trail in six

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³⁶ Jennifer Mandel, "Making a Black Beverly Hills: The Struggle for Housing Equality in Modern Los Angeles," PhD dissertation, University of New Hampshire, December 2010, 278.

³⁷ Blockbusting was a common practice by realtors that contributed to panic selling by whites in mixed neighborhoods, resulting in multiple commissions.

³⁸ National Register of Historic Places Nomination, View Park Historic District, 2015-6, 8-13.

³⁹ "Ladera Heights Residents to Fight Freeway Triangle Plan," Los Angeles Times, April 3, 1966, CS1.

⁴⁰ L.A. County Department of Parks and Recreation, Park to Playa Trail, accessed October 2, 2023, https://trails.lacounty.gov/Trail/237/park-to-playa-trail.

locations, leading visitors between the Scenic Overlook to the west and the Stocker Corridor in Kenneth Hahn Park to the east.⁴¹

View Park, Windsor Hills, and Ladera Heights remain one of the wealthiest majority Black communities in the United States. Demographics are shifting, however. Between 2010 and 2020 the Black population decreased from a majority 83 percent of View Park-Windsor Hills in 2010 to 70.5 percent in 2020. White, Asian, Pacific Islander, Hispanic/Latino, and Mixed or Multiracial population have all increased during that period.

View Park is listed as a historic district on the National Register of Historic Places because of its architectural, cultural, and historical significance.

Marina del Rey

The Marina del Rey community is in what is often referred to as the Playa Vista area. The study area is an irregularly shaped, 0.89-square-mile pentagon roughly bordered by Admiralty Way and Lincoln Boulevard to the north, the main Marina del Rey harbor channel to the south, Fiji Way to the east, and the west side of Via Marina to the west. Access to this maritime community is primarily via Washington Boulevard or Lincoln Boulevard, but Marina del Rey is also located at the terminus of the Marina Freeway (SR 90). Multifamily residential development is around the southwest periphery of the marina, and commercial/retail development is on Admiralty Way and Fiji Way.

The population is approximately 9,300 people—77 percent White, 10 percent Hispanic/Latino, 8 percent Asian, and 5 percent Black.⁴² Residents are high earning and educated, with a median age of 43.2 years.⁴³

Marina del Rey History

Tongva and Kizh Peoples inhabited the greater Marina del Rey area. As previously discussed, research on remains of flora and fauna from the greater Playa Vista/Ballona Creek area evidence that local estuarine, coastal, and near-coast resources provided subsistence for Native Americans residing near the estuaries. 44 Present-day Marina del Rey was historically an extension of the Ballona wetlands. After the secularization of the Spanish Missions in 1833, Spanish and Mexican land grants were given to

⁴¹ Los Angeles County Department of Arts And Culture, "Civic Art Division FY2021-2022 Annual Report,", 46–47, accessed October 2, 2023, https://www.lacountyarts.org/sites/default/files/221212-fy2122-annualreport-final.pdf.

⁴² Los Angeles County, "Community Profile: Marina del Rey," accessed August 4, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-Marina-Del-Rey-and-Ballona-Wetlands.pdf.

Los Angeles County, Community Profile: Marina del Rey, accessed August 7, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-Marina-Del-Rey-and-Ballona-Wetlands.pdf.

David Maxwell, Vertebrate Faunal Remains," in At the Base of the Bluff: Archeological Inventory and Evaluation Along Lower Centinela Creek, Marina Del Rey, California, Playa Vista Monograph Series Test Excavation Report 4, ed. J. H. Altschul, A. Q. Stoll, D. R. Grenda, and R. Ciolek-Torello (Tucson, AZ: Statistical Research, 2003).

former soldiers and individuals of stature, ushering in the Rancho period and systematic forced displacement of Native Americans. Marina del Rey was located in Rancho La Ballona.

In 1887, a developer named Moye L. Wicks (1855–1932) working under the auspices of the Santa Fe Railroad, envisioned a commercial harbor at the Playa del Rey estuary and inlets. By 1890, Wicks' Port Ballona Development Company was bankrupt; the constructed wharf was destroyed by a storm and he was \$300,000 in debt. Not long after, Abbot Kinney (1850–1920) founded Venice by the Sea north of Marina del Rey in present-day Venice. Present-day Marina del Rey was also the site of the Venice Oil Fields in the 1920s and 1930s.

In 1916, a study by the U.S. Army Corps of Engineers reported to Congress that the development of a major harbor for Los Angeles at the Playa del Rey estuary was not viable. In 1937, the County Board of Supervisors commissioned another feasibility study. Ultimately, San Pedro was selected for improvement into the Los Angeles Harbor that we know today. Development efforts at Marina del Rey were stalled by World War II, but after the war, efforts to create a harbor at Playa del Rey focused on small craft. In 1949, the U.S. Army Corps of Engineers reported that the construction of a small-craft pleasure harbor for 8,000 boats was feasible at an estimated cost of \$23 million. ⁴⁵ Postwar affluence brought increased interest in leisure activities, including boating. In 1955, there were 93,000 registered craft in California; by the mid-1970s the figure was expected to top 500,000. ⁴⁶

In 1953, the County Board of Supervisors encouraged state legislation to help fund the development of Marina del Rey. A \$2 million loan from state tidelands oil revenues was secured to purchase the site. In 1954, President Eisenhower signed Public Law 780 that made the Marina del Rey a federal project. The federal government would fund the development of the "main navigational features" splitting the costs with the County of Los Angeles. The first plan for Marina del Rey was designed by Victor Gruen Associates in 1960. As the project progressed, it was determined that construction of a breakwater was needed. At a cost of \$4.2 million for construction, Congress earmarked half the cost in their 1963-4 budget. After a 1963 storm damaged many boats in the harbor, construction of a breakwater began in October of 1963 and was completed in January 1965. At a total cost of \$36.25 million (funded by local, state, and federal authorities), Marina del Rey was finally ready to open. Marina del Rey development was overseen by the Design Control Board. Architecture, signage, parking design, etc. were subject to the control of the board, which exists to this day. In 1962, architect George Vernon Russell was a

Los Angeles County Department of Beaches and Harbors, Marina Del Rey History, accessed July 27, 2023, https://beaches.lacounty.gov/marina-del-rey-history/.

⁴⁶ "Water Oriented Homes Find New Acceptance," Los Angeles Times, January 18, 1970, J8.

⁴⁷ Los Angeles County Department of Beaches and Harbors, Marina Del Rey History.

⁴⁸ David Gebhard and Robert Winter, *A Guide to Architecture in Los Angeles & Southern California* (Salt Lake City, UT: Peregrine Smith Books, 1982), 63.

⁴⁹ The Board remained an oversight body well into the 1970s.

member of the Design Control Board.⁵⁰ Projects were then approved by the County Board of Supervisors.

The successful opening of Huntington Harbour in 1962, "...the first residential marina to be built in 30 years," in Huntington Beach offered proof of concept for Marina del Rey. ⁵¹ Though Huntington Harbour focused on single-family residential development, Marina del Rey developers opted for multifamily residential and commercial development. The Marina became the world's largest small-craft harbor. ⁵²

The first residential development in Marina del Rey was the 30-acre Del Rey Shores Apartments (c. 1965, Dan Saxon Palmer). In 1968, the Bar Harbor area and its Bar Harbor Apartments (1968, Abraham Shapiro & Associates and William Krisel, Architect) were developed—an eight-structure "country club on the ocean." The project also included leisure amenities such as shuffleboard courts and lawn sundecks.

According to a survey of residents, most of the people living in Marina del Rey were middle to high income. By 1968, 42 percent of residents owned boats. ⁵⁵ Marina del Rey was also home to several yacht clubs, including the California Yacht Club, the Del Rey Yacht Club, the South Coast Corinthian Yacht Club, the Venice Yacht Club, Pacific Mariners Yacht Club, and the Windjammers Yacht Club.

Planned as a self-contained city within a city, Marina del Rey relegated most commercial development to the northeast and southeast sections of the development area, with the exception of some bars and restaurants dotting the northwestern residential areas. Early restaurants included Pieces of Eight, Donkin's Inn, Cyrano's, Charlie Brown's, Kelley's Sea Wolf, Golden Galleon, Kelbo's, the Warehouse, and the Castagnola Lobster House. Marina del Rey also boasted a post office and a fire station.

The Marina Shopping Center (c. 1967, Robert Peterson & Associates), developed by Michael Sims and Allan Abramson on Admiralty Way, included a supermarket, drugstore, gourmet liquor store, retail facilities, and a bank. Civic National Bank (c. 1965, Cejay Parsons) housed main offices for that institution as well as office space for other businesses.⁵⁶

In 1969 to 1970, Fisherman's Village (1970, Norv Pieper), a Cape-Cod-themed shopping and recreation complex, was constructed along Fiji Way. It became a popular attraction for tourists and day trippers with three restaurants, boating facilities, and 30 specialty shops along the main channel.⁵⁷ The

⁵⁰ Marina del Rey Historical Society, *Marina Del Rey* (Charleston, SC: Arcadia Publishing, 2014), 61.

⁵¹ "Plans Filed for Huge Marina Development," Los Angeles Times, October 16, 1960, M7.

⁵² Dick Turpin, "Marina Sailing High in Real Estate Boom," Los Angeles Times, December 20, 1970, G11.

⁵³ "First Section Ready Soon at Del Rey Shores," Los Angeles Times, April 18, 1965, J10.

⁵⁴ Dick Turpin, "Marina del Rey's Largest Complex Opens Today," Los Angeles Times, March 17, 1968, J1.

⁵⁵ Dick Turpin, "Marina del Rey's Largest Complex," J1.

⁵⁶ "Bank Office Planned For Yacht Harbor," Los Angeles Times, February 7, 1965, J25.

⁵⁷ Dick Turpin, "Marina Sailing High in Real Estate Boom," Los Angeles Times, December 20, 1970, G11.

County had already opened a similar nautical-themed shopping experience in San Pedro in 1961—Ports O'Call. Developed by Bryant L. Morris and Stan Berman, Fisherman's Village was based on a painting by Raymond E. Wallace. Harbor cruises were also available from Fisherman's Village.

By 1970, the number of boat slips in Marina del Rey had risen to 5,500, and the resident population was some 5,000. Projections estimated that the population could grow to 10,000. Gruen Associates continued to consult on development plans in the early 1970s. Anticipated growth was also fueled by the c. 1972 completion of the Marina Freeway, and by 1974, 8,000 to 9,000 people lived there, earning a reputation that the *Los Angeles Times* called "a mecca for swinging singles epitomizing the freedom and 'anything goes' lifestyle of the 1970s." Civic amenities were also constructed to support the growing community. Burton Chase Park, a 10-acre park constructed on the east side of the Marina between Basins G and H, was opened in 1972. 59

Commercial office buildings such as Marina Towers (1972, Krisel and Shapiro) were relegated to the southwestern portion of Marina del Rey. The nearby Harbor House (c. 1971–2, Ebbe Videriksen & Associates), an office building for professionals, was honored with an award from the American Institute of Architects, Los Angeles Chapter.⁶⁰

During the early 1970s, the Marina City Club (DMJM, 1971–1975, Anthony J. Lumsden, project architect), a live-in resort, began construction. ⁶¹ Marina del Rey's first high-rise construction, it was composed of three pairs of 17-story C-shaped towers and a three-story, stepped apartment building. An 800-room high-rise hotel was also constructed on the 20 acres of land. ⁶² The complex was built in three major phases: west towers in 1971, center towers in 1975, and east towers in late 1975. ⁶³ The residential towers were converted to condominiums in 1986.

Ballona Wetlands

The Ballona Wetlands is a roughly rectangular area southeast of Marina del Rey and at the western end of the larger Ballona Creek Wetlands/Playa Vista area. It is undeveloped, and access is primarily via Lincoln Boulevard, Culver Boulevard, and the Pacific Coast Highway.

Ballona Wetlands History

Archeologists believe the topography of the Ballona Wetlands has changed significantly over time. Thousands of years ago the area resembled "...a vast coastal prairie dotted with vernal pools and

Joan Sweeney, "Marina Del Rey—the Image, the Reality and Controversy," Los Angeles Times, July 14, 1974, B1.

⁵⁹ Marina del Rey Historical Society, *Marina Del Rey* (Charleston, SC: Arcadia Publishing, 2014), 88.

⁶⁰ "Dinner Honors Twenty Southland Architects," Los Angeles Times, December 10, 1972, J8.

A May 28, 1972, Los Angeles Times article credits the design of the second phase of towers to W. Frazier Overpeck. It is currently unknown if he was a project architect for DMJM or simply hired to duplicate the original DMJM vision.

⁶² Emily Bills, "Surfside 70's Trail," Friends of Residential Treasures website, 40, downloaded July 27, 2023, by subscription.

⁶³ Emily Bills, "Surfside 70's Trail," 40.

seasonally filled water depressions that hold and attract a vast array of plants and animals."⁶⁴ When sea levels stabilized around 5,000 years ago, the main force shaping the Ballona Creek and wetlands became the Los Angeles River, eventually transforming the open coast into a freshwater lagoon.⁶⁵

The presence of Native Americans along Ballona Creek and in the Ballona Wetlands has been confirmed by numerous archeological finds. Various archeologists over the years have formed several hypotheses about how the Tongva and Kizh Peoples occupied and used the site. Evidence suggests that Native people occupied sites both on the neighboring bluff to the south and in the lowlands. Some believe two distinct groups occupied the bluffs and the lowlands, and others posit that a single social group moved settlements seasonally to take advantage of the natural resources and food sources and in response to the changing topography. A third hypothesis is that a group of inland Native Americans returned seasonally, possibly even desert tribes fleeing the heat of summer. Around 3,000 B.P/1000 B.C.E., the Ballona Area received an influx of Native American settlers.

A prominent inlet located at the mouth of Ballona Creek was known by the name "Pwinukipar," a generic term applied to any estuary or marsh meaning "full of water." ⁶⁸

The area has also been subject to much speculation about the existence and location of two Native American villages: Sa'angna and Guaspita. In *At the Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (2003), the authors suggest that "...politics overruled science" when the Los Angeles Cultural Heritage Commission declared a site on Lincoln Boulevard north of the Ballona Wetlands to be Sa'angna, Historic Cultural Monument No 490.⁶⁹ While archeologists dispute this as the precise location of Sa'angna, the presence of Native Americans in the Ballona Wetlands is undeniable. A map locates Guaspita on the hills overlooking Ballona Creek.⁷⁰

Sixteen years after the founding of the Pueblo in Los Angeles in 1781, Jose Manuel Machado, a soldier guard from Santa Barbara, moved his family to the pueblo. The Talamantes family followed shortly thereafter, and together, the two families raised horses and cattle. Seeking new grazing land for their

⁶⁴ John G. Douglass, Jeffrey H. Altschul, Donn R. Grenda, Seetha N. Reddy, and Richard Ciolek-Torello, "People of the Ballona," in *Coastal Californians* (Santa Fe, New Mexico: School for Advanced Research Press, 2015), 60.

⁶⁵ John G. Douglass et al, "People of the Ballona," 60.

⁶⁶ Jeffrey H. Altschul, Anne Q. Stoll, Donn R. Grenda, and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 19–20.

⁶⁷ Jeffrey H. Altschul et al., At The Base of the Bluff, 16.

⁶⁸ John Harrington, "Southern California /Basin," vol. 3 of John Harrington Papers, Smithsonian Institution, National Anthropological Archives, Washington, microfilm edition, Millwood, New York: Kraus International Publications, as quoted in *The First Americans: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press/Ballena Press Cooperative Publication), 61.

⁶⁹ Jeffrey H. Alctschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 25

California Private Land Claims, Docket 414 Rancho Sausal Redondo. Microfilm Publication T910, Rolls 50/51, National Archives Lagune Niguel, as quoted in *The First Americans: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press/Ballena Press Cooperative Publication, 63.

herds, they found land in the Ballona far removed from the mission's claims.⁷¹ Permission to occupy the area was given to the two families (the Machados and the Talamantes) in 1819. Grazing and residential activity was located north of the Ballona Wetlands Community area.

To encourage settlement, the Spanish and later Mexican governments (Mexico won independence in 1821) made land concessions or grants to former soldiers or individuals of stature between 1784 and 1846. Historians refer to the "golden days" of the Rancho Period, when the people of the ranchos were the most significant factors in the economic, political and social life of California, as the period following the secularization of the missions in 1833 and granting of valuable mission lands to private citizens. Rancho Ballona became a legal entity under Mexican law in 1839 when ownership was formally granted to Agustin and Ygnacio Machado and Felipe and Tomas Talamantes. ⁷² By 1858, the Hancock survey of Rancho Ballona shows that the majority of the Ballona Wetlands area (north of Ballona Creek) was owned by members of the Talamantes family.

The land boom of the 1880s resulted in old ranchos being bought up and subdivided by White owners; however, the Ballona Wetlands area was largely unaffected by these developments. The area remained marshland with small bodies of standing water and was chiefly known for its good duck hunting. During the 1910s, there was boat racing and sightseeing by tourists who used the Pacific electric interurban railway to Playa del Rey beach.⁷³

The 1910 census documents more than 60 Japanese-born (*issei*) farmers working the land along Ballona Creek near Venice. Although the exact locations of their farms are unknown, their presence was sufficient to inspire the creation of the Venice Japanese Language School (Venice Gakuen) for children of these families in the nearby community. These families leased the land because they were prohibited from owning it. Celery was a favorite crop for the fertile lands adjacent to Ballona Creek and the wetlands. These farmers typically built small, vernacular structures (informal, hand-built shelters, often with found materials) on the land on which they worked. They remained until the early days of World War II when they were forcibly removed by the U.S. government and incarcerated in prison camps.

In 2003, the State of California acquired a portion of the Ballona Wetlands south of the project area as the Ballona Wetlands Ecological Reserve.

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⁷¹ Jeffrey H. Alctschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., "At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California" (Redlands, CA: Statistical Research Inc., July 2003), 27-8.

⁷² Jeffrey H. Alctschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 27-8.

⁷³ Jeffrey H. Alctschul, Anne Q. Stoll, Donn R. Grenda and Richard Ciolek-Torello, ed., *At The Base of the Bluff: Archaeological Inventory and Evaluation Along Lower Centinela Creek, Marina del Rey, California* (Redlands, CA: Statistical Research Inc., July 2003), 27-8.

⁷⁴ City of Los Angeles, Office of Historic Resources, *SurveyLA Historic Context Statement: Japanese Americans in Los Angeles, 1869-1970*, August 2018, 16.

West LA/Sawtelle VA Community

The West LA/Sawtelle VA community is an unincorporated census-designated place (CDP) in western Los Angeles County. It is approximately 14 miles west of downtown Los Angeles, irregularly shaped, and consists of 0.90 square miles and 1,075 people.⁷⁵

The West LA/Sawtelle VA community's boundaries are roughly Chayote Street to the north, Wilshire Boulevard to the south, Veteran Avenue to the east, and Bringham Avenue to the west. The study area is bisected north to south by Interstate 405, the San Diego Freeway. Streets are named after noted military heroes: Pershing Avenue, Grant Avenue, Vandergrift Avenue, Nimitz Avenue, Palton Avenue, Bonsall Avenue, MacArthur Avenue, Eisenhower Avenue, and Davis Avenue. Access is typically from Wilshire Boulevard.

The West LA/Sawtelle VA Community is the site of the West Los Angeles VA Medical Center, and therefore has a daytime population of 2,230 people, more than double its residents.⁷⁶ The resident population is primarily White, but 28 percent are Black, 23 percent Hispanic/Latino, and 1 percent Asian, reflecting the diversity of American armed forces.

West LA/Sawtelle VA Community History

As early as 400 AD, a communal spring, Kuruvungna, just west of the community near the intersection of present-day Santa Monica Boulevard and Barrington Avenue, was associated with Tongva Peoples and later associated with the Kuruvungna village. It is now known as the Kuruvungna Village Springs, which is designated California Registered Landmark Site No. 522. In 1975, human remains were discovered on site during a school construction project. During the 1980s, archeologists noted that remnants of the village were located throughout the area. In 2013 and 2014, ancestral remains and artifacts were again unearthed and ceremoniously reinterred on the north hill of Kuruvungna.

During the Rancho period, the West LA/Sawtelle VA community, spanned two ranchos—the Rancho San Vicente y Santa Monica on the west and the Rancho San Jose de Buenos Ayres on the east.

As a result of the Civil War, a series of veterans' facilities were established throughout the United States to provide homes for veterans of the Union Army. They were known as the National Homes for

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LA County Planning Department, "Community Profile: Unincorporated-West LA," accessed July 26, 2023, https://planning.lacounty.gov/wpcontent/uploads/2023/05/Unincorporated-West-LA.pdf.

⁷⁶ LA County Planning Department, "Community Profile: Unincorporated-West LA."

⁷⁷ Sapphos Environmental, Inc., Historic Resources Survey Report: West Los Angeles Community Plan Area, August 15, 2012, 5.

⁷⁸ Gabrielino-Tongva Springs Foundation, "Kuruvungna Village Springs," accessed October 2, 2023, http://gabrielinosprings.com/wpsite/?page id=385.

⁷⁹ Gabrielino-Tongva Springs Foundation, "Kuruvungna Village Springs," accessed October 2, 2023, http://gabrielinosprings.com/wpsite/?page_id=385.

Disabled Volunteer Soldiers.⁸⁰ In December of 1887, the Pacific Branch of the National Home for Disabled Veteran Soldiers was established on 600 acres of donated land (now the West LA/Sawtelle VA).⁸¹ The acreage was donated by John Percival Jones and Arcadia Bandini de Baker, owners of the Rancho San Vicente y Santa Monica, and John Wolfskill, owner of the Rancho San Jose de Buenos Ayres. Wolfskill also offered \$100,000 in cash to be spent improving the grounds.⁸² The belief was that the establishment of the veterans' home would be a catalyst for economic development in the area. Wolfskill was ultimately unable to pay the \$100,000 and donated an additional 30 acres instead.⁸³ The Pacific Branch of the National Home for Disabled Veteran Soldiers was the second branch west of the Mississippi River.

Early on, the campus was also known as the "Soldier's Home." The first barracks was completed in December 1888, and they filled quickly with veterans living in tents around the property. By 1889, a cemetery had been created for the burial of veterans at the Pacific Branch. Soon, the community of Sawtelle, directly south of the Soldier's Home (West LA/Sawtelle VA community), sprang into existence.

Railroads and streetcars played an important role in the development of the area generally and the West LA/Sawtelle VA community specifically. In 1896, an interurban rail line that followed present-day Santa Monica Boulevard was established south of the Soldier's Home. The Pacific Electric "Balloon Route" was an interurban line that linked Los Angeles with a number of tourist sites (including Santa Monica, Venice, and the beaches) on a balloon-shaped track. In 1904, the Soldier's Home became a stop on the Balloon Route.⁸⁵

The site was in almost continuous development for the first 20 years. Initial buildings were utilitarian in style. Over time, the Soldier's Home adopted the Queen Anne Style commonly used by branches east of the Mississippi. In 1892, Congress appropriated funds for the construction of two barracks, a new hospital wing, a kitchen, residences for administrators, a guardhouse, barn and corral, two gates, and two gatehouses. By 1908, there were 11 wood-frame barracks. Recreational facilities included Ward Memorial Hall for plays and concerts, a library (Markham Hall) alongside a post office, and a multidenominational chapel. Large areas of the site served as a working farm, supplying grains, vegetables, and fruit for the kitchen.

⁸⁰ By 1907, there were 11 branches operating around the country.

⁸¹ U.S. Department of Veterans Affairs, West Los Angeles Campus Master Plan 2022, March 12, 2022, 64.

⁸² U.S. Department of Veterans Affairs, National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch, 2015, 8:42.

⁸³ U.S. Department of Veterans Affairs, National Register, 2015, 8:43.

⁸⁴ It is now known as the Veterans Administration Hospital.

⁸⁵ U.S. Department of Veterans Affairs, West Los Angeles Campus Master Plan 2022, March 12, 2022, 64.

⁸⁶ U.S. Department of Veterans Affairs, National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch, 2015, 8:44.

In 1912, Los Angeles' central artery, Wilshire Boulevard, reached the eastern end of the West LA/Sawtelle VA community. It was around this time that the National Homes for Disabled Volunteer Soldiers Board began negotiations with Los Angeles County to improve Wilshire Boulevard through the land of the Soldier's Home.

Following World War I, the National Homes for Disabled Volunteer Soldiers began designing new facilities as primary care facilities. The veterans of World War I had been subjected to mustard gas and had other war-related injuries that created chronic conditions. Tuberculosis was also a concern for veterans during this period, and the sunny climate of the Pacific Branch made it the natural location for construction of tuberculosis wards. In 1930, the National Homes for Disabled Volunteer Soldiers merged with the Bureau of Pensions, creating the Veterans Administration.

Between 1923 and 1952, a time referred to as "Second Generation Veterans Hospitals" in the National Homes for Disabled Volunteer Soldiers (NHDVS) Multiple Property Documentation Form, the aging of veterans from World War I ushered in a time of expansion for the Pacific Branch. A large capital improvement project between 1921 and 1930 resulted in the construction of a number of new buildings.

In the late 1930s, the Veteran's Administration constructed several buildings in the park-like cemetery grounds: an office, toilet, tool house, incinerator, septic tank, stable, rostrum, terraces, and cloisters. New landscaping and grounds improvements were also made. These were often constructed with the help of Works Progress Administration (WPA) crews. A crematorium and columbarium were also constructed.

The hospital was subjected to new waves of construction during the 1930s as the Veterans Administration (VA) modernized and centralized care.⁸⁷ Many existing buildings were demolished and replaced with standardized care facilities.

After a cure was found for tuberculosis, the Tuberculosis Hospital was converted to a Neuropsychiatric Hospital to serve the needs of many returning veterans from World War II.

The popularity of the automobile helped fuel Los Angeles expansion westward in the early decades of the 20th century, as did the creation of the University of California–Los Angeles in Westwood, adjacent to the east side of the cemetery of the Soldier's Home. Residential development began springing up on all sides of the Pacific Branch campus before and after World War II.

After World War II, medical research became an expanding part of activities at the West LA/Sawtelle VA community VA Hospital. In 1955, medical research became a formal aspect of its mission with an appropriation from Congress to fund it.⁸⁸ That same year, the hospital began construction of a new wing

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⁸⁷ U.S. Department of Veterans Affairs, National Register of Historic Places Nomination for the National Home for Disabled Volunteer Soldiers, Pacific Branch, 2015, 8:50.

⁸⁸ U.S. Department of Veterans Affairs, National Register, 2015, 8:54.

for Wadsworth Hospital—one of the first Modern-style buildings on the campus. Further modernization projects commenced in 1958, and by 1968 four additional research facilities were constructed. By the late 1960s, a trend of consolidation in health care services was underway, and the campus began leasing land to other government agencies. Around this time, the expansion of Interstate 405, the San Diego Freeway, encroached on a southeast corner of the campus.

On February 9, 1971, the Sylmar earthquake struck, and 30 buildings were deemed damaged. But geologic forces were not the only challenges. During the 1970s, the Veterans Administration was under public scrutiny for lack of quality care. Overcrowding from a surge of veterans from the Vietnam War exacerbated the problem, resulting in a long wait list for admission. The Senate Subcommittee on Veterans Affairs called out the West LA/Sawtelle VA Community VA Hospital as lacking quality staff, facilities, and equipment. Buring the 1980s, the cemetery portion of the campus, now known as the Los Angeles National Cemetery, reached capacity with over 85,000 interments.

The extension of the Purple Line (D Line) of the LA Metro subway is currently under construction along the south end of the campus. A Westwood/VA Hospital station is currently under construction and scheduled to open in 2027.

West Fox Hills

The West Fox Hills community is an irregularly shaped area of .05 square miles east of Playa Vista and West of Fox Hills. It is bordered by the Centinela Creek Channel to the north, S. Centinela Avenue to the northeast, W. Jefferson Boulevard to the south, and Grosvenor Boulevard to the west. It is primarily residential with many single-family homes and some light industrial at the southern end. The study area includes portions of Arleta Street, Lucile Street, Hammack Street, and Juniette Street.

The West Fox Hills Community is served by the Playa del Ray Elementary school directly across Centinela Avenue (not part of the study area). Access is generally via Centinela Avenue or W. Jefferson Boulevard.

The West Fox Hills Community has a population of 425 people and a median age of 37 years old. Residents are upper-middle class and well educated. The population is 50 percent white, 25 percent Asian, 19 percent Hispanic/Latino, and 5 percent Black.⁹¹

West Fox Hills Community Development

The area that became the West Fox Hills Community (also known as the Alsace County Island) is in the Los Angeles Basin, which is the ancestral home of Tongva and Kizh Peoples. In 1931, evidence of a

⁸⁹ U.S. Department of Veterans Affairs, *National Register*, 2015, 8:58.

⁹⁰ U.S. Department of Veterans Affairs, *National Register*, 2015, 8:59.

⁹¹ Los Angeles County, "Community Profile: West Fox Hills," accessed August 4, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Unincorporated-West-Fox-Hills.pdf.

Native American burial ground was unearthed at Jefferson Boulevard and Centinela Boulevard. ⁹² The discovery included broken mortar and pestles, parts of human skulls, and other bones, confirming the importance of the site to Native Americans.

During the Rancho period and the systematic forced displacement of Native Americans, the West Fox Hills Community was in the Rancho La Ballona, with significant landholdings by the Machado family. On February 23, 1890, Louis Mesmer (1829–1900), a pioneer Los Angeles patriarch, inherited a large section of Rancho La Ballona from Andres Bristwalter, who was a Mesmer business partner and friend of the Machados. Mesmer later purchased additional land of the Rancho La Ballona.⁹³

The West Fox Hills Community, or Alsace County Island, was a stop on the Venice-Inglewood Line of the Los Angeles interurban electric railway system. The stop name "Alsace" is believed to have been taken from Louis Mesmer's ancestral homeland. The study area remained undeveloped until August of 1927, when it was subdivided as Tract 10038 by the Grosvenor-Inglis Corporation as part of its development of Mesmer City.

Mesmer City was a large residential development stretching roughly from Culver City's movie studios in the northeast to the Ballona Wetlands in the west, to the Pacific Electric Railway line along Del Rey Boulevard in the north to the proposed site of Los Angeles Lutheran University (a.k.a., Loyola Marymount) in the southeast. It was also adjacent to the Fox Hills Country Club.

The Grosvenor-Inglis Corporation, the developer of Mesmer City, was headed by George A. Bray, Howard G. Teale, and Robert A. Randall. The developers focused their new community on the intersection of seven major boulevards: Jefferson, Inglewood, Sepulveda, Ocean Speedway, Florence, Centinela, and Slauson Boulevards. Mesmer City never fully realized its potential—likely a casualty of the Great Depression of the 1930s.

Oil was discovered on land near Alsace in 1929. In 1930, Grosvenor-Inglis purchased the remainder of Joseph Mesmer's land, some 250 acres, that was being leased to the Shell Oil Company. 94

Tract 10038 remained undeveloped until the 1950s, when over 100 Minimal Traditional-style homes were constructed by 1953. At that time, the use of alleys at the rear of each parcel, as appeared on the 1927 subdivision map, was abandoned. At the northern part of the tract along Centinela Boulevard, some postwar multifamily residential was developed.

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⁹² "Stone Utensils Stir Scientist," Los Angeles Times, April 1, 1931, 31.

⁹³ Thomas Lee McMahon, "National Register Nomination: Playa de Rey Commerce Building," accessed July 30, 2023, https://archive.org/details/playa-del-rey-commerce-building.

⁹⁴ "Will Open New Mesmer Lands," Los Angeles Evening Post, September 26, 1930, 5.

Historical aerial photographs of the area show that the land along Jefferson Boulevard remained largely undeveloped until 1980. Along Jefferson Boulevard and the southern part of Centinela Boulevard light industrial and commercial buildings were constructed.

In 1960, the acquisition of land at the northern tip of the West Fox Hills community facilitated construction of the Centinela Creek Flood Control Channel and the Marina Freeway. 95

Franklin Canyon

The Franklin Canyon unincorporated area is an irregular, modified L-shaped area extending from the northern boundary of APN 4386017901 in the north, stepping down-southward to a horizontal boundary at the southern boundary of APN 4387020902 in the south, a vertical boundary in the east, and the east side of Franklin Canyon Drive in the west. It contains part of lower Franklin Canyon Park, but not the Lower Franklin Reservoir. There are many fire roads and hiking trails in the area, including the Hastain Trail and Discovery Trail. Franklin Canyon Drive is the major street leading through the area.

The Franklin Canyon area contains a large rural area of the canyon. According to the Franklin Canyon Community Profile published by Los Angeles County, there are no residential parcels in this area and a population of one person, assumed to be a Franklin Canyon Park employee who lives in a single-family residence there. ⁹⁶ This area is owned by the National Park Service and operated by the Mountains Recreation and Conservation Authority (MRCA).

Franklin Canyon History

For centuries, Franklin Canyon was occupied by Tongva People. Dr. Allan E. Edwards, a geologist and guide for MRCA, posited that Tongva lived at the base of the canyons and that a community of more than 200 lived at the intersection of Franklin and Coldwater Canyons. ⁹⁷ After 1833, during the Rancho period, Franklin Canyon was part of the Rancho Rodeo de Las Aguas. The Rancho period began the systematic forced displacement of Native Americans from the area.

In 1912, oil tycoon Edward L. Doheny purchased 400 acres of land in Franklin Canyon. Doheny sold large portions of the land to the City of Los Angeles for William Mullholland's water project. In 1914, construction began on a reservoir in upper Franklin Canyon to distribute the water brought from the Owens Valley by Mullholland and the newly created Department of Water and Power. The reservoir is

⁹⁵ "Right of way Under Study for Freeway," Los Angeles Times, May 22, 1960, WS1.

⁹⁶ Los Angeles County, Community Profile: Franklin Canyon, accessed August 3, 2023, https://planning.lacounty.gov/wp-content/uploads/2023/05/Franklin-Canyon Community-Profile.pdf.

⁹⁷ Rick Seireeni, ed., "Early Canyon History," Laurel Canyon Association website, 2003, accessed October 2, 2023, http://laurelcanyonassoc.com/EarlyHist.html.

the "lake" colloquially referred to in place names such as Lake Drive and Franklin Lake Drive. The reservoir itself and the dam keeper's house appear to be just south of the project area. 98

Doheny reserved portions of the property as a ranch for his cattle and built one of several ranch homes that the oilman and his wife enjoyed. The family built a Spanish Colonial Revival-style home in lower Franklin Canyon in 1935, also outside of the study area. 99 However, the study area of Franklin Canyon is traversed by a number of fire roads and includes the Franklin Canyon Trailhead parking area. The area is largely covered in chaparral and natural plantings.

In 1954, a large portion of Franklin Canyon Ranch was subdivided. The portion remaining in the Doheny family was retained by the family until 1977 when it was purchased by developers. The upper reservoirs were deemed unsafe after the 1971 Sylmar earthquake. 100

When the canyon was subject to development, the National Park Service purchased the Franklin Canyon Ranch. The Franklin Canyon Sooky Goldman Nature Center was constructed in the northern part of the park, outside the study area. However, the William O. Douglas Outdoor Classroom, erected c. 1981, is within the study area.

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National Park Service, History of the Franklin Canyon Ranch, accessed August 3, 2023, http://npshistory.com/brochures/samo/franklin-canyon-1993.pdf.

⁹⁹ Mountains Recreation & Conservation Authority, "Franklin Canyon Park: Park Details," MRCA website, accessed August 3, 2023, https://mrca.ca.gov/parks/park-listing/franklin-canyon-park/.

Linda Immediato, "The Wide Open Spaces of Beverly Hills," Beverly Hills Courier, June 15, 2023, accessed August 3, 2023, http://npshistory.com/brochures/samo/franklin-canyon-1993.pdf.

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3 Market and Economics

The following background brief is intended to inform the preparation of the Westside Area Plan and Program Environmental Impact Report (EIR). The geographic scope of this study primarily focuses on the Ladera Heights and View Park-Windsor Hills Community, with some analyses of the West Fox Hills Community. The study first analyzes the market and real estate conditions in selected geographies, with a focus on residential, retail, and office market conditions. Building on this section, gentrification and displacement risks are discussed for existing residential and commercial properties. Next, a high-level overview of current employment trends is discussed.

For this analysis, the geographies of analysis that were considered include:

Planning Area, Primary Study Area, and West Fox Hills

For this analysis, the **Planning Area** consists of Ladera Heights and View Park-Windsor Hills (also referred to as the **Primary Study Area**) and **West Fox Hills** (Figure 3-1).

Palms

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Figure 3-1. Planning Area, Primary Study Area, West Fox Hills

Source: ArcGIS, HR&A Advisors, Inc

Secondary Market Area

A **Secondary Market Area** was established to provide a benchmark for trends in the Primary Study Area and to further understand economic drivers in the region. The Secondary Market Area is bounded by Jefferson/Sepulveda Boulevard on the north and west, Centinela/Florence Avenue to the south, and Crenshaw Boulevard to the east (Figure 3-2). Culver City, Inglewood, and the City of Los Angeles are neighboring jurisdictions that intersect with the Secondary Market Area (Figure 3-3). The economic and social characteristics (e.g., job and shopping destinations, living choices, means of transportation) of the Secondary Market Area have the largest direct impact on the economic outcomes of the Primary Study Area.

Palms

Culver City St.

Secondary Market Area

Mar-Vista

Washinst

Figure 3-2. Secondary Market Area

Source: ArcGIS, HR&A Advisors, Inc.

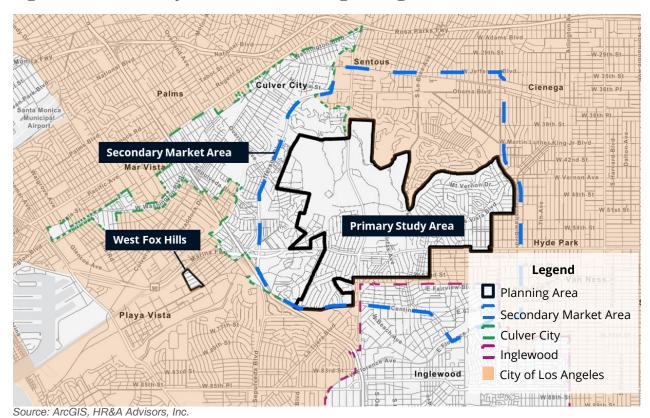


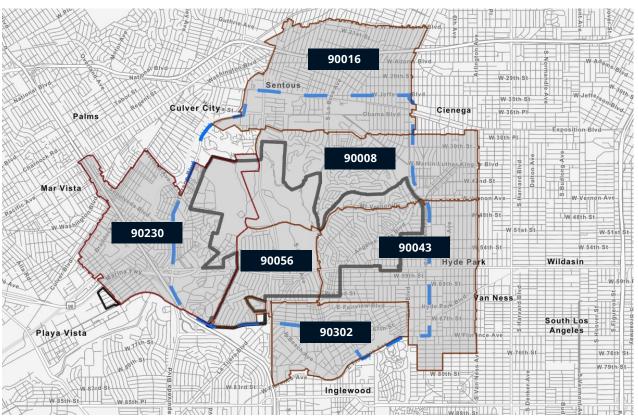
Figure 3-3. Secondary Market Area and Neighboring Jurisdictions

Westside Area Plan Background Brief

Employment Market Area

This study uses an Employment Market Area that is based on the primary ZIP Codes that overlap with the Secondary Market Area due to the limited availability of employment data that are specific to the Primary Study Area and the Secondary Market Area (Figure 3-4).

Figure 3-4. Employment Market Area



Source: ArcGIS, HR&A Advisors, Inc.

Note: The 90232 ZIP Code overlaps with the Study Area, but the concentrations of Entertainment jobs (e.g., Amazon Studios, Sony Pictures) throughout the core of Culver City and in the Hayden Tract would skew the data in a way that is unrepresentative of the larger Employment Market Area.

West Fox Hills

This background brief provides limited analysis of the West Fox Hills community in West Los Angeles that is to the west of the Primary Study Area near the master-planned community of Playa Vista. This study includes analysis of the 90066 ZIP code as a comparison to data within the smaller West Fox Hills geography (Figure 3-5).

Palms

Suntous

Santa Monica Sa

Figure 3-5. West Fox Hills and 90066 ZIP Code

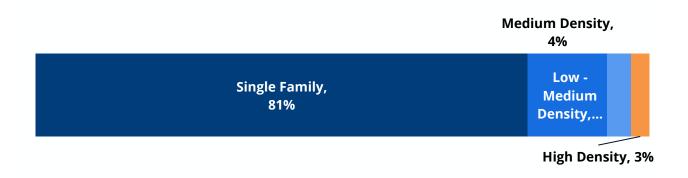
Source: ArcGIS, HR&A Advisors, Inc.

3.1 Residential

The Primary Study Area is predominantly single-family homes, with less than 20 percent of the housing stock dedicated to multifamily housing. In contrast, the Secondary Market Area has a robust multifamily housing market that has added more than 600 units over the last decade and has nearly 3,000 units planned or proposed.

- Most of the Primary Study Area (81 percent) consists of single-family housing, followed by low-to medium-density housing (13 percent) that includes structures with 2 to 19 units. Only 7 percent of units are in structures of 20 units or more (Figure 3-6).
- Nearly 2,300 housing units in the Primary Study Area are occupied by renters, compared to 5,300 units that are owner occupied.
- The residential communities in the Planning Area are experiencing severe price pressure, reflective of a larger, countywide trend. Single-family homes in the Primary Study Area and the 90066 ZIP Code (which includes West Fox Hills and surrounding communities such as Mar Vista and Del Rey) have regularly exceeded \$1 million in sale prices over the last five years, with home prices averaging \$1.3 million in the Primary Study Area and \$1.8 million in the 90066 ZIP Code. Meanwhile, average single-family home prices in Los Angeles County rose from \$653,000 in 2018 to \$953,000 in 2023, an increase of 53 percent. Single-family home prices grew by 45 percent between 2018 and 2022 in the Primary Study Area before declining in 2023 (Figure 3-7).

Figure 3-6. Distribution of Housing Stock, Primary Study Area



Source: American Community Survey 5-Year Estimates, 2017-2021.

Note: Single Family: 1-unit attached or detached; Low to Medium Density: 2–19 units; Medium Density: 20–49 units, High Density: 50+ units.

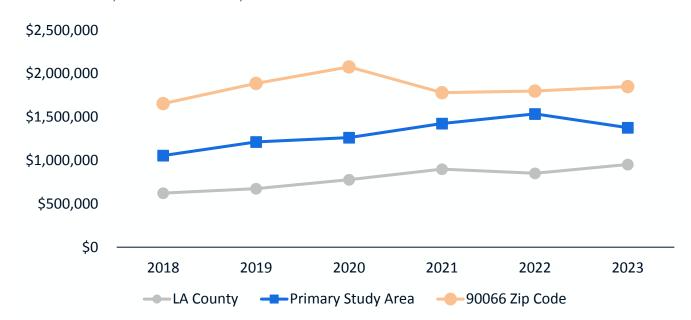


Figure 3-7. Historical Single-Family Home Sales, Los Angeles County, Primary Study Area, 90066 ZIP Code, 2018–2023

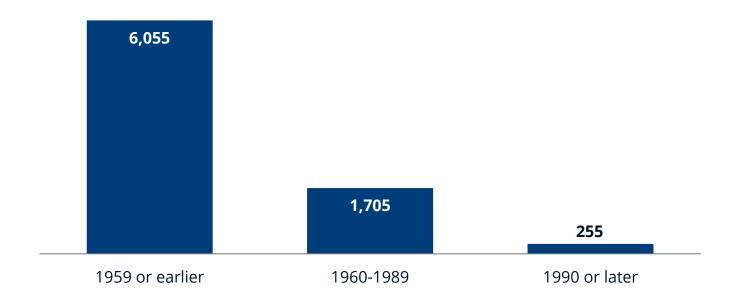
Source: Redfin

Note: The West Fox Hills community is substantially smaller than the Primary Study Area, so there are fewer home sales per year. The larger 90066 ZIP Code is shown to display the trend in home sales in West Fox Hills and surrounding neighborhoods.

- There are more than 8,000 housing units¹ in the Primary Study Area, but little to no new housing has been built since the 1990s (Figure 3-8). The lack of new housing construction is likely due to the lack of land that is zoned for multifamily construction. Most of the area is zoned for single-family housing, and the multifamily zones that do exist are largely built out with apartments and are limited to low-density housing (the maximum height of buildings is 35 feet).
- Mixed-use development is permitted along Slauson Avenue where there is C-2 zoning and C-3 zoning. However, only C-3 zoning allows for high-density housing (where the maximum height of buildings is 13 times the building area), and C-2 zoning has the same height limitations as multifamily zones in the Primary Study Area. The only land in the Primary Study Area that is C-3 zoned is already built out with multistory office buildings along Goldleaf Circle near the intersection of La Cienega Boulevard and Slauson Avenue.

¹ An estimated 7,600 units are occupied. The estimated vacancy rate for all housing units is 5.0 percent.





Source: CoStar

Note: CoStar data do not include the additions of accessory dwelling units or the potential conversions of existing buildings into multifamily housing.

• In the Secondary Market Area, there is a robust multifamily housing market with more than 13,000 units. The Secondary Market Area added more than 600 units in the last decade, and nearly 3,000 units are planned or proposed. Most recent and proposed developments are near the K-Line stations along Crenshaw Boulevard (Figure 3-9).

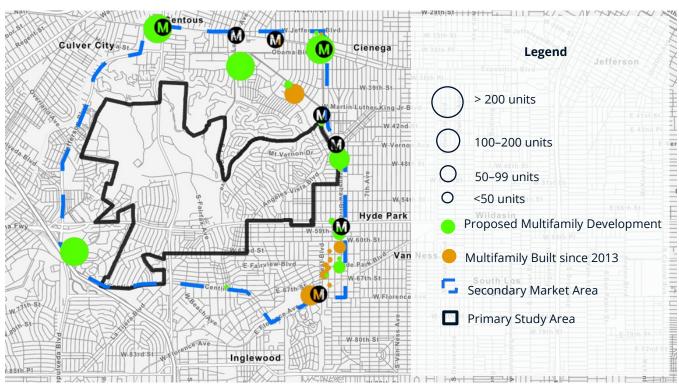


Figure 3-9. Recently Constructed and Proposed Multifamily Development, Secondary Market Area

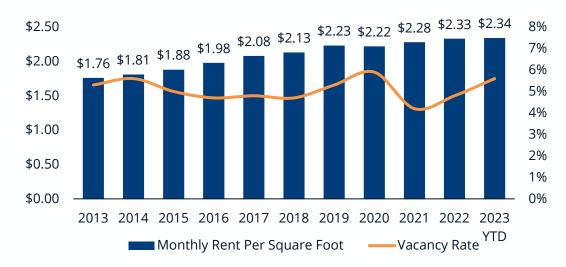
Source: Costar, ArcGIS, HR&A Advisors, Inc.

Within the Primary Study Area and Secondary Market Area there is strong demand for housing despite rising rents and slightly increasing vacancy rates. The Secondary Market Area is supported by the addition of more than 600 units over the last decade, with the bulk of units added between 2018 and 2023 year-to-date (YTD).

- Monthly rents per square foot and vacancy rates in the Primary Study Area have consistently remained higher than in the Secondary Market Area for the last decade. Rents per square foot in both areas are less than Countywide (\$2.75 per square foot) (Figure 3-10 and Figure 3-11).
- In 2021, vacancy rates in the Primary Study Area (4.2 percent) and Secondary Market Area (3.1 percent) reached historic lows before steadily increasing in 2022 and 2023 YTD. Countywide, vacancies are currently at 4.5 percent.
- Between 2013 and 2023, monthly rents per square foot grew by 33 percent in the Primary Study
 Area compared to 51 percent in the Secondary Market Area. Rents in the Primary Study Area will
 be less susceptible to drastic increases because most rental units are rent-controlled based on the

County's rent stabilized program passed in 2020 (limiting fully covered rental² units to maximum rent increases of 8 percent) and the State's rent control law passed in 2019 (limiting units 15 years or older to a maximum rent increase of 10 percent). Meanwhile, the Secondary Market Area added more than 600 units over the last decade, contributing to faster increases in rents per square foot. Countywide, rents per square foot grew by 35 percent over the last decade.

Figure 3-10. Monthly Rents per Square Foot and Vacancies, Primary Study Area



² A fully covered rental unit means (1) rental units in the unincorporated areas of the County, which include two or more rental units offered for rent and accessory dwelling units for which a certificate of occupancy or equivalent permit for residential occupancy is issued on or before February 1, 1995, and (2) mobile homes offered for rent by the owner of the mobile home regardless of the date of the certificate of occupancy or equivalent permit.

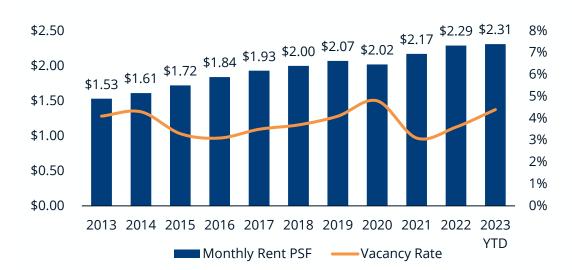


Figure 3-11. Rents per Square Foot and Vacancies, Secondary Market Area

- In the 90066 ZIP Code, monthly rents per square foot grew at a rate similar to the Primary Study
 Area at 37 percent (Figure 3-12). However, rents per square foot in the 90066 ZIP Code are
 substantially higher than in the Primary Study Area and Secondary Market Area at \$3.25 per square
 foot. The higher rents in this ZIP Code can be attributed to its proximity to preferred living
 destinations in West Los Angeles such as Santa Monica, Culver City, Marina del Rey, and Playa
 Vista.
- Though the Primary Study Area did not add any substantial new housing inventory over the last decade, the Secondary Market Area has experienced an increase of more than 600 new housing units between 2018 and 2023 YTD. Net absorption³ peaked in 2021, but despite continued new construction, net absorption has since slowed (Figure 3-13).
- Nearly 1,200 units have been added to the 90066 ZIP Code since 2013. Net absorption was on par
 with new construction for most of the decade except during the peak of the COVID-19 pandemic
 (Figure 3-14).
- In West Fox Hills, the 196-unit Accent apartment building was constructed in 2014. Outside of this
 building, the remaining housing stock is largely single-family homes and rent-controlled housing
 built in the 1950s, '60s, and '70s.

³ Net absorption is a measure of total units occupied less the total units vacated over a given period of time.

Figure 3-12. Monthly Rents per Square Foot and Vacancies, 90066 ZIP Code

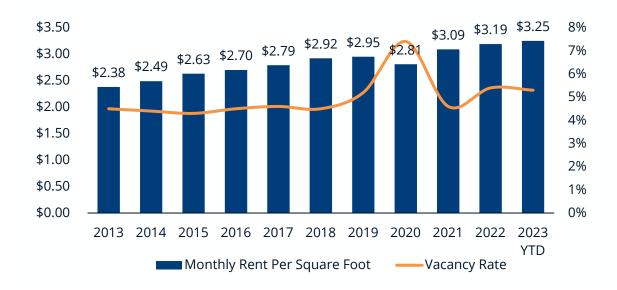


Figure 3-13. New Construction and Net Absorption, Secondary Market Area

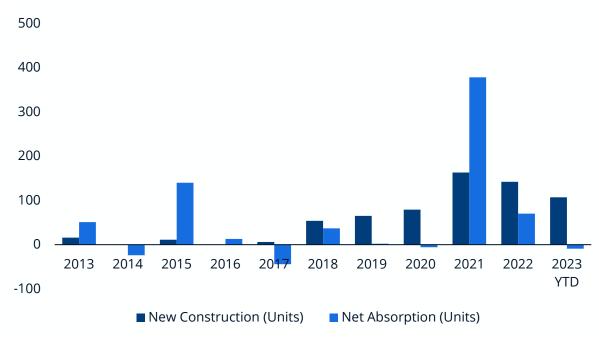




Figure 3-14. New Construction and Net Absorption, 90066 ZIP Code

Planning Implications

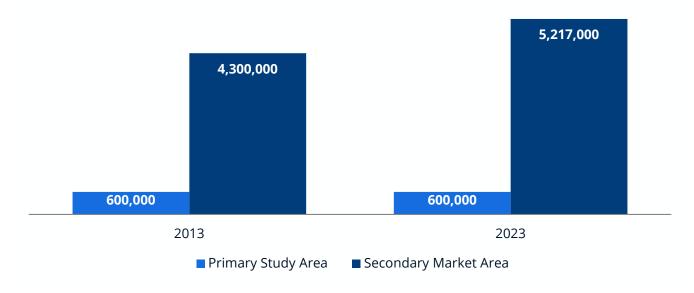
- The existing housing stock in the Primary Study Area is predominantly single-family homes and rent-controlled multifamily housing built in the 1950s, '60s, and '70s. Most of the land zoned for residential uses is largely built out under existing regulations. This is largely true for West Fox Hills as well, except for one new apartment building built in 2014.
- There is substantial demand for housing in the Planning Area as demonstrated by the large number
 of newly constructed units in both the Secondary Market Area and the 90066 Zip Code and by the
 positive net absorption for most of the decade. In addition, the rises in rents can be attributed to a
 lack of housing supply to meet demand.
- Future housing growth in both the Primary Study Area and West Fox Hills could only be accommodated through housing incentives or changes to existing zoning regulations.
- Increasing rents and the scarcity of affordable housing highlight the pressing need to safeguard both rent-controlled housing and housing that, while not subject to rent control, remains comparatively affordable in the County.

3.2 Office

The Primary Study Area largely consists of older Class B and C office space. The Secondary Market Area is home to a robust office market of nearly 5.2 million square feet, most of which is Class A space concentrated in Fox Hills and near the Hayden Tract in Culver City.

- The Primary Study Area contains 600,000 square feet of office space (Figure 3-15). Along Slauson Avenue is a large concentration of office space, including a cluster of Class A offices at the intersection of Slauson Avenue and La Cienega Boulevard. Large tenants in these spaces include BAE Systems (44,000 square feet), Providence St. Joseph Health (26,000 square feet), and Kaiser Permanente (24,000 square feet).
- In the Secondary Market Area, the large concentrations of Class A office space are in Fox Hills just west of the Primary Study Area and along Jefferson Boulevard near the E-line in the northern part of the Secondary Market Area (Figure 3-16). The remaining office space, which is primarily Class B and C space, is concentrated along Crenshaw Boulevard and Centinela/Florence Avenue.

Figure 3-15. Office Inventory, Primary Study Area, and Secondary Market Area



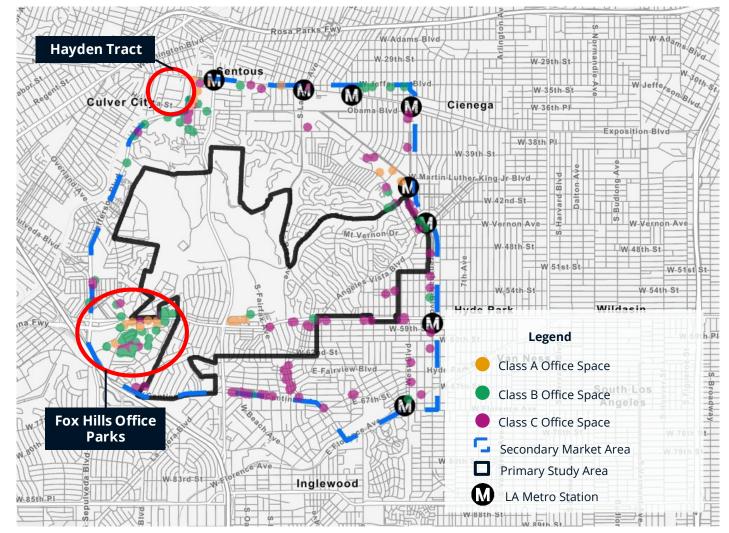


Figure 3-16. Office Inventory, Primary Study Area and Secondary Market Area, 2023

Source: Costar, ArcGIS, HR&A Advisors, Inc.

• Large office tenants in the Secondary Market Area include Kaiser Permanente (100,000 square feet), Apple, Inc. (85,000 square feet), and Antioch University (42,000 square feet) (Table 3-1). Kaiser Permanente and Apple moved into their new office buildings in 2017 and 2018, respectively.

Table 3-1. Largest Listed Office Tenants, Secondary Market Area

Tenant Name	Address	Tenant Space Leased (SF)	Industry Type or Use
Kaiser Permanente	3782 W Martin Luther King Jr. Blvd.	100,000	Health Care and Social Assistance
Apple Inc.	5500 W Jefferson Blvd.	85,000	Information
BAE Systems	5140 W Goldleaf Circle	44,000	Manufacturing
Antioch University	400 Corporate Pointe	42,000	Educational Services
Punch Studio	6025 Slauson	41,000	Wholesale Trade
Flow Health	5830 Obama Boulevard	40,000	Health Care and Social Assistance
MV Transportation	5420 W Jefferson Blvd.	26,000	Transportation and Warehousing
iProspect	5800 Bristol Parkway	26,000	Professional, Scientific and Technical, Services
Providence St. Joseph Health	5100 W Goldleaf Circle	26,000	Health Care and Social Assistance
Los Angeles County Department of Mental Health	5860 Uplander Way	25,000	Public Administration

While office rents in the Secondary Market Area have outpaced the Primary Study Area, they have stagnated since 2018. Meanwhile, vacancy rates have steadily risen since 2020. This is likely due to the rise of work-from-home arrangements and the addition of substantial new inventory in 2022 and 2023 that has yet to be fully leased.

- Office rents per square foot have risen by 80 percent in the Secondary Market Area compared to 61
 percent in the Primary Study Area (Figure 3-17). The rises in rents can be attributed to the area's
 regional positioning near universities, prominent tech companies in Playa Vista and Culver City, and
 the investment in regional transit that allows for convenient connections to West Los Angeles,
 Downtown, and eventually LAX.
- Vacancy rates in the Primary Study Area are at 15 percent and at 17 percent in the Secondary
 Market Area. The Secondary Market Area added more than 260,000 square feet of office space in
 2022 and 2023 YTD. The rises in vacancies can be attributed to recently constructed space that is
 leasing slowly as well as work-from-home arrangements that have been implemented since the
 COVID-19 pandemic (Figure 3-18).

Figure 3-17. Monthly Office Rents per Square Foot and Vacancies, Primary Study Area

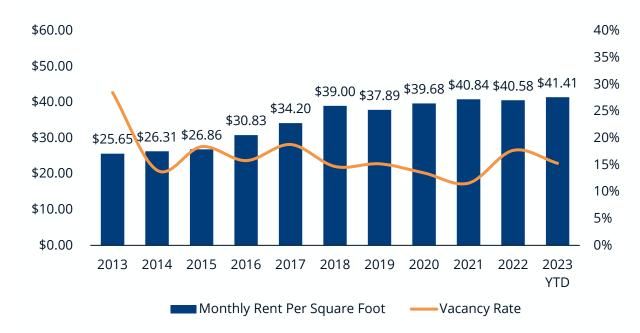
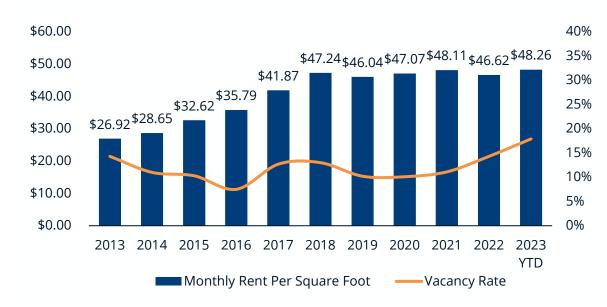
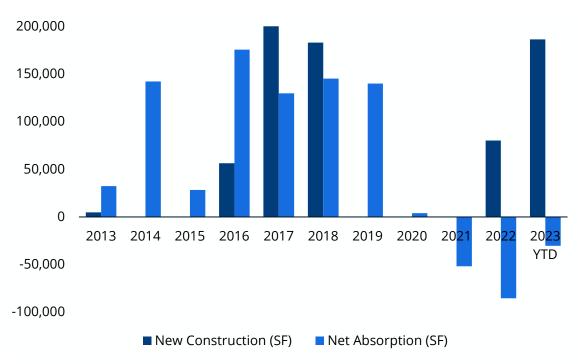


Figure 3-18. Monthly Office Rents per Square Foot and Vacancies, Secondary Market Area



 Demand for office space in the Secondary Market Area has stagnated since 2020, as demonstrated by increases in vacancy rates and declines in net absorption. However, more than 250,000 square feet of office has been constructed in 2022 and 2023 YTD (Figure 3-19).

Figure 3-19. Office New Construction and Net Absorption, Secondary Market Area



Recent and proposed development is primarily occurring in the existing office market near the Hayden Tract and near the K- and E-Lines, where there are flexible development regulations in the Crenshaw Specific Plan and industrial zones in the City of Los Angeles (Figure 3-20).

- There are large-scale office developments planned and proposed in the Secondary Market Area, including 300,000 square feet of office space at Marlton Square across from the Baldwin Hills/Crenshaw Mall and 329,000 square feet of office space at 5868 Jefferson Boulevard, just southwest of the La Cienega/Jefferson Station along the E-Line.
- Low net absorption and rising vacancies are indicators that demand for office space has slowed, but an estimated 1.7 million square feet of office space is currently planned or proposed in the Secondary Market Area. The area's historically strong office market should continue to generate demand for office space due to the proximity to major regional economic drivers (e.g., universities, entertainment and technology companies in West Los Angeles, Los Angeles International Airport).
- The Primary Study Area is unlikely to attract new office development due to zoning limitations (as described in the residential section of this brief) and the lack of available land that is able to accommodate mid- to large-scale office developments and the associated parking requirements.
- Outside of the cluster of office space near La Cienega Boulevard and Slauson Avenue, there is not
 a strong office environment in the Primary Study Area. Stagnating demand and the lasting effect of
 hybrid working environments make it unlikely that the office market will grow in the Primary Study
 Area when stronger office markets exist nearby.

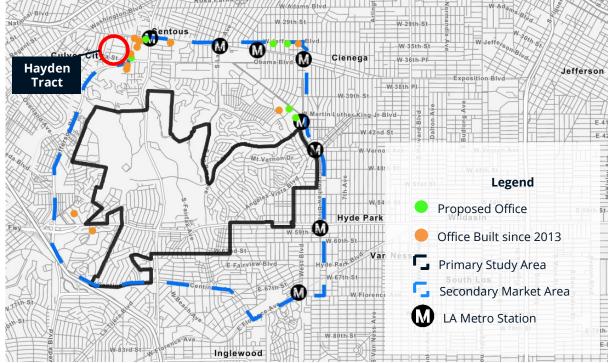


Figure 3-20. Recent and Proposed Office Development, Secondary Market Area

Source: Costar, ArcGIS, HR&A Advisors, Inc.

Planning Implications

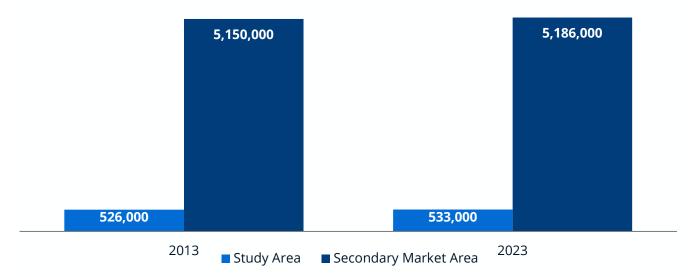
- The Secondary Market Area is home to a robust and growing office market. The Primary Study Area mostly consists of Class B and Class C office space but does include a small concentration of Class A office space near the intersection of Slauson Avenue and La Cienega Boulevard.
- Historically there was strong demand for office space in the Secondary Market Area, but demand
 has stagnated in the years following the peak of the COVID-19 pandemic. It remains unclear if
 demand for office space will ever reach pre-pandemic levels. Nevertheless, the Secondary Market
 Area has experienced the construction of substantial new office space in recent years and contains
 a pipeline of several mid- to large-scale proposed projects.
- The potential for new office development will likely be realized in the Secondary Market Area, outside of the Primary Study Area. The Primary Study Area is limited by existing zoning regulations and lacks readily available sites, and the uncertainty about the future of the office market make it unlikely that future developers will explore new office development outside of existing office clusters.

3.3 Retail

The Primary Study Area primarily consists of stand-alone and strip retail centers, but the Secondary Market Area includes a variety of regional, community, and neighborhood shopping centers.4 An estimated 533,000 square feet of retail is in the Primary Study Area compared to 5.1 million square feet of retail in the Secondary Market Area (Figure 3-21).

• Only an estimated 36,000 square feet of retail has been added to the Secondary Market Area since 2013 (Figure 3-21).

Figure 3-21. Retail Inventory, Primary Study Area and Secondary Market Area



⁴ Regional Shopping Center: Provides general merchandise, apparel, furniture, and home furnishings built around a full-line department store. Gross leasable area for a regional shopping center can range from 300,000 to more than 1,000,000 square feet. Community Shopping Center: Offers wider range of apparel and other soft goods than neighborhood centers. Common anchors are supermarkets, drugstores, and discount department stores. Gross leasable area for a community shopping center can range from 100,000 to 350,000 square feet. Neighborhood Shopping Center: Primary uses are for sales of convenience goods (e.g., foods or drugs) and personal services (e.g. laundry, dry cleaning) for day-to-day living needs of the immediate neighborhood. Supermarkets are the principal tenants. Gross leasable area can range from 30,000 to 100,000 square feet.

 Slauson Avenue is the primary retail corridor in the Primary Study Area, composed of local-serving businesses in the Retail Trade, Accommodations and Food Services, and Other Services industries (e.g., auto sales, hair salon/barbershops, nail salons) (Figure 3-22). West 54th Street also includes some retail buildings but primarily consists of local-serving institutions, including multiple churches, a library, and schools.

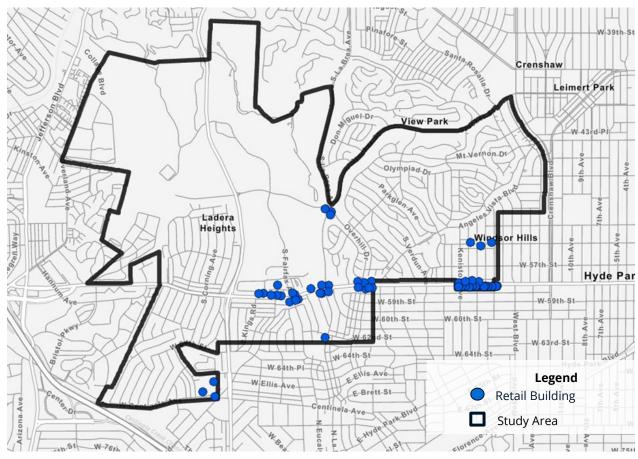


Figure 3-22. All Retail in Primary Study Area

Source: Costar, ArcGIS, HR&A Advisors, Inc.

Note: A retail building is defined as a structure that is intended to be used to promote, distribute, or sell products and services to the general public.

- In the Primary Study Area, there is a neighborhood shopping center at the intersection of Fairfax Avenue and Slauson Avenue and a community shopping center at the intersection of La Tijera Boulevard and Centinela Avenue. The neighborhood shopping center is anchored by a Home Depot, which likely attracts a large share of customers outside of the immediate neighborhood, but it also includes several fast-casual restaurants and local-serving businesses (e.g., hair and nail salon, dentist). The community center is in the southern part of the Primary Study Area and is anchored by a Ralphs and a CVS Drug Store, which are likely serving customers in the immediate neighborhood and larger community. Other community-serving tenants include Ross Dress for Less, Petco, Bath & Body Works, and a variety of local-serving businesses (Figure 3-23).
- The Secondary Market Area has several shopping centers, including the region-serving Westfield/Culver City shopping mall and the Baldwin Hills/Crenshaw Mall.

W Adams Blvd Ralphs **Superior Grocers** Culver (Rainbow Shops U.S. Bank Branch T.J. Maxx **Pavilions** PetSmart Home Depot 99cent Depot McDonald's Other Local Services Legend Neighborhood Center Ralphs Ross Dress for Less Community Center **CVS** Regional Center Study Area Westfield Culver City Secondary Market Area LA Metro Station Inglewood ----

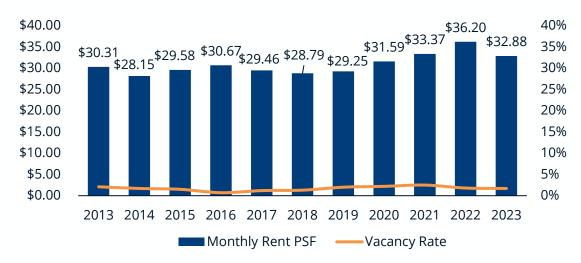
Figure 3-23. Shopping Centers, Primary Study Area and Secondary Market Area

Source: Costar, ArcGIS, HR&A Advisors, Inc.

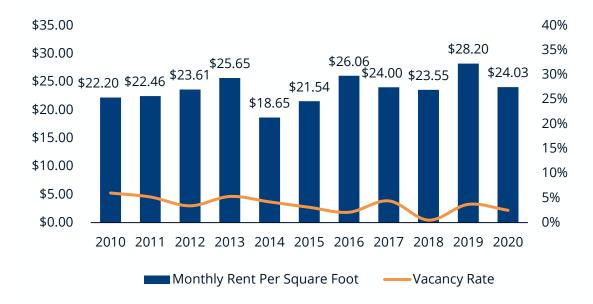
The Primary Study Area has maintained higher retail rents and lower vacancy rates than the Secondary Market Area. The low vacancy rates in both areas as well as the expected growth from both office and multifamily development should spur future demand for retail.

- Rental rates per square foot in the Secondary Market Area are lower (\$24.03) than in the Primary Study Area (\$32.88) due to the concentration of regional and community shopping centers. These centers offer lower rents per square foot to attract large anchor tenants. In both areas, rents per square foot have fluctuated and risen by no more than 8 percent (Figure 3-24 and Figure 3-25). Countywide retail rents are \$35.17 per square foot in 2023 YTD. Rents per square foot in the Primary Study Area and the Secondary Market Area are relatively affordable compared to Los Angeles County.
- Additionally, vacancy rates have remained below 5 percent for most of the decade in both the Primary Study Area and the Secondary Market Area. In comparison, median vacancy rates Countywide over the last decade were at 4.5 percent (Figure 3-24 and Figure 3-25).

Figure 3-24. Monthly Retail Rents per Square Foot and Vacancies, Primary Study Area







- Retail vacancy rates along Slauson Avenue are on par with the County—below 5 percent. However, a visual survey may give the impression of a high concentration of vacancies. This is because some of the buildings may have active leases even if there is no visible tenant, or may be occupied by tenants that do not attract frequent customers (e.g., storage). Community members have expressed a desire for more active uses in the area, such as restaurants and local retail stores, which could be explored through a more tailored list of permitted uses in the Primary Study Area.
- Notable proposed additions to the retail market include 330,000 square feet of shops and
 restaurants at the Baldwin Hills/Crenshaw Mall as part of larger mixed-use redevelopment of the
 historic mall; more than 20,000 square feet of commercial space as part of a mixed-use
 development in Fox Hills; a 19,000-square-foot Diaspora grocery store as a part of the Marlton
 Square Development; and a Costco along Coliseum Street as part of a mixed-use development.
- The proposed addition of more than three million square feet of office space and nearly 3,000 units will drive demand for neighborhood- and community-serving retail in the Secondary Market Area, which could include more demand for retail in the Primary Study Area. The majority of retail that is being proposed is a part of mixed-use developments in the Secondary Market Area. Existing zoning regulations would need to be changed to encourage mixed-use development in the Primary Study Area, where it does not currently exist.

Planning Implications

- The retail market in the Primary Study Area is primarily community- and local-serving businesses, and the larger Secondary Market Area includes regional retail destinations. Future growth in retail in the Primary Study Area will likely be driven by population growth in the nearby neighborhoods and larger community.
- New retail development in the Secondary Market Area is being built as part of mixed-use developments, a trend that is likely to continue, especially in the Primary Study Area where there are few readily available sites for the development of new shopping centers or stand-alone retail.
- Existing zoning regulations would need to be revised to facilitate the development of mixed-use buildings in the Primary Study Area. Additionally, future land uses could be limited to only permit businesses that are considered local serving and exclude businesses that do not contribute to the community's needs.

3.4 Gentrification and Displacement Risks

Researchers generally characterize gentrification as a process of neighborhood change marked by an influx of affluent and/or educated households that often contributes to rising housing costs and may hasten displacement of low-income residents and/or businesses as a result.⁵ In this context, displacement is generally defined as the involuntary relocation and/or exclusion of residents or businesses from an area, often (but not always) a result of an escalating cost of housing and commercial space. Impacts of gentrification and displacement disproportionately harm residents, businesses, and communities of color. Researchers typically categorize different types of displacement as follows:

- Direct Displacement, which occurs when residents and business owners are forced to vacate the
 building due to inability to pay rent or a mortgage because of rising housing costs or lease
 nonrenewals, evictions, eminent domain, or poor physical conditions that render buildings
 uninhabitable. Direct displacement often occurs as investors await opportunities for redevelopment.
- Indirect/Exclusionary Displacement, which occurs when low-income residents or small
 businesses cannot afford to move into the units that are vacated by former low-income residents or
 small businesses. This change in ability for lower-income tenants to rent a housing unit or
 commercial space can be caused by price increases, policy changes, or occupation by tenants
 paying higher rents.
- **Cultural Displacement**, which occurs alongside residential change in the neighborhood, happens when shops and services shift away from their long-term customer base to new targeted customers.

⁵ M. Zuk, Gentrification, Displacement, and the Role of Public Investment, 2018.

This leads to a weakening sense of belonging for remaining residents, as the places that once served their needs and preferences are being replaced.⁶

3.4.1 Residential Displacement

Between 2010 and 2021, the Black and Native American populations were the only racial/ethnic groups to experience decreases in population in the Primary Study Area.

- The Primary Study Area is a majority Black neighborhood, with Black residents making up 70
 percent of the population in 2021. In contrast, Black residents make up only 8 percent of the entire
 population of the County.
- From 2010 to 2021, the Black population in the Primary Study Area decreased from 14,585 to 12,649 people, representing a neighborhood decrease in the share of Black residents from 84 percent in 2010 to 70 percent in 2021. The only other racial/ethnic group to experience a decrease in population was Native American, which declined from 252 to 66 people.
- The decline in Black residents is evident Countywide, but not as drastic as in the Primary Study Area. The share of Black residents in the County experienced a more modest decline over the same period, decreasing from 8.5 percent to 7.6 percent. The only other demographic to experience a decline were White residents, from 28.4 percent to 25.5 percent.
- Every other racial and ethnic group in the area experienced population growth from 2010 to 2021 (Figure 3-26).
- The loss of Black residents in the neighborhood is not simply a product of general population decline, because the overall population has marginally increased. This trend could be attributed to racial displacement, particularly when the populations of nearly every other major racial and ethnic group are growing and have comparable or higher median incomes.
- Furthermore, the widespread economic effects of the Great Recession from 2007 to 2010 may have contributed to the decline in Black residents. Nationally, Black wealth declined during that time by 31 percent (compared to 11 percent for White wealth).⁷

⁶ Uprooted: Residential Displacement in Austin's Gentrifying Neighborhoods, and What Can Be Done About It, University of Texas at Austin Center for Sustainable Development, 2018.

⁷ Jamelle Bouie, "The Crisis in Black Homeownership: How the Recession Turned Owners into Renters and Obliterated Black American Wealth." Slate.com, 2014.

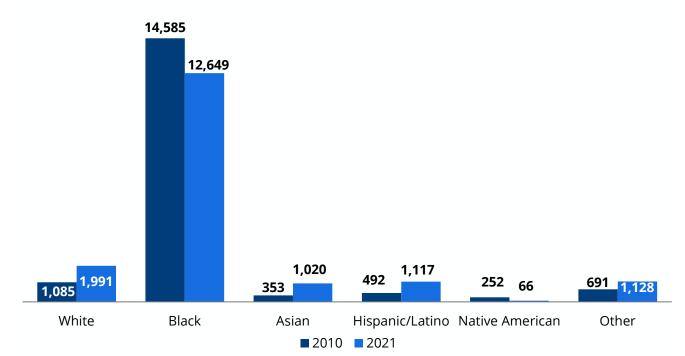


Figure 3-26. Population by Race, Primary Study Area

Source: American Community Survey 5-Year Estimates, 2017-2021.

An older population that is concentrated in one- or two-person households may be at risk for displacement if they are no longer able to maintain their homes.

- In the Primary Study Area, 45 percent of residents are over the age of 55 and either reaching or at retirement age (Figure 3-27). In contrast, the County is fairly evenly split between the age ranges of 0 to 19, 20 to 34, 35 to 54, and over 55.
- An aging population often coincides with declining income levels, because many residents are no longer earning a steady income. As a result, residents may experience more difficulty maintaining their homes and will be at risk of displacement.
- The aging population in the Primary Study Area also contributes to the long-term loss of cultural heritage and character of the neighborhood, particularly as the area experiences growth in other racial and ethnic populations. This loss has significance, given the scarcity of enclaves of significant Black wealth in the County.

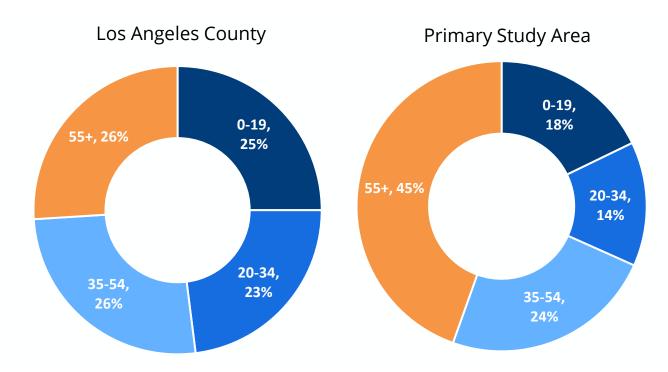


Figure 3-27.2021 Age Distribution, Los Angeles County and Primary Study Area

Source: American Community Survey 5-Year Estimates, 2017-2021.

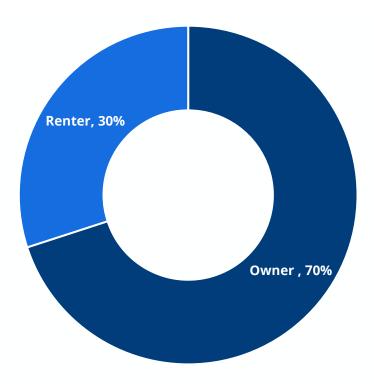
Most of the housing stock was constructed prior to 1970, so it is more likely to be in need of repairs or updates, potentially leading to displacement.

- The County's Rent Stabilization Ordinance (RSO) covers all buildings with two or more rental units in unincorporated County that were built on or before February 1, 1995. The lack of new multifamily housing construction since 1975 has resulted in almost all of the renter-occupied multifamily units in the area (1,300 units) being rent stabilized.
- Though rent stabilization efforts are important components to mitigating residential displacement, the majority of residents in the Primary Study Area are homeowners (74 percent). The 26 percent who are renters are protected by the RSO, but this still leaves most residents vulnerable to other housing cost burdens. In particular, older housing often requires higher maintenance costs to remain habitable and maintain property values.
- The Primary Study Area could benefit from financial and technical assistance to maintain and upgrade the older housing stock for existing homeowners. In addition, new senior housing could also be beneficial for residents that want to sell their homes but remain in the community.

65 percent of homeowners are either cost burdened or severely cost-burdened, placing them at high risk for displacement.

 Homeownership is generally viewed as the most secure way to avoid residential displacement, but aging adults and aging homes can lead to significantly cost-burdened households. In the Study Area, 70 percent of occupied units are owner occupied (Figure 3-28). A high rate of homeownership can mitigate displacement because homeowners are less likely to be displaced than renters.

Figure 3-28. Distribution of Renter- versus Owner-Occupied Units, Primary Study Area

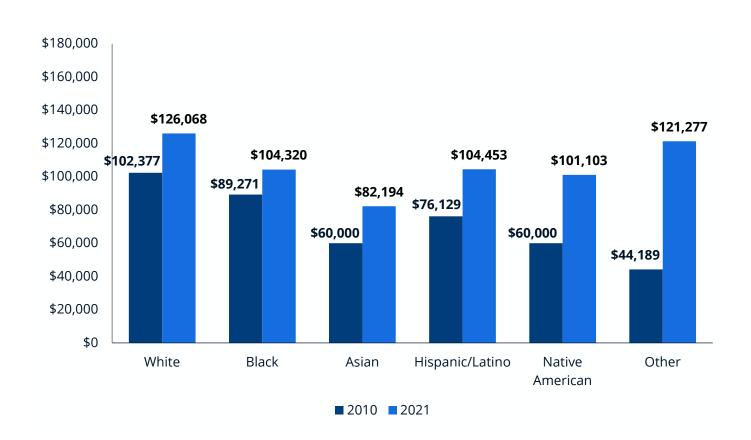


Source: American Community Survey 5-Year Estimates, 2017-2021.

- However, 65 percent of homeowners are cost burdened, and 25 percent of those residents are severely cost burdened. In comparison, about 51 percent of homeowners in the County are cost burdened (Figure 3-30).
- Older adults generally have lower incomes in retirement, and older housing stock can result in increased maintenance needs. These compounding factors place the residents of the Primary Study Area at high risk of displacement.

- Over 50 percent of renters in the Primary Study Area are also cost burdened and would benefit
 from increased rental assistance or new affordable rental units. This is comparable to the renter
 cost burden rates for the County.
- Though every racial and ethnic group experienced some level of median household income growth from 2010 to 2021 in the Study Area, the Black population saw the lowest increases in median income (Figure 3-29). Over time, this slowed income growth can further exacerbate housing cost burden and risk of displacement.
- Overall, as this predominantly higher-income, Black community ages and is increasingly burdened
 by the costs of their homes, the County is faced with the risk of residential displacement and loss of
 a significant hub of Black wealth.

Figure 3-29. Change in Income by Race, Primary Study Area



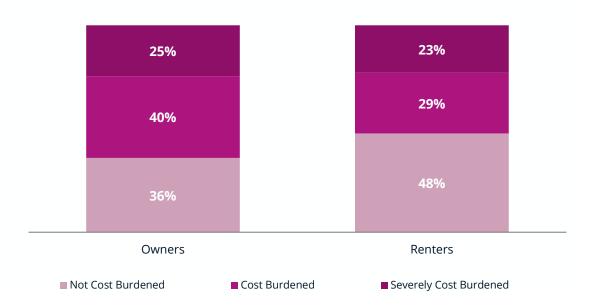


Figure 3-30. Cost Burdened Households, Primary Study Area

Source: American Community Survey 5-Year Estimates, 2017-2021.

In West Fox Hills, the proximity to the largely built-out Playa Vista neighborhood, regional freeways, and concentrations of industrial land nearby could limit potential displacement risks in the future, even if property values continue to rise due to the area's advantageous location in West Los Angeles. However, West Fox Hills primarily consists of older housing stock that is more likely to be in need of repairs and could be susceptible to house flipping.

- The neighborhood is largely characterized by R-1 zoning for single-family homes (Figure 3-30).
 There are also several multifamily buildings along Centinela Avenue as well as the recently constructed Accent Apartments in the southern portion of the neighborhood, which is zoned R-4 for higher-density housing.
- In a sample size of 15 homes sold in the last five years, all of the homes were built prior to 1970, revealing an older housing stock. None of the homes sold reached the median home price for the larger 90066 ZIP Code (\$1.8 million). House flipping may be more likely in this neighborhood due to the relatively low prices in comparison to surrounding neighborhoods, and the area's strategic location in West Los Angeles.
- The Palms-Mar Vista-Del Rey Community Plan is currently being updated in the City of Los Angeles, and there are minimal substantial zoning changes. These potential changes are along Jefferson Boulevard, Centinela Avenue, and a strip of currently single-family zones behind Jefferson Boulevard (Figure 3-31).

- The Commercial designation along Jefferson Boulevard is described as a "Neighborhood District" that could allow for buildings between 2 and 4 stories.
- Along Centinela Avenue, the Medium/High Residential designation is intended for "High Capacity Housing," which could allow for buildings between 2 and 5 stories.
- The Low Residential designation abutting Jefferson Boulevard is intended for "Missing Middle Housing," with this neighborhood specifically intended to allow for duplexes.
- The industrial zones are proposed to continue to be dedicated to large employment uses, with the potential for live-work units.



Figure 3-31. West Fox Hills Zoning Map

Source: The County of Los Angeles Department of Regional Planning (LA County Planning)

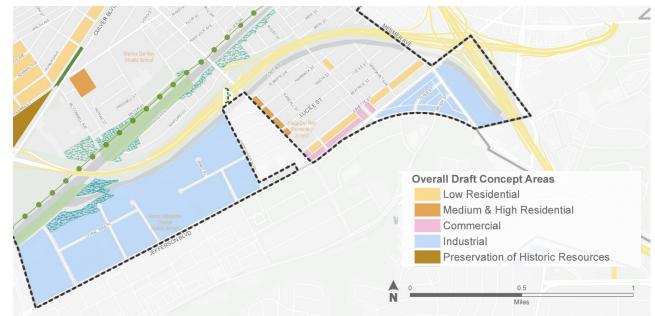


Figure 3-32. Proposed Land Use Changes, Palms-Mar Vista-Del Rey

Source: Los Angeles City Planning

Planning Implications

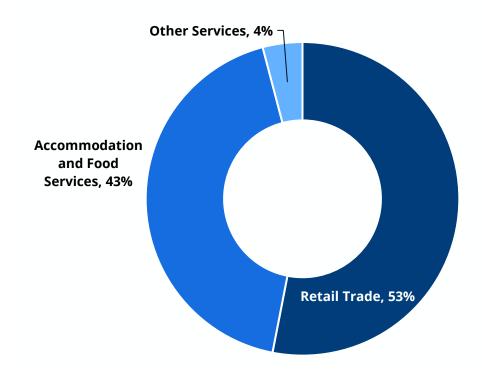
- Gentrification and displacement risks in the Planning Area revolve around an older housing stock
 and a large share of rent-controlled housing. In the Primary Study Area, there is a concentration of
 homeowners that are cost burdened, increasing the risks of displacement.
- Future opportunities for housing growth should be explored along corridors that could support more multifamily housing development and proximate to transit corridors.
- The County is already considering increasing renter protections with policies such as "right to counsel" to assist renters who are most likely to be cost burdened. Other policies that could support existing residents include:
 - » Relocation assistance is provided by the State in special circumstances for low-income tenants, and the County could strengthen these policies to prevent further displacement (e.g., increasing the amount of assistance or expanding who potentially qualifies for assistance).
 - » Further preservation of naturally occurring affordable housing (NOAH) through low-cost funding to nonprofits or affordable housing developers to help them purchase properties and operate them as affordable housing.

3.4.2 Commercial Displacement

Slauson primarily consists of small, local-serving businesses that would be at risk for displacement if neighborhood demographics were to abruptly change.

- Businesses along the Slauson Corridor are primarily local serving, with large concentrations in the Retail Trade and Accommodation and Food Services industries (Figure 3-33).
- As demographics change in the neighborhood, demand for certain services and goods may change
 as well, leading to the displacement of existing businesses along the Slauson Corridor. The
 businesses that exist today are likely serving the existing Black population, which is already
 shrinking and aging.

Figure 3-33. Distribution of Businesses Along Slauson Avenue



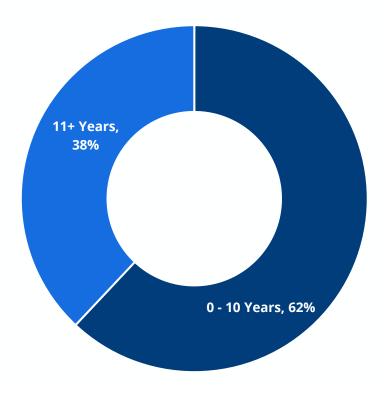
Source: Los Angeles County Business License Data.

Note: Other services include businesses such as household and auto repair, hair and nail salon, barbershops.

There is a concentration of long-standing businesses in the Primary Study Area. These businesses may be more susceptible to displacement if demographics change and they are unable to meet shifting market demands (e.g., rent, types of goods). If future growth is focused along Slauson Avenue, existing small businesses may be at risk for displacement due to the substantial demand for housing.

- The median age of businesses along the Slauson Corridor is 9 years compared to the County at 4 years. While most businesses started within the last 10 years, there is a strong concentration of businesses that are more than 11 years old (Figure 3-34). This concentration of older businesses may find it difficult to adjust if demographics change or if rents increase in response to an influx of new development.
- Additionally, the demand for housing could cause Slauson Avenue to become a mix of residential
 and commercial uses, displacing some of the businesses that exist today that are unable to
 respond to new market dynamics such as a change in demand for different goods, or a new
 customer/client base is introduced in the area due to the displacement of existing residents.

Figure 3-34. Age of Businesses Along Slauson Avenue, Primary Study Area



Source: Data Axle.

Planning Implications

- Small businesses in the Primary Study Area are at risk of displacement due to their age and likely dependence on the surrounding community.
- Businesses that are directly at risk for displacement could be supported by programs that
 incentivize the preservation or creation of space for small, local-serving businesses in new
 development. In New York City, government agencies have used zoning and financial incentives for
 grocery stores to locate in designated areas throughout the city, which could be explored and
 potentially expanded to other retail uses. New York City also negotiated the preservation of Essex
 Market as the property underwent redevelopment.
- Community nonprofits or land trusts could also acquire land or space to preserve affordable space for businesses in perpetuity.
- If future zoning regulations encourage more housing and mixed-use development, new commercial
 uses should be limited to the types of businesses that community members would like to see, with a
 specific focus on local-serving businesses.

3.5 Employment Trends

3.5.1 Employment Assessment

The major employment drivers in the Employment Market Area (Figure 3-35) include region-serving industries such as Health Care and Social Assistance and Professional, Scientific, and Technical Services, which are largely concentrated in offices in the Secondary Market Area.

- The Health Care and Social Assistance, Retail Trade, and Professional Technical Services industries together represent 50 percent of all jobs in the Employment Market Area (Figure 3-36).
- Educational Services make up nearly 10 percent of jobs in the Employment Market Area, which is home to several elementary, junior, and high schools in addition to a junior college.

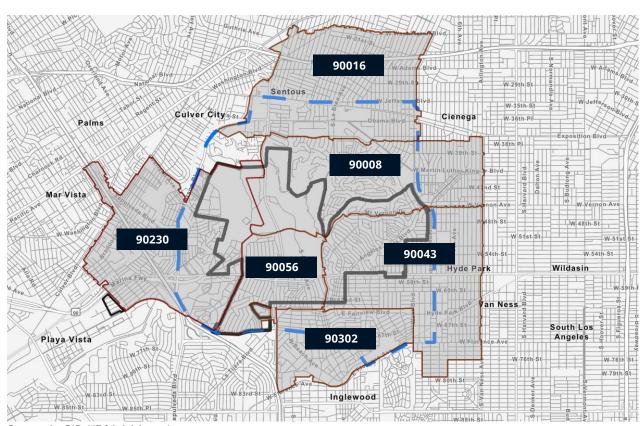


Figure 3-35. Employment Market Area

Source: ArcGIS, HR&A Advisors, Inc.

Note: The 90232 ZIP Code does overlap with the Study Area, but the concentrations of Entertainment jobs (e.g., Amazon Studios Sony Pictures) throughout the core of Culver City and in the Hayden Tract would skew the data in a way that is unrepresentative of the larger Employment Market Area.

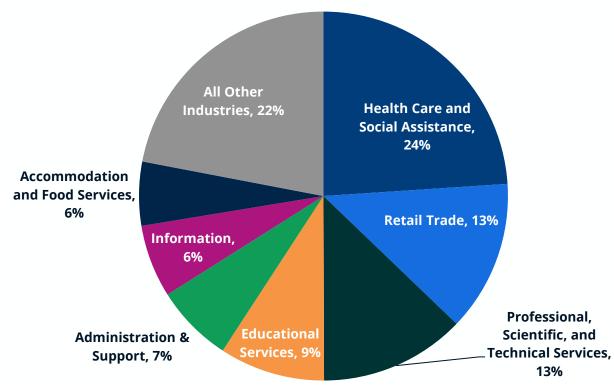


Figure 3-36. Distribution of Jobs, Employment Market Area

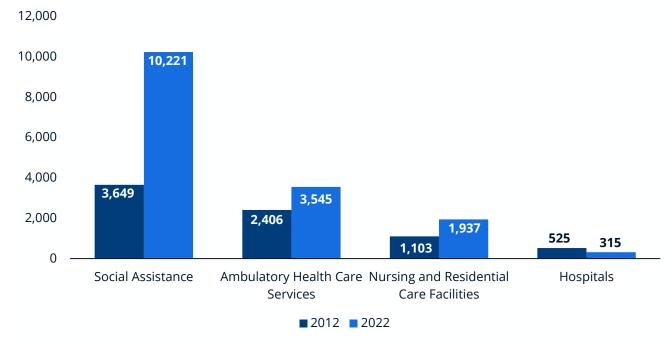
Between 2012 and 2022, Health Care and Assistance grew by nearly 10,000 jobs, the highest increase of any industry. Overall job growth was primarily in the Culver City ZIP Code (90230).

- Other industries experiencing substantial growth between 2012 and 2022 include Transportation and Warehousing; Professional, Scientific, and Technical Services; and Retail Trade (Figure 3-37).
- Growth in Health Care and Social Assistance is occurring in non-hospital-related industries, particularly in Social Assistance (specifically, Service for the Elderly and Persons with Disabilities).
 Other areas of growth are in Ambulatory Health Care Services and Residential Care Facilities (Figure 3-38).

18,000 16,000 16,018 14,000 12,000 10,000 8,000 7,683 6,000 7,230 6,025 5,594 5,169 4,000 2,000 1,155 2,053 0 Health Care and Social Transportation and Professional, Scientific, Retail Trade Assistance Warehousing and Technical Services **■** 2012 **■** 2022

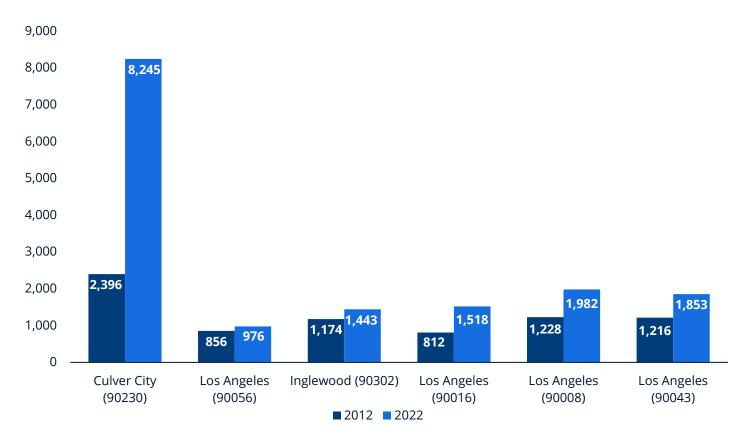
Figure 3-37. Industries with Largest Employment Growth, Employment Market Area





- ZIP Code 90230 in Culver City experienced the most growth from 2012 and 2022 (Figure 3-39).
 This ZIP Code includes the Fox Hills area, which has a large concentration of jobs in business parks and Class A office space. This ZIP Code does not include other major job clusters in Culver City such as Sony Pictures Studios or Amazon Studios or the Hayden Tract business park.
- The Professional, Scientific, and Technical Services industry and Government industry are the only industries with average earnings that are above the County average annual earnings per job (Figure 3-40). Though Health Care and Social Assistance and Retail Trade account for a large percentage of jobs, they are also low paying. The low earnings of jobs in the Employment Market Area demonstrate barriers to economic mobility, especially since the fastest growing jobs are low paying. This trend could exacerbate current housing issues (i.e., increases in rents, high concentration of cost-burdened households) and result in other negative economic consequences such as poor educational attainment and health outcomes.

Figure 3-39. Employment Growth by ZIP Code, Employment Market Area



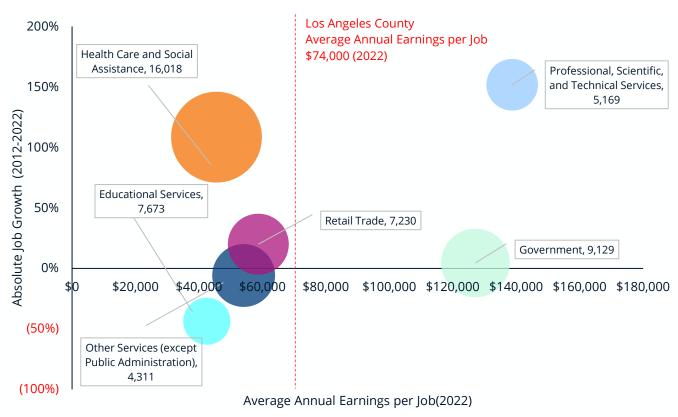
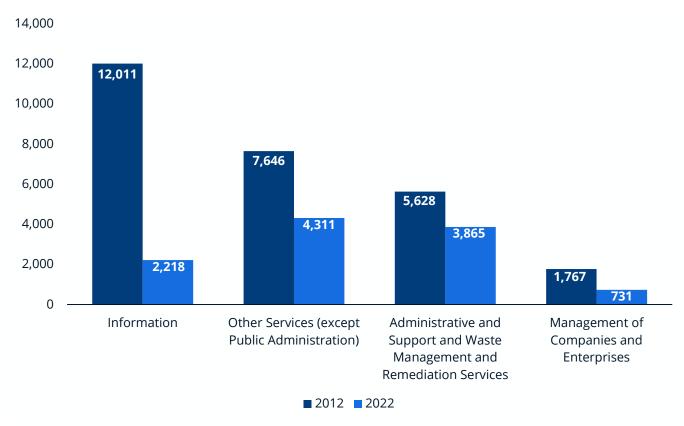


Figure 3-40. Industry Sectors by Size, Growth, and Average Annual Earnings

The Information industry experienced the largest employment loss between 2012 and 2022.

- Other Services (except Public Administration), 8 Administrative and Support and Waste Management and Remediation Services, and Management of Companies and Enterprises also experienced notable employment loss over the same period (Figure 3-41).
- The Telecommunications, Motion Picture and Sound Recording, Publishing, and Broadcasting and Content Providers industries experienced the largest declines in employment (Figure 3-42). These employment losses were primarily in the 90230 ZIP Code in Culver City, which includes the Fox Hills area.

Figure 3-41. Industries with Largest Employment Loss, Employment Market Area



⁸ Other Services (except Public Administration) includes services such as hair and nail salons, household and auto repair, and religious organizations.

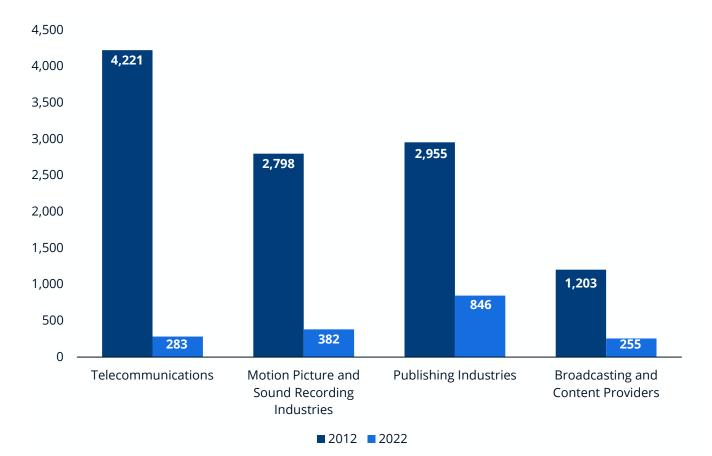


Figure 3-42. Employment Loss in Information Industries, Employment Market Area

3.5.2 Planning Implications

- The Health Care and Social Assistant and Professional, Scientific, and Technical Services industries represent the largest opportunities for initiatives to support stronger employment opportunities in the Primary Study Area.
- The Primary Study Area does not have a large concentration of jobs, but Culver City and Los Angeles offer a number of job opportunities nearby. Key job concentrations for resident workers include Century City and Downtown Los Angeles. These jobs clusters will remain anchors in the Employment Market Area, and targeted initiatives are needed to support career pathways in emerging industries, improve the working conditions of existing employees, and empower community-based organizations to strengthen the workforce. In Massachusetts, the City of Boston supports a nonprofit, Project Hope, that partners with local employers to offer clients services such as job readiness training, job placement services, and ongoing case management to help them pursue career ladder opportunities with employer partners. There are several organizations in Los

Angeles that offer initiatives to support skills training in the health care sector and could be potential partners in carrying out a similar program. For example, Esperanza Community Housing has a Community Health Promoters Program that trains residents on a number of relevant health topics to serve as community health leaders and as a gateway for employment in local health and social service agencies.

4.1 Introduction

4.1.1 Purpose of the Report

This section documents existing transportation conditions and mobility issues and opportunities for the unincorporated areas of Ladera Heights, View Park-Windsor Hills and West Fox Hills. Existing conditions data was compiled from information provided by Los Angeles County (County), recent plans and studies, and related transportation research.

4.1.2 Organization and Content of the Report

This report documents the existing (2023) transportation system serving Ladera Heights, View Park-Windsor Hills, and West Fox Hills with an inventory of:

- Street system
- Collision history
- Public transit system
- Bicycle facilities
- Travel patterns from Longitudinal Employer-Household Dynamics (LEHD)¹
- Vehicle miles traveled (VMT)

4.2 Mobility Issues and Opportunities

4.2.1 Ladera Heights and View Park-Windsor Hills

Introduction

Ladera Heights and View Park-Windsor Hills are in the southeast corner of the Westside Planning Area, bounded by the city of Culver City to the west and the city of Los Angeles to the north, east, and south.

LEHD makes available several data products that can be used to research and characterize workforce dynamics for specific groups.

Street System

The transportation system in Ladera Heights and View Park-Windsor Hills consists of a roadway network of freeways, major and secondary highways, and local streets. The San Diego Freeway (I-405) touches the extreme southwest edge of Ladera Heights, which provides regional freeway access to the community primarily by traveling west on Slauson Avenue. According to the Highway Plan roadway classifications in the General Plan Mobility Element, major highways are designated to have countywide significance and are the most highly traveled routes. These roads generally require four or more lanes of moving traffic; channelized medians; and, to the extent possible, access control and limits on intersecting streets. Secondary highways include urban and rural routes that serve or are planned to serve an areawide or countywide function but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads. Figure 4-1 displays the existing street system in the community.²

Major Highways

There are six major highways that run through Ladera Heights and View Park-Windsor Hills— La Cienega Boulevard, La Brea Avenue, Overhill Drive, Stocker Street, Slauson Avenue, and Centinela Avenue.

La Cienega Boulevard runs north-south through Ladera Heights. It provides three travel lanes in each direction with a highway divider along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections. The posted speed limit is 55 miles per hour.

La Brea Avenue runs north-south through View Park-Windsor Hills, with the segment south of Stocker Street designated a major highway. From Stocker Street to Slauson Avenue, it provides three travel lanes in each direction. The posted speed limit is 45 miles per hour. From Slauson Avenue to 62nd Place, it provides two travel lanes with a center turn lane along most of the roadway. The posted speed limit is 35 miles per hour. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections.

Overhill Drive runs north-south through Ladera Heights and View Park-Windsor Hills, with the segment south of Stocker Street designated a major highway. It provides two travel lanes in each direction with a solid double yellow line along most of the roadway. On-street parking spaces are provided in some segments south of Slauson Avenue. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 miles per hour.

² Los Angeles County, Los Angeles County Highway Plan, 2015.

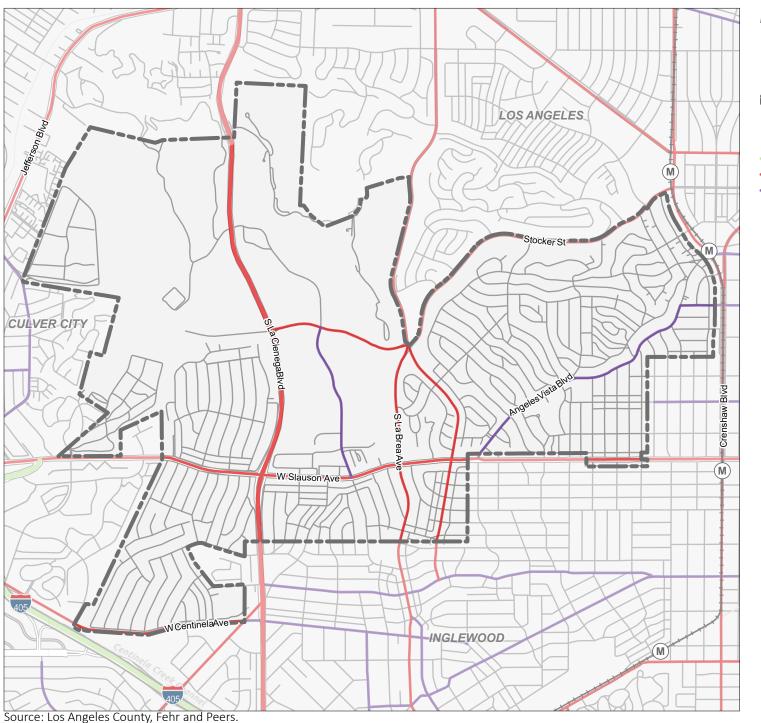


Figure 4-1 Existing Street System

Ladera Heights/View Park-Windsor Hills

Metro Rail Stations

--- Crenshaw Line

Freeway

Major Highway

Secondary Highway





Stocker Street runs east-west through Ladera Heights and View Park-Windsor Hills, with the segment east of La Cienega Boulevard designated a major highway. It provides two travel lanes in each direction with combination of center turn lane and a median strip along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. Dedicated right-turn lanes are provided at signalized intersections. The posted speed limit is 40 miles per hour.

Slauson Avenue runs east-west through Ladera Heights and View Park-Windsor Hills. From Bristol Parkway to Fairfax Avenue, it provides three travel lanes with median strips along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 45 miles per hour. From Fairfax Avenue to Angeles Vista Boulevard, it provides three travel lanes with center turn lanes along most of the roadway. No on-street parking spaces are provided. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 miles per hour. From Angeles Vista Boulevard to West Boulevard, it provides two travel lanes with center turn lanes along most of the roadway. On-street parking spaces and one buffered bike lane are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 miles per hour.

Centinela Avenue runs east-west through Ladera Heights and View Park-Windsor Hills. It provides two travel lanes with center turn lanes along most of the roadway. On-street parking spaces are provided in some segments. Dedicated left-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 45 miles per hour.

Secondary Highways

There are two secondary highways that run through Ladera Heights and View Park-Windsor Hills—Fairfax Avenue and Angeles Vista Boulevard.

Fairfax Avenue runs north-south through Ladera Heights and View Park-Windsor Hills, with the segment south of Stocker Street to Slauson Avenue designated a secondary highway. It provides one travel lane in each direction with on-street parking spaces in some segments. Dedicated left-turn and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 35 miles per hour.

Angeles Vista Boulevard runs north-south through Ladera Heights and View Park-Windsor Hills, with the segment north of Slauson Avenue designated a secondary highway. It provides two travel lanes with center turn lanes along most of the roadway. On-street parking is provided in some segments. Dedicated left-turn and right-turn lanes are provided at signalized intersections and some unsignalized intersections. The posted speed limit is 40 miles per hour.

Local Streets

Local streets provide access to individual parcels and generally provide one travel lane in each direction. All remaining streets not otherwise classified as highways fall under this classification.

Collision History

The Transportation Injury Mapping System (TIMS) provides details of the motor vehicle collision history in the community.³ The data summarized below include collision records spanning from January 1, 2018, through December 31, 2022. Table 4-1 summarizes collisions in the community by involvement, including fatalities and injuries.⁴ Figures 4-2 and 4-3 show the five-year breakdown by involvement and collision locations.

The Los Angeles County Vision Zero Program identified 200 collision-concentration corridors based on collision data collected between 2013 and 2017. Eight corridors are in Ladera Heights and View Park-Windsor Hills, as shown in Table 4-2. Although these are not in the top 20 collision concentration corridors identified in the Vision Zero program, there were fatal and severe injury collisions that occurred in these corridors during the past five years. This indicates that potential safety measures and Vision Zero actions may be needed.

Table 4-1. Motor Vehicle Collision Summary by Involvement in Ladera Heights and View Park-Windsor Hills (2018-2022)

Collision Involved with	Number of Collisions	Number Killed or Seriously Injured (KSI)	Number of Fatalities
Bicycle	14	4	1
Pedestrian	32	8	3
Vehicles Only	537	39	5
Total	583	51	9

³ The Transportation Injury Mapping System (TIMS) has been developed over the past ten-plus years by Safe Transportation Research and Education Center (SafeTREC) to provide quick, easy and free access to California crash data from the Statewide Integrated Traffic Records System (SWITRS), which has been geo-coded by SafeTREC to make it easy to map crashes.

⁴ Safe Transportation Research and Education Center, Transportation Injury Mapping System (TIMS), University of California, Berkeley, 2023, accessed 8/17/2023, https://tims.berkeley.edu/.

Table 4-2. Collision Centration Corridors in Ladera Heights and View Park-Windsor Hills

Roadway	Approximate Limits	Length (miles)	Number of Fatal and Severe Injury Collisions (2018–2022)
Centinela Avenue	Green Valley Cir to Alvern Street	0.5	2
La Brea Avenue	Slauson Avenue to 62nd Place	0.5	3
Slauson Avenue	Alviso Avenue to West Boulevard	0.5	2
Stocker Street	1200 feet west of Presidio Drive to Angeles Vista Boulevard/ Santa Rosalia Drive	0.5	3
La Cienega Boulevard	5000 feet north of Stocker Street to 2400 feet north of Stocker Street	0.5	0
La Cienega Boulevard	500 feet south of Stocker Street to 500 feet south of Slauson Avenue	0.7	1
Stocker Street	500 feet west of Don Lorenzo Drive to Don Miguel Drive	0.5	3
Overhill Drive	Stocker Street to Onacrest Drive	0.5	2

Source: Los Angeles County, Vision Zero: A Plan for Safety Roadways 2020-2025, 2019, accessed 10/4/2023, https://lacounty.maps.arcgis.com/apps/mapviewer/index.html?layers=35581deb6d9241519a0138f485792ed3.

Figure 4-2. Five-Year Collision Summary by Involvement

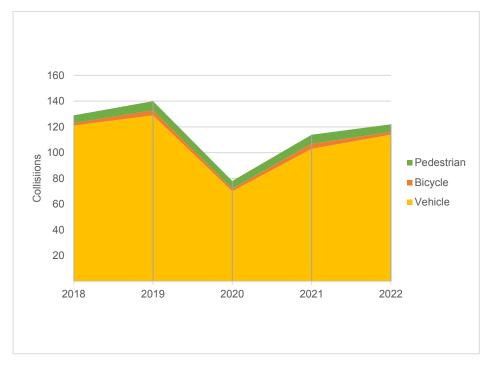




Figure 4-3 Five-Year Collisions

Ladera Heights/View Park-Windsor Hills

Bicycle Involved Collisions

Pedestrian Involved Collisions

Vehicles Only Collisions

Metro Rail Stations

--- Crenshaw Line





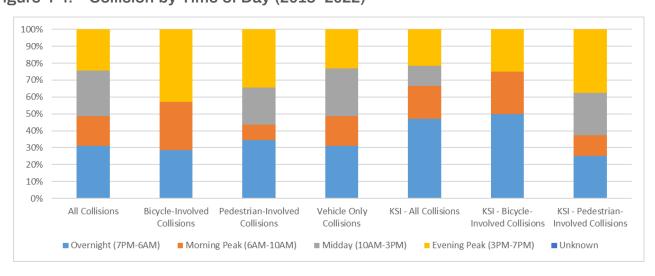
Table 4-3 summarizes collisions by crash type. Of the 583 reported collisions during this time frame, broadside (30 percent) and rear-end (28 percent) collisions were the most frequent crash types in the community.

Table 4-3. Crash Type Frequency in Ladera Heights and View Park-Windsor Hills (2018–2022)

Crash Type	Number of Collisions	Percentage
Head-on	35	6%
Sideswipe	72	12%
Rear End	161	28%
Broadside	177	30%
Hit Object	86	15%
Overturned	11	2%
Vehicle/Pedestrian	27	5%
Other	14	2%
Not Stated	0	0%
Total	583	100%

Figure 4-4 displays the frequency of collisions by mode for different times of day. Generally, most collisions occurred during midday and overnight hours, while bicycle-involved collisions occurred most frequently during evening peak hours. Pedestrian-involved collisions occurred most frequently during the evening peak and overnight hours.

Figure 4-4. Collision by Time of Day (2018–2022)



Analysis of collision data from TIMS shows "hot spots" for traffic collisions across Ladera Heights and View Park-Windsor Hills. Clusters of collisions can be found along Slauson Avenue, with specific concentrations where Slauson Avenue intersects with La Cienega Boulevard, Fairfax Avenue, La Brea Avenue, and Overhill Drive. In addition, Stocker Street, Angeles Vista Boulevard, and Northridge Drive also have concentrations of traffic collisions, particularly at the intersection of La Cienega Boulevard and Stocker Street.

Compared to nearby cities and other unincorporated areas of Los Angeles County, Ladera Heights and View Park-Windsor Hills have a higher number of total collisions per population and number of killed or seriously injured per 100,000 population.

Table 4-4. Motor Vehicle Collision Compared with Adjoining Cities and Los Angeles County, 2018–2022

Geographic Area	Resident Population in 2020	Total Number of Collisions	Number of KSI	Total Collisions per Population	KSI per 100,000 Population
Ladera Heights and View Park-Windsor Hills	18,073	583	51	0.032	282.2
City of Los Angeles	3,898,747	105,262	9,388	0.027	240.8
Culver City	40,779	1,119	78	0.027	191.3
Inglewood	107,762	2,370	183	0.022	169.8
Unincorporated Areas of Los Angeles County	10,014,009	30,310	3,663	0.003	36.6

Note: Resident population in 2020 retrieved from Census Quick Fact on 9/3/2023, https://www.census.gov/quickfacts/.

Public Transportation System

Ladera Heights and View Park-Windsor Hills are served by four different transit providers: Metro; City of Los Angeles Department of Transportation (LADOT); Culver City Bus; and the Link, operated by Los Angeles County Public Works (LADPW). Metro K Line runs north to south along Crenshaw Boulevard, and Martin Luther King Jr Station is less than a quarter mile from the northeast corner of the community. Metro Line 212 connects to Metro Hollywood/Vine Station, which makes connections to Downtown Los Angeles via Metro B Line. Metro Line 40 connects the community directly to Downtown Los Angeles. Culver City Bus Route 3 provides connections to Century City. Table 4-5 displays operational information for transit lines serving Ladera Heights and View Park-Windsor Hills. Figure 4-5 shows existing transit routes and stops. Existing transit stops within a half-mile walking distance cover approximately 93 percent of the plan area.

Table 4-5. Existing Transit Service in Ladera Heights and View Park-Windsor Hills

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
Metro K Line	Metro	Rail	Exposition/Crenshaw– Westchester/Veterans	10–12 minutes
40	Metro	Local	Downtown Los Angeles— South Bay Galleria via Marther Luther King Boulevard/Hawthorne Boulevard	10 minutes/ 8 minutes
102	Metro	Local	LAX City Bus Center– South Gate via La Tijera- Exposition Boulevard	60 minutes
108	Metro	Local	Marina Del Rey–Pico Rivera via Slauson Avenue	15 minutes
110	Metro	Local	Playa Vista–Bell Gardens via Jefferson Boulevard/ Gage Avenue	15 minutes
210	Metro	Local	Hollywood/Vine Station— South Bay Galleria via Vine Street- Wilshire/Western Station- Crenshaw Boulevard	10 minutes
212	Metro	Local	Hollywood/Vine Station– Hawthorne/Lennox Station via La Brea Avenue	10 minutes
CC 3	Culver City Bus	Local	Culver City–Century City	30 minutes
CC 4	Culver City Bus	Weekday Community Circulator Route	Culver City–West Los Angeles Transit Center	60 minutes
DASH Crenshaw	LADOT	Local	Jefferson Boulevard– Martin Luther King Jr Station	20 minutes
Leimert/Slauson	LADOT	Local	Martin Luther King Jr Boulevard–Slauson Avenue	25 minutes
Baldwin Hills Parklands Shuttle	LADPW The Link	Weekend Shuttle	Baldwin Hills Scenic Overlook–Kenneth Hahn State Recreation Area	30 minutes

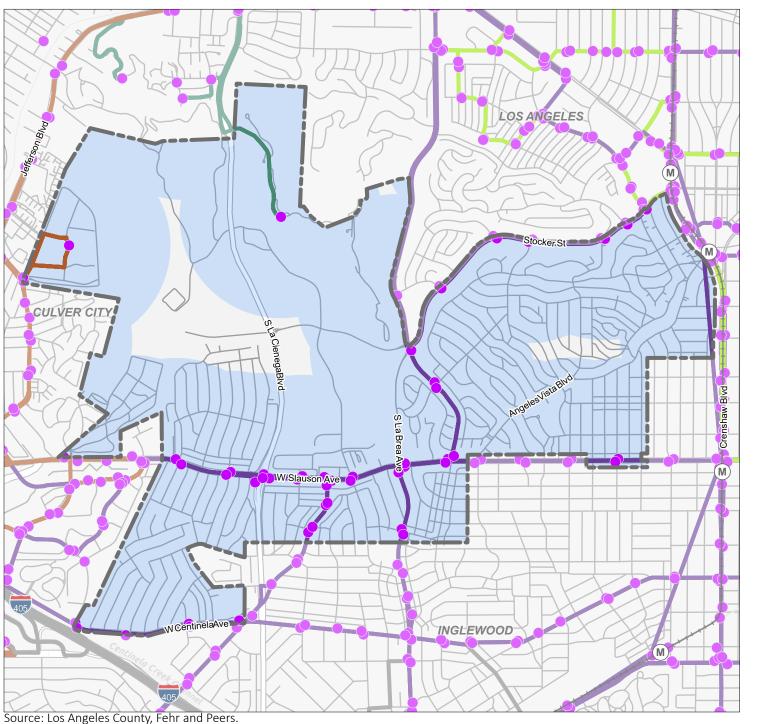


Figure 4-5 **Existing Transit System**

Ladera Heights/View Park-Windsor Hills

Transit Stops

Half-mile Buffer of Stops

LACMTA (Metro)

Culver City Bus

LADPW The Link

--- LADOT DASH

Other Transit Operators

Metro Rail Stations

--- Crenshaw Line





Bicycle Facilities

Ladera Heights and View Park-Windsor Hills have a bicycle network with approximately 1.4 miles of Class III bike routes along Slauson Avenue and Valley Ridge Avenue. The bike route on Slauson Avenue connects to the Class II bike lane east of Angeles Vista Boulevard. Class II bike lanes are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Class III bike routes are defined as facilities shared with motor vehicles.

Figure 4-6 displays the existing and proposed bicycle network in Ladera Heights and View Park-Windsor Hills. Collisions between bicycles and vehicles over the previous five years are shown on Figure 4-3. There were three bicycle-involved collisions during 2021 and 2022 along the segment of Slauson Avenue with bike lanes. One bicycle-involved collision was at the intersection of Overhills Drive and Springdale Drive in 2021. Other bicycle-involved collisions were not along existing or proposed bicycle facilities. Los Angeles County Public Works is in the process of updating the Bicycle Master Plan, which is scheduled to be finalized in early 2025. The updated plan will propose new bikeways, revisit the feasibility of unconstructed bikeways from the 2012 plan, incorporate new policies to share bikeway facilities with micro-mobility devices, identify first/last mile bikeway improvements to further connect to transit stations and bus stops, and prepare a programmatic environmental impact report. This is an opportunity to close existing bikeway gaps and consider safety measures along new bicycle facilities.

In addition to the bicycle network, the 13-mile Park to Playa Regional Trail runs along the northern boundary of the community and connects to a network of trails, parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean.

Travel Patterns

OnTheMap provides travel patterns of workers based on LEHD Origin Destination Employment Statistics (LODES) from 2002 to 2020.^{7,8} It separates Ladera Heights and View Park-Windsor Hills into two communities in the census. Their travel patterns in 2020 are described below.

⁵ The proposed bicycle network was retrieved from the Los Angeles County Bicycle Master Plan updated in 2012.

⁶ Los Angeles County, Bicycle Master Plan Update, accessed 10/4/2023, https://pw.lacounty.gov/tpp/bmp/.

⁷ OnTheMap is a web-based mapping and reporting application that shows where workers are employed and where they live. Accessed on 8/15/2023, https://onthemap.ces.census.gov.

⁸ U.S. Census Bureau, "LEHD Origin-Destination Employment Statistics (2002–2020)," Longitudinal-Employer Household Dynamics Program, LODES 8.0, 2023, accessed 8/15/2023, https://onthemap.ces.census.gov.

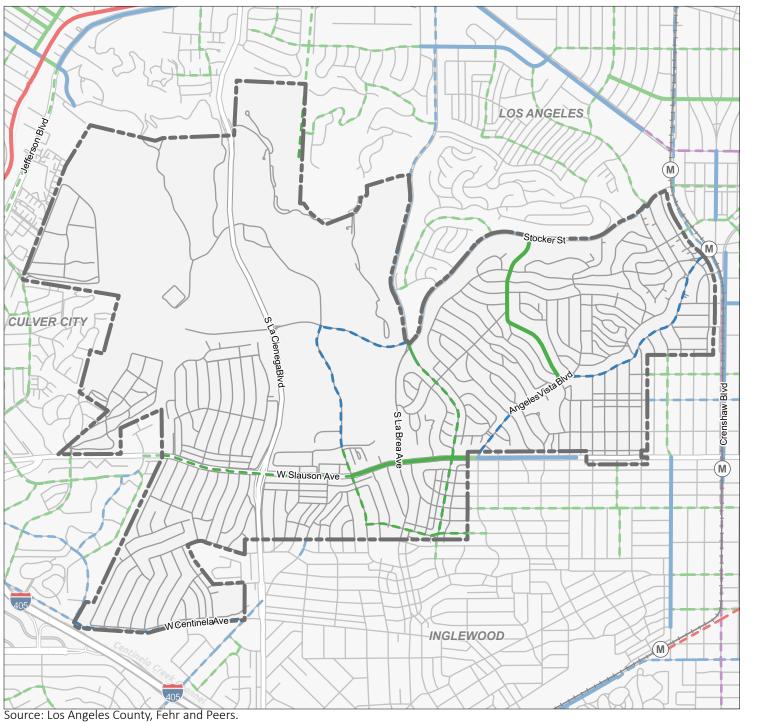


Figure 4-6 Bicycle Facilities

Ladera Heights/View Park-Windsor Hills

Exiting Class I Bike Path

Existing Class II Bike Lane

Existing Class III Bike Route

Proposed Class I Bike Path

Proposed Class II Bike Lane

- Proposed Class III Bike Route

Proposed Class IV Cycle Track

Metro Rail Stations

--- Crenshaw Line





Ladera Heights

Ladera Heights had a total of 3,093 working population and 3,459 employees in 2020. Figure 4-7 shows the inflow/outflow job counts for the community. There were 3,401 individuals employed in Ladera Heights but residing outside, accounting for 98.3 percent of the Ladera Heights workforce, and 3,035 Ladera Heights residents worked outside the community, accounting for 98.1 percent of the total working population. Only 58 individuals were employed and lived in Ladera Heights, accounting for 1.9 percent of the total working population and 1.7 percent of the workforce.

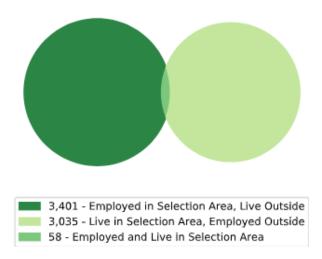


Figure 4-7. Inflow/Outflow Job Counts in Ladera Heights in 2020

Table 4-6 shows the job distance of the working population in Ladera Heights. Though most of the working population living in the area commuted to jobs outside of the community, the majority of those commutes were less than 10 miles. Approximately 40 percent traveled more than 10 miles one way to their jobs in 2020.

Table 4-6. Jobs by Distance of Ladera Heights Working Population (2020)

Job Distance	Job Counts	Percentage
Less than 10 miles	1,894	61.20%
10 to 24 miles	797	25.80%
25 to 50 miles	190	6.10%
Greater than 50 miles	212	6.90%
Total	3,093	100%

View Park-Windsor Hills

View Park-Windsor Hills had a total of 4,940 working population and 1,556 employees in 2020. Figure 4-8 shows the inflow/outflow job counts for the community. There were 1,437 individuals employed in View Park-Windsor Hills but residing outside, accounting for 92.7 percent of the View Park-Windsor Hills workforce, and 4,821 View Park-Windsor Hills residents worked outside the community, accounting for 97.6 percent of the total working population. Thus 119 individuals were employed and lived in View Park-Windsor Hills, accounting for 2.4 percent of the total working population and 7.6 percent employees.

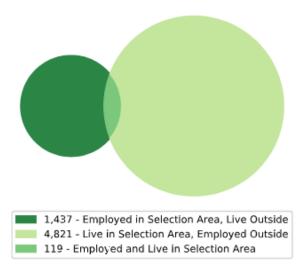


Figure 4-8. Inflow/Outflow Job Counts in View Park-Windsor Hills in 2020

Table 4-7 shows the job distance of working population in View Park-Windsor Hills. Though most of the working population living in the area commuted to jobs outside of the community, 65 percent of those commutes were less than 10 miles. Approximately 35 percent traveled more than 10 miles one way to their jobs in 2020.

Table 4-7. Jobs by Distance of View Park-Windsor Hills Working Population ((2020	J)
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Job Distance	Job Counts	Percentage
Less than 10 miles	3,222	65.20%
10 to 24 miles	1,073	21.70%
25 to 50 miles	287	5.80%
Greater than 50 miles	358	7.20%
Total	4,940	100%

Vehicle Miles Traveled

The version of the Southern California Association of Governments' (SCAG) regional travel demand model that was developed for the 2016 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) was used for existing VMT. The existing VMT (2023) were interpolated from the base year (2012) and horizon year (2040) model results. The SCAG model is structured geographically into tier 1 transportation analysis zones (TAZ) and tier 2 TAZs, so three types of VMT are presented in Table 4-8 and Table 4-9 associated with the different TAZ levels. Figure 4-9 shows the TAZ boundaries compared to the community boundaries.

Table 4-8. Residential VMT and Employment VMT in Ladera Heights and View Park-Windsor Hills, 2023

VMT Matrices	Ladera Heights and View Park-Windsor Hills
Population	20,729
Employment	4,545
Daily Residential VMT	248,123
Daily Employment VMT	74,941
Daily Residential VMT per Capita	12.0
Daily Employment VMT per Employee	16.5

Note: VMT aggregated at tier 2 TAZ level includes a small amount of neighborhood outside the community boundaries. See Figure 4-9 for details.

Table 4-9. Total VMT in Ladera Heights and View Park-Windsor Hills, 2023

VMT Matrices	Ladera Heights and View Park-Windsor Hills
Population	23,616
Employment	5,567
Total Service Population	29,183
Total VMT	755,133
Total Auto VMT	726,786
Total Truck VMT	28,347
Total VMT per Service Population	25.9

Note: VMT aggregated at tier 1 TAZ level includes a small amount of neighborhood outside the community boundaries. See Figure 4-9 for details.

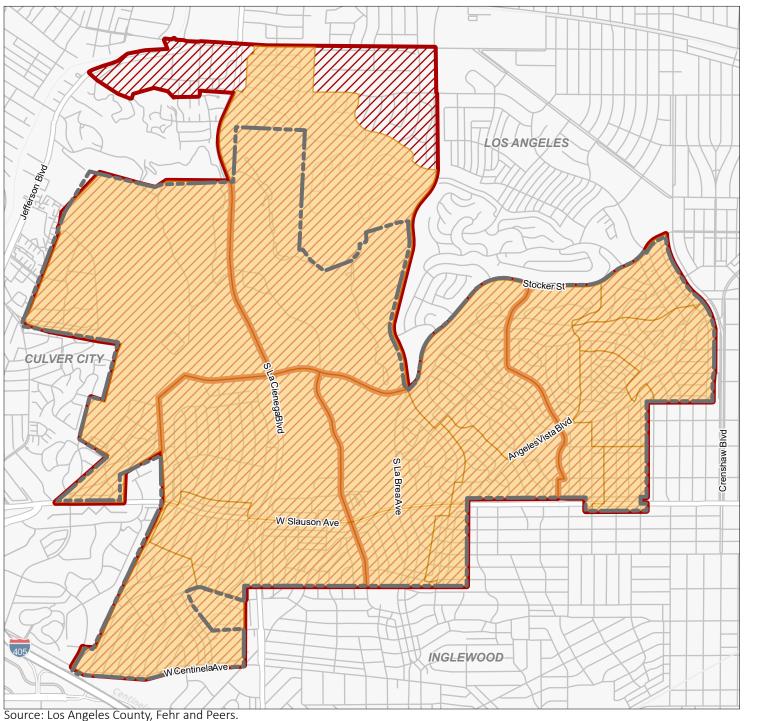


Figure 4-9 Transportation Analysis Zones

Ladera Heights/View Park-Windsor Hills

Tier 1 TAZ

Tier 2 TAZ





Residential VMT and Employment VMT

Residential VMT is generated by Home-Based Work and Home-Based Other trip productions. Employment VMT is generated by Home-Based Work trip attractions. These two types of VMT were estimated at tier 2 TAZ level based on trips that have one end in the community area and fully account for the entire trip length. The daily residential VMT per capita in Ladera Heights and View Park-Windsor Hills in 2023 is estimated at 12.0. This is lower than Los Angeles County's baseline, which has a daily residential VMT per capita of 12.6 in 2023. Daily employment VMT per employee in the community is estimated at 16.5, slightly higher than the 2023 baseline of 16.3 employment VMT per employee in the unincorporated areas of Los Angeles County.

Total VMT

Total VMT is the VMT generated by all vehicle trips (i.e., passenger and commercial vehicles). It was estimated using the Origin-Destination (OD) method at the tier 1 TAZ level. One of the trip ends must be within the community area and the entire trip length fully accounted for. The daily total VMT per service population in Ladera Heights and View Park-Windsor Hills in 2023 is estimated at 25.9, lower than the County's 2023 baseline of 30.6 total VMT per service population. This is because the community is close to areas that provide jobs and commercial uses, such as Culver City, Playa Vista, and Los Angeles International Airport (LAX).

4.2.2 West Fox Hills

Introduction

West Fox Hills is a 31-acre residential subarea west of Ladera Heights and View Park-Windsor Hills. It is south of Marina Freeway (SR-90), between Lincoln Boulevard and the San Diego Freeway (I-405). The subarea is bounded by Marina Freeway to the north, Centinela Avenue to the east, Jefferson Boulevard to the south, and Grosvenor Boulevard to the west. Due to the limited size of this subarea, the circulation components described here are small segments of larger networks of streets, transit systems, and bikeways.

Street System

West Fox Hills is less than a mile from the interchange of the Marina and San Diego Freeways, which provide regional freeway access to the community. Centinela Avenue and Jefferson Boulevard are designated major highways. Centinela Avenue provides three travel lanes in each direction with a center turn lane. Dedicated left-turn pockets are provided at signalized and unsignalized intersections.

⁹ Los Angeles County Public Works, Transportation Impact Analysis Guidelines, 2020.

¹⁰ Fehr & Peers, LA County Baseline VMT Data, prepared for Los Angeles County Public Works, 2022.

¹¹ Service population is the sum of the number residents and the number of employees.

Dedicated right-turn pockets are provided at intersections with Marina Freeway ramps and Jefferson Boulevard. On-street parking is prohibited during the AM and/or PM peak hours.

Jefferson Boulevard provides three westbound travel lanes and four eastbound travel lanes with median strips and vegetation. Two dedicated left-turn pockets and one dedicated right-turn pocket are provided at the intersection with Centinela Avenue. A westbound parking lane is provided, but eastbound on-street parking is prohibited. Other streets in West Fox Hills are designated as local streets. Alleys in the plan area are typically used by service vehicles to access buildings or for deliveries. Figure 4-10 displays the existing street system in West Fox Hills. 12

Collision History

Three collisions occurred along Centinela Avenue from January 1, 2018, through December 31, 2022. Table 4-10 shows collision details. Figure 4-11 shows collision locations by involvements in West Fox Hills.

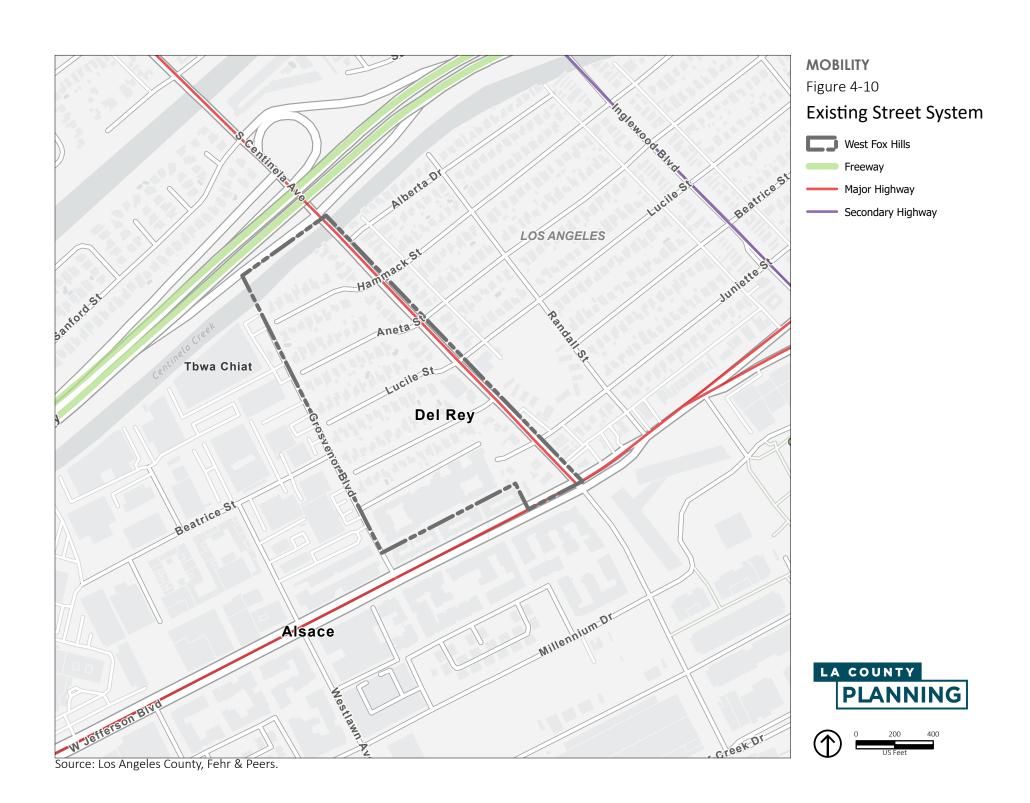
Table 4-10. Collision History in West Fox Hills (2018–2022)

Location	Involved With	Crash Severity	Crash Type	Date and Time
Centinela Avenue and Alberta Drive	Bicycle	Injury (Other Visible)	Other	2/22/2021 13:33
Centinela Ave and Aneta Street	Other Motor Vehicle	Injury (Complaint of Pain)	Broadside	1/18/2018 08:55
Centinela Ave and Lucile Street	Other Motor Vehicle	Injury (Complaint of Pain)	Broadside	12/13/2018 14:10

Public Transportation System

West Fox Hills is served by four different transit providers: Metro, LADOT, Culver City Bus, and Big Blue Bus. LADOT Commuter Express 437 connects the community to Downtown Los Angeles. Metro Lines 108 and 110 provide connections to the east side of the County. Existing transit stops are within a half-mile walking distance for all of the area. Table 4-11 lists transit routes, and Figure 4-12 shows transit routes and stops in the community.

¹² Los Angeles County, Los Angeles County Highway Plan, 2015.



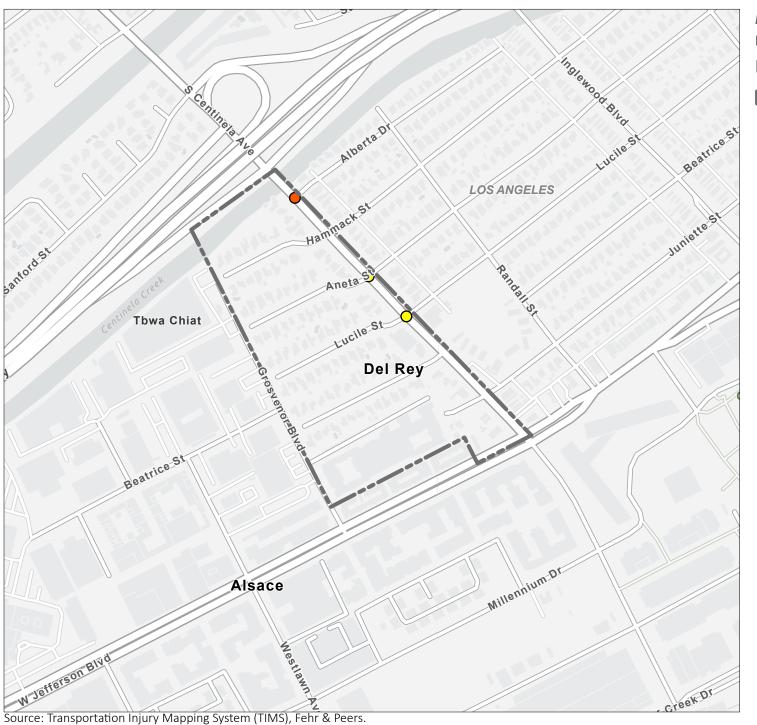


Figure 4-11

Five-Year Collisions



Bicycle Involved Collisions



Vehicles Only Collisions





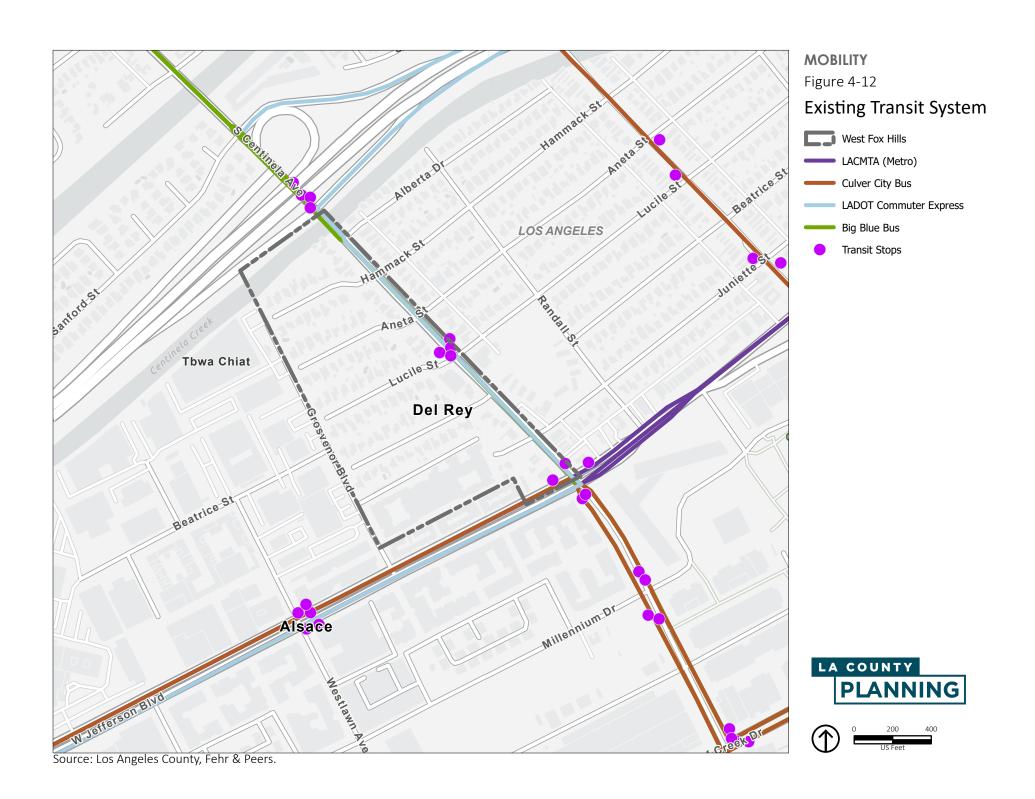


Table 4-11. Existing Transit Service in West Fox Hills

Transit Route	Operator	Service Type	Service From	Weekday Peak Hours Headways (AM/PM)
108	Metro	Local	Marina Del Rey-Pico Rivera via Slauson Avenue	15 minutes
110	Metro	Local	Playa Vista–Bell Gardens via Jefferson Boulevard- Gage Avenue	15 minutes
CC 4	Culver City Bus	Weekday Community Circulator Route	Culver City–West Los Angeles Transit Center	60 minutes
437	LADOT	Commuter Express	Venice–Downtown Los Angeles	25 minutes / 30 minutes
14	Big Blue Bus	Local	Westchester/Veterans Station–Brentwood	10–20 minutes / 20 minutes

Bicycle Facilities

There is no existing bike facility within West Fox Hills, but two Class III bike routes were proposed along nearby Lucile Street and Beatrice Street. ¹³ In areas outside the community, there are Class II bike lanes along streets south of Jefferson Boulevard, such as Millennium Drive and Bluff Creek Drive. The proposed Class III bike routes would fill in the gap between the community and this existing bicycle network. Class II bike lanes are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Class III bike routes are defined as facilities shared with motor vehicles. Figure 4-13 shows proposed bicycle facilities in the community.

Vehicle Miles Traveled

Residential VMT and Employment VMT

Daily residential VMT per capita in West Fox Hills in 2023 is estimated at 10.9. This is lower than Los Angeles County, which has a daily residential VMT per capita of 12.6 in 2023. Because of proximity to major concentrations of jobs and commercial uses, the average vehicle trip length (7.7 miles) for West Fox Hills residential trips is shorter than the County's average (9.8 miles). Daily employment VMT per

¹³ Los Angeles County, Bicycle Master Plan, 2012.

employee in the community is estimated 17.6, higher than the County's 2023 baseline of 16.3 employment VMT per employee.

Table 4-12. Draft Residential VMT and Employment VMT in West Fox Hills, 2023

VMT Matrices	West Fox Hills
Population	539
Employment	134
Daily Residential VMT	5,874
Daily Employment VMT	2,363
Daily Residential VMT per Capita	10.9
Daily Employment VMT per Employee	17.6

Note: The tier 2 TAZ for West Fox Hills includes some developments south of West Fox Hills but north of Jefferson Boulevard. See Figure 4-14 for details.

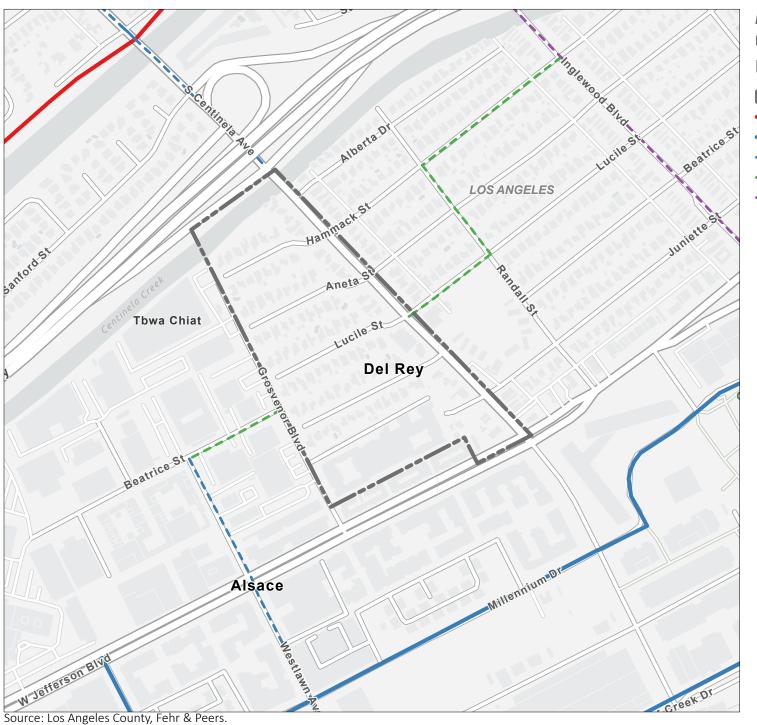
Total VMT

In the tier 1 TAZ for West Fox Hills, daily total VMT per service population in 2023 is estimated at 35.9, higher than the County's 2023 baseline of 30.6 total VMT per service population. This is because the tier 1 TAZ boundary includes a lot more commercial land uses outside of West Fox Hills. Figure 4-14 shows the community boundary compared to TAZ boundaries. The VMT within the community boundary will be provided during the VMT analysis for the CEQA report.

Table 4-13. Draft Total VMT in West Fox Hills, 2023

VMT Matrices	West Fox Hills
Population	2,668
Employment	5,071
Total Service Population	7,739
Total VMT	278,105
Total Auto VMT	257,581
Total Truck VMT	20,524
Total VMT per Service Population	35.9

Note: The tier 1 TAZ for West Fox Hills is bounded by Lincoln Boulevard to the west, Ballona Creek and Marina Freeway to the north, Centinela Avenue to the east, and Jefferson Boulevard to the south. Therefore, numbers in this table include neighborhoods outside of West Fox Hills. See Figure 4-14 for details.



MOBILITY
Figure 4-13

Bicycle Facilities

West Fox Hills

Exiting Class I Bike Path

Existing Class II Bike Lane

- Proposed Class III Bike Route

Proposed Class II Bike Lane

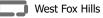
Proposed Class IV Cycle Track







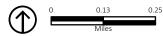
MOBILITY
Figure 4-14
Transportation
Analysis Zones











4.3 Key Findings and Planning Considerations

Six major highways in Ladera Heights and View Park-Windsor Hills are responsible for the movement of most vehicles, trucks, transit vehicles, and pedestrians—La Cienega Boulevard, La Brea Avenue, Overhill Drive, Stocker Street, Slauson Avenue, and Centinela Avenue.

These six major highways exhibit "hotspot" collision patterns, particularly Slauson Avenue and several north-south highways crossing Slauson Avenue. In addition, Angeles Vista Boulevard and Northridge Drive exhibit higher numbers of collisions than other secondary highways and local streets in the community, indicating an opportunity for safety treatments in and along these corridors. Eight collision concentration corridors in the community were identified in the Vision Zero program. Most of these corridors have had fatal and severe injury collisions in the past five years. This indicates that potential safety measures and Vision Zero actions may be needed.

Ladera Heights and View Park-Windsor Hills are well served by the existing transit network. Existing transit stops are within a half-mile walking distance for 93 percent of the area. However, it is challenging for senior residents to access transit on Overhills Drive and Slauson Avenue due to steep grades, high speeds of vehicular traffic, and the lack of pedestrian facilities along some roadways. The Baldwin Hills Parklands line of the Link is an existing shuttle operated by LADPW serving the Kenneth Hahn State Recreation Area. Extending this shuttle to Marina del Rey and Ballona Wetlands through Ladera Heights and View Park-Windsor Hills could provide more connectivity between the community and these destinations to the west. This would be in addition to the Park to Playa Regional Trail that only runs along the northern border of the community.

There are currently bicycle facilities in the eastern and southern parts of Ladera Heights and View Park-Windsor Hills, but no link between these two partial networks. There are gaps between the communities and adjacent bicycle networks in Culver City and Leimert Park. There are proposed bicycle facilities along Angeles Vista Boulevard, Stocker Street, Fairfax Avenue, and Overhill Drive in the 2012 Bicycle Master Plan, but LADPW is in the process of updating the Bicycle Master Plan. This is an opportunity to revisit the feasibility of bikeways from the 2012 plan that were not constructed, close existing bikeway gaps, and consider safety measures along new bicycle facilities.

Over 90 percent of Ladera Heights and View Park-Windsor Hills residents work outside the community. More than 35 percent of Ladera Heights workers and 30 percent of View Park-Windsor Hills workers travel more than 10 miles one-way to their jobs. Improving the job/housing balance in these communities would reduce the commute distance.

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Los Angeles County is part of the California Floristic Province, which has been designated by Conservation International as one of the world's top 36 hot spots of biodiversity loss. Though the Westside Planning Area is largely a developed and highly modified urbanized area, its unincorporated areas contain isolated spots of open space and undeveloped land with identified biological resources. These areas have become threatened due to development and habitat fragmentation and are further stressed by climate change impacts such as wildfires, droughts, increasing temperatures, and extreme weather events. This section identifies the presence and significance of environmental resources to inform the development of the Westside Area Plan goals and policies that contribute to the conservation and protection of special-status plant and wildlife species, sensitive plant communities, jurisdictional resources, wildlife corridors, and native woodlands.

The geographic scope of this study primarily focuses on the Ladera Heights/View Park-Windsor Hills and West Fox Hills communities. The majority of the Ladera Heights/View Park-Windsor Hills and West Fox Hills communities is developed; however, some undeveloped areas consist of annual grassland, coast live oak woodland, coastal sage scrub, and mixed chaparral vegetation, as discussed below. Though parts of the Westside Planning Area, including Ballona Wetlands, Marina Del Rey, and the Inglewood Oil Field, would not undergo land use changes as part of the Westside Area Plan Update, these communities contain County-defined Significant Ecological Areas (SEA) and Coastal Resource Areas and are briefly discussed for context. Additionally, the Westside Planning Area is south of Baldwin Hills (including Baldwin Hills Scenic Overlook State Park), which contains open space areas with sensitive plant communities and native wildlife species such as the coastal California gnatcatcher (a federally listed species).

5.1 Ecological Context

The Westside Planning Area is within the Ballona Creek subwatershed. Ballona Creek, a nine-mile flood protection channel, drains from the Santa Monica Mountains to the north, Interstate 10 to the east, and Baldwin Hills to the south. Ballona Creek and its major tributaries, including Centinela Creek, Sepulveda Canyon Channel, and Benedict Canyon Channel, drain approximately 130 square miles of the Los Angeles Basin. The Ballona Creek subwatershed ultimately drains into the Pacific Ocean through the Ballona Wetlands at the mouth of Ballona Creek. The temperature is mild, averaging between 55 to 71 degrees Fahrenheit (°F) annually. Precipitation averages 13.93 inches per year, with the rainy season in winter. Large parts of the plan area have significant topographic variation, resulting in hillsides and ridgelines.

5.2 Types of Biological Resources

The main types of biological resources in the Westside Planning Area are described below. In general, open space areas are in the north/central part of the Ladera Heights and View Park-Windsor Hills communities and are associated with Kenneth Hahn State Recreation Area and the Inglewood Oil Field. The West Fox Hills community is mostly developed.

5.2.1 Regional Habitat Linkages and Wildlife Corridors

A habitat linkage is a network of open space, including large habitat blocks and the corridors and movement pathways that connect them, allowing the safe movement of mammals and other wildlife species from one habitat area to another. The definitions of a wildlife corridor vary, but corridors may include areas such as greenbelts, refuge systems, underpasses, and biogeographic land bridges. In general, a corridor is a linear habitat, embedded in a dissimilar matrix, that connects two or more large blocks of habitat. Wildlife corridors are critical for the survival of ecological systems—they can connect water, food, and cover sources for wildlife in different areas. Also, wildlife movement between habitat areas increases the potential for genetic exchange between species populations, maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. Naturally, the nature of corridor use and wildlife movement patterns varies greatly between species.

A statewide interagency workshop in 2000 delineated habitat linkages critical for preserving the State's biodiversity. No habitat linkages were identified in the Westside Planning Area. Furthermore, in August 2019, the California Department of Fish and Wildlife (CDFW) Conservation Analysis Unit designated the Los Angeles city area as having limited connectivity opportunity. However, Ladera Heights and View Park-Windsor Hills—and to some extent West Fox Hills—do support a variety of habitats that provide suitable nesting habitat for native migratory and resident bird species, including owls and raptors.

5.2.2 Riparian Habitats, Streambeds, and Wetlands

Riparian habitats and streambeds are of great value to local and regional ecosystems. They serve as important connectors to upstream and downstream ecosystems or adjacent habitats; provide critical resources to migratory birds; contribute to the quality of habitat linkages and wildlife corridors; and play a crucial role in maintaining surface and subsurface water quality. Wetlands provide ecological services and contribute to water quality and the overall health of watersheds, slow water flow, decrease erosion, filter water runoff, and provide habitat for many endangered plant and animal species. The loss of wetland and riparian habitats means the loss of these pivotal ecological functions.

The Ballona Wetlands are an important coastal ecological area in Los Angeles County, south of Marina del Rey, north of Playa del Rey, and west and northwest of Playa Vista. They are one of three remaining remnants of salt marsh in the County and are home to many sensitive plant and wildlife species. The Ballona Wetlands are an officially designated SEA in the County in the Coastal Resource Area category. Plant communities in the Ballona Wetlands include coastal salt marsh, intertidal flat, freshwater marsh, coastal sage scrub, coastal bluff and dune scrub, and nonnative grassland. Some sensitive wildlife species that can be found in Ballona Wetlands include two-striped garter snake, south coast marsh vole, and Pacific pocket mouse.

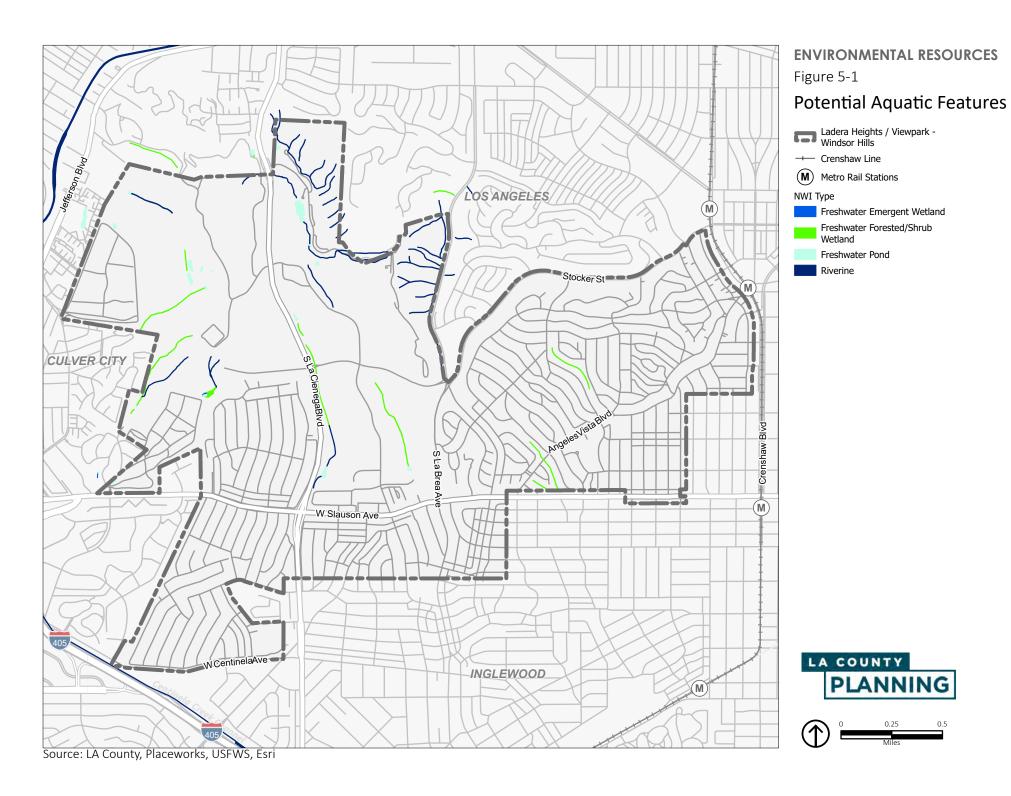
A formal study to delineate aquatic resources in the Westside Planning Area was not conducted. However, aquatic features that are potentially under the jurisdiction of the U.S. Army Corps of Engineers and CDFW were identified in the Westside Planning Area using information from the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory database (see Figure 5-1).

5.2.3 Special-Status Plants

Special-status plant species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, and monitored by the California Native Plant Society (CNPS) and considered to be those of greatest conservation need. A California Natural Diversity Database query was conducted for the surrounding nine topographic quadrangles to identify special-status plant species known to occur or have occurred within five miles of the Westside Planning Area. Appendix A lists 44 special-status plant species, their associated habitats, general location information for previously documented sightings in the Study Area, and probability of their presence within the Study Area. The special-status plant species that were identified include multiple species listed under the federal and/or California Endangered Species Acts. The potential for these species to be present in specific parts of the Westside Plan Area is variable and dependent on local conditions.

5.2.4 Special-Status Wildlife

Special-status wildlife species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, or considered a CDFW Fully Protected (FP) or Species of Special Concern (SSC). Appendix B summarizes the special-status wildlife species, their associated habitats, general location information for previously documented sightings in the Study Area, and the probability for occurrence within the Study Area. The 30 special-status wildlife species that are known to occur or have occurred within five miles of the Westside Planning Area were identified in the literature review. The potential for these species to be present in specific parts of the Westside Plan Area is variable and dependent on local conditions.



5.3 Ladera Heights and View Park-Windsor Hills

Ladera Heights and View Park-Windsor Hills is generally bounded to the south by Inglewood and I-405, to the north by Culver City, and to the west by Jefferson Boulevard and Ballona Creek. Kenneth Hahn State Recreation Area is in the northern portion of Ladera Heights and View Park-Windsor Hills. Developed and disturbed areas occur throughout the area, particularly in the Inglewood Oil Field and Windsor Hills. They primarily comprise areas with urban developed uses or exposed soil with little or no vegetation. Some of these areas have been disturbed in the past and are now vegetated with nonnative herbaceous species.

Plant communities in this area were identified based on aerial photograph interpretation and review of existing available literature. Figure 5-2 shows the vegetation and land use cover types in Ladera Heights and View Park-Windsor Hills. Although most of the area is developed, maintained landscape, highly disturbed, or ornamental, a variety of natural land cover types also exist in this area.

Chaparral. Areas mapped as chaparral are in small patches throughout this area. The chaparral plant community is mainly dominated by toyon (*Heteromeles arbutifolia*) and greenbark ceanothus (*Ceanothus spinosus*).

Eucalyptus Woodland. Eucalyptus woodland is in multiple locations in this area. Eucalyptus trees grow throughout residential areas, in much of Kenneth Hahn State Recreation Area, and around the Southern California Edison La Cienega Substation. Eucalyptus groves were planted for landscaping and are now naturalized adjacent to streams, lakes, or levees.

Oak Woodlands. Areas mapped as oak woodlands exist throughout Ladera Heights and View Park-Windsor Hills, particularly in Kenneth Hahn Recreation Area, along La Brea Avenue, and east of West Los Angeles University. Coast live oak (*Quercus agrifolia*) is the dominant oak species for this vegetation type. Additional species include California sycamore (*Platanus racemosa*) and Southern California black walnut (*Juglans californica*) groves. The oaks and sycamores in this area were planted to restore native woodlands to the area. Typically, the understory is dominated by grasses and herbaceous plants; however, shrubs may be co-dominant in some areas.

Mixed Scrub. Mixed scrub has been mapped throughout this area. The dominant species for this vegetation type include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*), laurel sumac (*Malosma laurina*), coast prickly pear (*Opuntia littoralis*), white sage (*Salvia apiana*), and lemonade berry (*Rhus integrifolia*).

Riparian. Areas mapped as riparian occur throughout the Study Area and are associated with creeks, streambeds, earthen-bottom channels, and certain other depressional features that are subjected to urban runoff. Riparian includes a variety of plant communities that include woodland, scrub, thickets, and emergent freshwater marsh. Representative riparian species in this vegetation category include mulefat (*Baccharis salicifolia*), western sycamore, and arroyo willow (*Salix lasiolepis*).

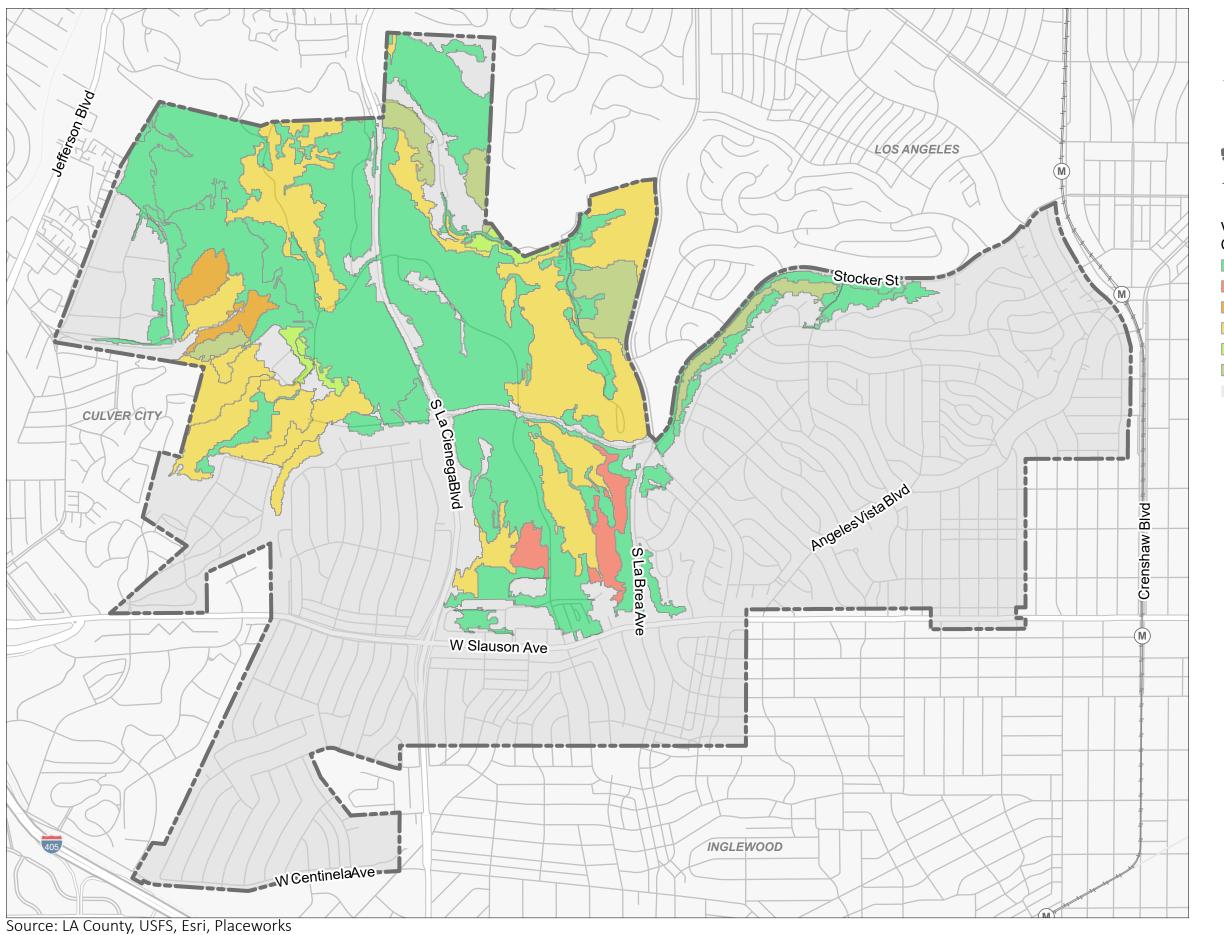


Figure 5-2

Vegetation Communities and Land Cover Types

Ladera Heights / Viewpark - Windsor Hills

--- Crenshaw Line

M Metro Rail Stations

Vegetation Communities and Land Cover Types

Annual Grassland

Barren

Coastal Oak Woodland

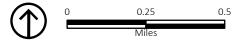
Coastal Scrub

Eucalyptus

Mixed Chaparral

Urban





Sensitive natural communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects from projects. The sensitive natural communities in Ladera Heights and View Park-Windsor Hills include:

- California sycamore woodland alliance
- Coastal prickly pear succulent scrub alliance
- Lemonade berry scrub alliance

- California walnut woodland alliance
- Giant wild rye grassland alliance
- White sage scrub alliance

Additionally, Ladera Heights and View Park-Windsor Hills support a variety of habitats that provide suitable nesting habitat for native migratory and resident bird species, including owls and raptors. There are no habitat conservation plans, SEAs, or habitat linkages in Ladera Heights and View Park-Windsor Hills and they do not contain USFWS-designated critical habitat.

5.4 West Fox Hills

West Fox Hills is southwest of Ladera Heights and View Park-Windsor Hills and northeast of Ballona Wetlands. West Fox Hills is generally bounded to the south by Jefferson Boulevard, to the east by Centinela Avenue, to the north by the Marina Freeway, and to the west by Grosvenor Boulevard. Open water occurs on the northern boundary of the Study Area, with Centinela Creek south of the Marina Freeway.

The entire West Fox Hills area is mapped as developed, with open water on the northern boundary (Figure 5-3) and some areas classified as landscaped, as shown in Figure 5-4. In addition, areas of grassland—which includes native and nonnative annual forb/grass vegetation as well as native perennial grasslands—are mapped throughout the West Fox Hills Area. The nearest critical habitat is approximately five miles away. There are no sensitive natural communities, habitat conservation plans, habitat linkages, or SEAs mapped in West Fox Hills.



Figure 5-3

Potential Aquatic Features

West Fox Hills

NWI Type

Riverine







Figure 5-4

Vegetation Communities and Land Cover Types

West Fox Hills
Vegetation Communities and Land Cover
Types

Barren

Urban





5.5 Climate Change Considerations

5.5.1 Climate Change Impacts

Science tells us that human activities in the last century, such as the burning of fossil fuels, have caused a jump in the concentration of greenhouse gases in the atmosphere. The result has been trapped heat and higher global temperatures, resulting in record-breaking high temperatures, prolonged drought, and more intense wildfires in recent years. The *Los Angeles County Climate Vulnerability Assessment* concludes that "each unprecedented event strains our communities, directly harming our health, infrastructure, and the natural resources we rely on." Such climate hazards are projected to become more frequent and increasingly severe and intense in the coming years and decades. The vulnerability assessment forecasts that countywide daily maximum temperatures will increase by an average of 5.4°F to a midcentury average of 98.6°F, resulting in a 65 percent increase of megadroughts, 2.5 feet of sea level rise, periods of extreme precipitation, and an additional 2.2 hectares of County land projected to burn annually.

Implicit in this forecast is that climate change will continue to impact the natural, human, and built environments of the Westside Planning Area.

Extreme Heat. Figures 5-5 and 5-6 depict the historical baseline for heat exposure in the Westside Planning Area and projections by the vulnerability assessment for the increasing incidence of extreme heat in the high-GHG emissions future scenario known as Representative Concentration Pathway (RCP) 8.5. Currently, only the northeast (Gilmore Island) is identified in the moderate daily maximum temperature exposure level (86.4°F to 94.2°F); the majority of the planning area, excluding the areas closest to the coast, are projected to fall within the moderate exposure level by the midcentury.

As discussed in the vulnerability assessment, rising temperatures can affect residents' health in many ways; cause significant damage, repair costs, and service interruptions to physical infrastructure; result in greater demands for energy and provision of public and private facilities for cooling; affect the water supply; and increase dry vegetation and landscaping, which increases local fire hazards.

Exposure to Wildfire. Figures 5-7 and 5-8 indicate that only the westernmost part of the Westside Planning Area in the Santa Monica Mountains is in the area currently and projected to be subject to high fire risk due to historical and changing climatic conditions. However, the drying conditions of extreme heat will increase the fire risk of urbanized and open space landscapes due to human or natural ignition. Areas with nonnative species, such as eucalyptus trees and the oil field vegetation, may be particularly vulnerable. Embers from fires in these areas could be blown by winds and impact adjoining residential neighborhoods and commercial buildings. The northern parts of Ladera Heights and View Park are in an area defined as a Very High Fire Hazard Severity Zone.

¹ Los Angeles County, October 2021.

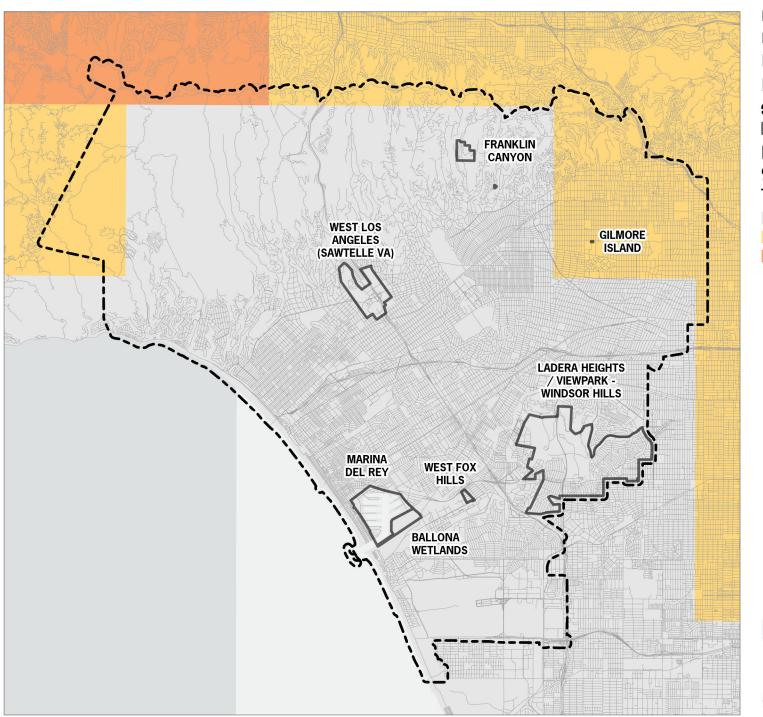


Figure 5-5

Exposure to Extreme Heat Historical Baseline

Westside Planning Area

Subarea Boundary

Relative Exposure Level 95th Pctile Daily Max. Temp.

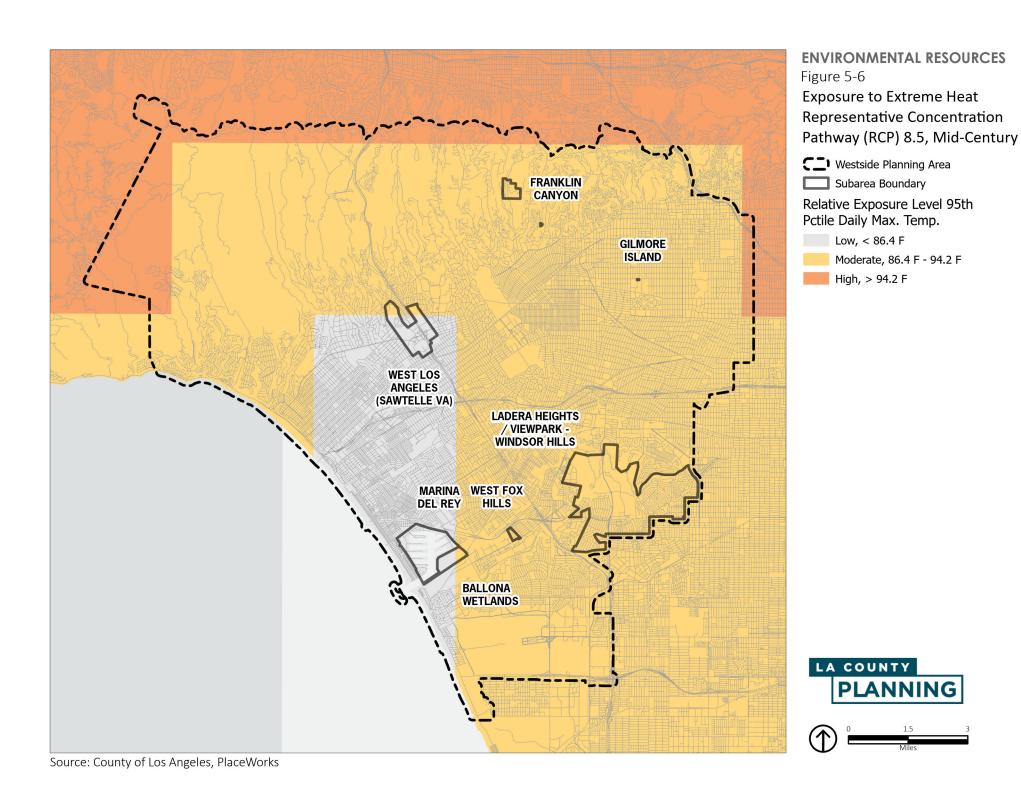
Low, < 86.4 F

Moderate, 86.4 F - 94.2 F

High, > 94.2 F







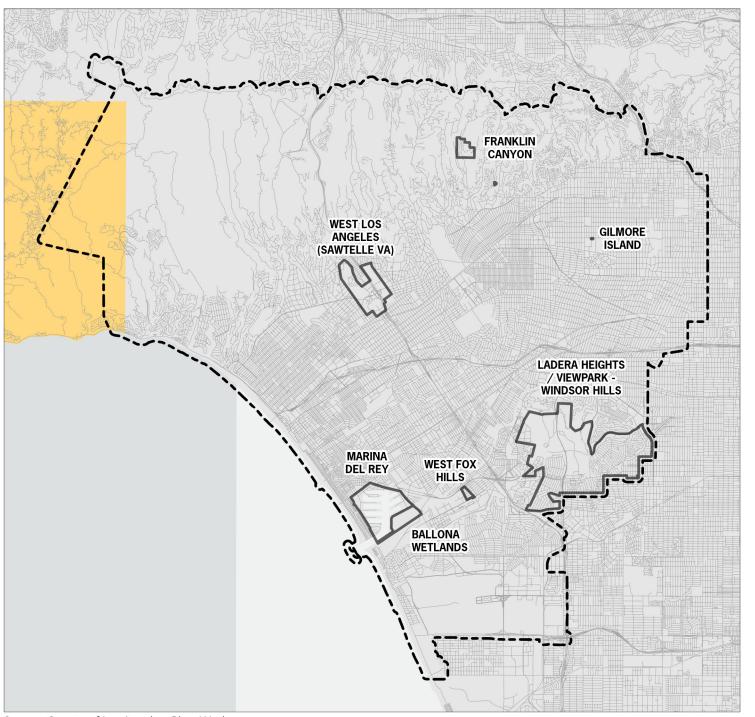


Figure 5-7

Exposure to Wildfire Historical Baseline

Westside Planning Area

Subarea Boundary

Relative Exposure Level Annual Area Burned -Baseline

Baseline

Low, < 15.8 Hectares

Moderate, 15.8 - 31.5 Hectares

High, > 31.5 Hectares





Source: County of Los Angeles, PlaceWorks

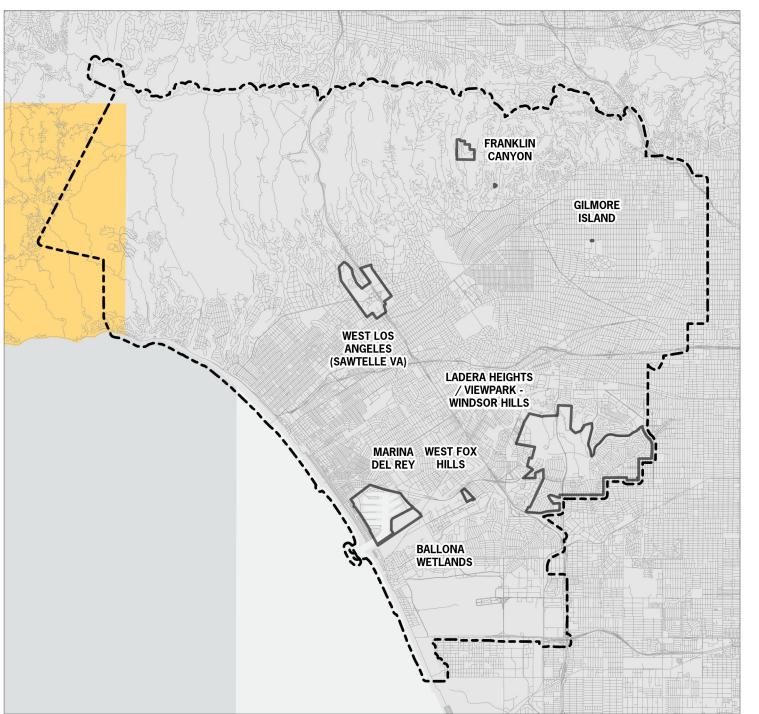


Figure 5-8

Exposure to Wildfire Representative Concentration Pathway (RCP) 8.5, Mid-Century

CI Westside Planning Area

Subarea Boundary

Relative Exposure Level Annual Area Burned - Mid-century

Low, < 15.8 Hectares

Moderate, 15.8 - 31.5 Hectares





Source: County of Los Angeles, PlaceWorks

Inland Flooding. The vulnerability assessment reports that rainfall patterns are likely to change, with drier summers and wetter winters increasing the likelihood of inland flooding and landslides and mudslides. Figure 5-9 shows that the Ballona Wetlands, low-lying areas of Marina del Rey, and the Inglewood Oil Fields and adjoining topography have a medium (or 0.2 percent) annual chance of flooding that overtops natural waterways or exceeds the capacity of stormwater infrastructure, and the major drainage of Ballona Creek may experience a high (or 1.0 percent) chance.

Coastal Flooding. Figure 5-10 indicates that the Ballona Wetlands and water-fronting properties in Marina del Rey could be impacted by coastal flooding from high tides and coastal storms, exacerbated by the forecast sea level rise.

Drought. Climate change is projected to increase coincident low precipitation and warm years, increasing the risk of severe droughts that impact the entire planning area. As described in the vulnerability assessment, the increasing frequency of prolonged droughts will affect water supply and have secondary impacts such as wildfires, damage to habitats and vegetation, and higher volumes of dust. Wildfires and dust will degrade air quality and increase public health issues. The lush landscapes throughout the planning area's residential neighborhoods, office centers, and parklands will likely be impacted by an increasing scarcity of water during droughts as a result of climate change.

5.5.2 Contributors to Greenhouse Gas Emissions and Climate Change

Based on data available from the California Air Resources Board, development and transportation are the most significant contributors to greenhouse gas (GHG) emissions. According to its most recent inventory for 2020 to 2022 time period, housing, commercial, and industrial uses produced 37 percent, transportation 38 percent, and energy generation 16 percent of all statewide emissions.²

Our Patterns and Form of Development

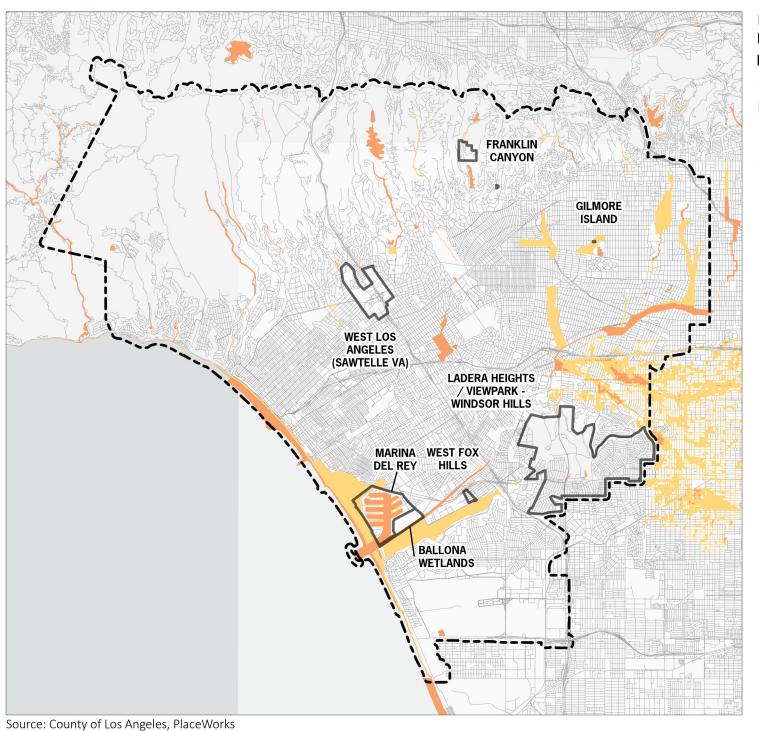
The distribution and densities of uses, the vehicle travel they generate, supporting infrastructure, and design and management of our structures and built environment are responsible for over 75 percent of GHG emissions. Simply, where land uses are predominantly low density and dispersed, residents travel greater distances from home to work, school, and other destinations and generate more GHG emissions than mixed-use and compact development where the length and duration of trips are shorter, and more travel options than the automobile are available. Data developed for the City of Pasadena General Plan Land Use Element, for example, concludes that a resident living in the central core of the community, with its higher density, mixed-, and transit-oriented development, generate 36 percent fewer vehicle miles traveled than a resident living in its more "suburban" neighborhoods. Similarly, commercial, industrial, and residential buildings constructed in the late 20th century, before recent

² California Air Resources Board, Current California GHG Emission Inventory Data, 2000-2020 GHG Inventory, 2022 edition.

³ City of Pasadena General Plan, Land Use and Transportation Element, 2015.

updates of the California Building and Energy Codes, are considerably less energy efficient than those constructed in the last 10 to 15 years.

As discussed in the Community Profiles Background Brief, the distribution and densities of development in the Westside Planning Area exhibit the traits of sprawl that have historically characterized the Los Angeles metropolitan region. Commercial centers and corridors are separated from predominantly single-family residential neighborhoods with scattered pockets of apartments. Most jobs are outside of the community, and access to transit is limited, necessitating travel by the automobile and resulting in significant miles traveled, air pollution, and emissions. This is exacerbated by the design and layout of the area's commercial centers and corridors, with extensive surface parking lots, and the lack of pedestrian-oriented amenities and access.



ENVIRONMENTAL RESOURCES Figure 5-9

Exposure to Inland Flooding

Westside Planning Area

Subarea Boundary

FEMA Flood Zone Designations

High, 1% Annual Chance Flood

Medium, 0.2% Annual Chance Flood





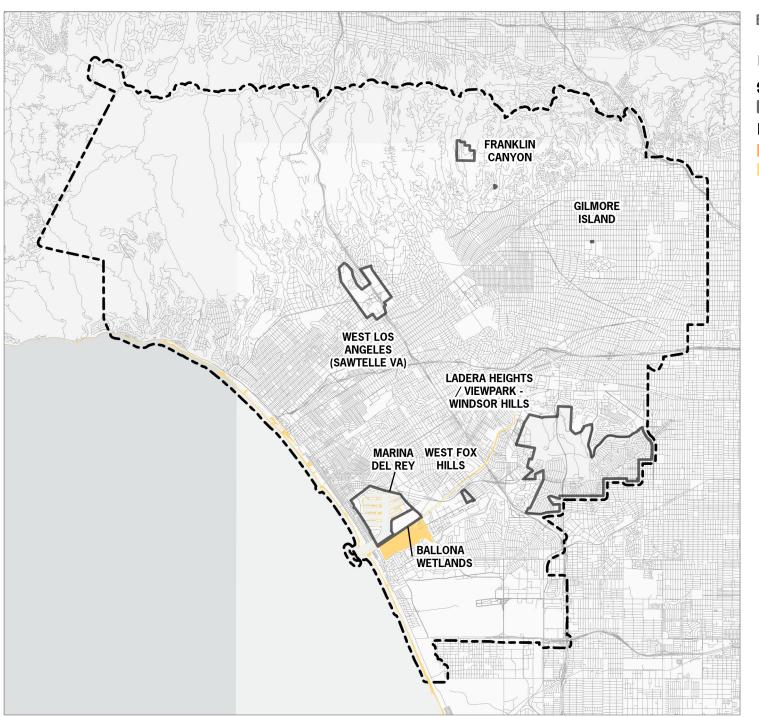


Figure 5-10

Exposure to Coastal Flooding

Westside Planning Area

Subarea Boundary

Relative Exposure Level

High, >3.9 feet

Moderate, 0-3.9 feet





Source: County of Los Angeles, PlaceWorks



APPENDICES

PLANNING



PLANNING

Appendix A - Plants with Potential to Occur

Consider	Status	IS Liebitet		Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Aphanisma blitoides aphanisma			1B.2	Found in coastal bluff scrub, coastal dunes, and coastal scrub.	Not expected to occur. Some scrub habitat exists in the Study Area, however, there are no recorded occurrences in the vicinity.
Arenaria paludicola marsh sandwort	END	END	1B.1	Found in openings and sandy areas of brackish or freshwater marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence in 1900 in the general area of Cienega.
Astragalus brauntonii Braunton's milk- vetch	END		1B.1	Found in chaparral, coastal scrub, and valley and foothill grassland. Often found in recently burned or disturbed areas.	Not expected to occur. There is no suitable habitat in the Study Area and there are no recorded occurrences in the vicinity. Other occurrences in Los Angeles County are recorded in mountainous areas.
Astragalus pycnostachyus var. lanosissimus Ventura marsh milk- vetch	END	END	1B.1	Found in coastal dunes, coastal scrub, edges of coastal salt or brackish marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a 1981 historic occurrence in Ballona Wetlands.
Astragalus tener var. titi coastal dunes milk- vetch	END	END	1B.1	Found in sandy soils of coastal bluff scrub and coastal dunes that are often mesic or vernally mesic soils. Also found in	Not expected to occur. There is no suitable habitat in the Study Area. There is a 1930 historic

Species	Status			- Habitat	Potential for
Species	Fed	CA	CRPR	Парна	Occurrence
				mesic soils of coastal prairie.	occurrence in Santa Monica.
Atriplex coulteri Coulter's saltbush			1B.2	Found in alkaline or clay soils of coastal bluff scrub, coastal dunes, valleys, and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1881 estimated to be around Santa Monica.
Atriplex pacifica south coast saltscale			1B.2	Found in coastal bluff scrub, coastal dunes, coastal scrub, and playas.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence around Santa Monica in 1881.
Atriplex parishii Parish's brittlescale			1B.1	Found in alkaline soils of chenopod scrub, playas, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is an occurrence in Santa Monica, but no additional information was provided.
Atriplex serenana var. davidsonii Davidson's saltscale			1B.2	Found in alkaline areas of coastal bluff scrub and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1902 in the general area of Cienega.
Berberis nevinii Nevin's barberry	END	END	1B.1	Found in chaparral, cismontane woodland, coastal scrub, and riparian scrub.	Not expected to occur. There is some scrub and riparian scrub habitat in the Study Area, however, there are no recorded occurrences in the vicinity and the species has a limited distribution.

Charles	Status			Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Calochortus clavatus var. gracilis slender mariposa-lily			1B.2	Found in chaparral, coastal scrub, and valley and foothill grassland.	Not expected to occur. The elevation range of the Study Area does not support this species, nor has it been recorded as an occurrence in the vicinity of the Study Area.
Calystegia felix lucky morning-glory			1B.1	Found in alkaline and loam soils of meadows, seeps, and alluvial riparian scrub. Historically associated with wetland and marshy places, but possibly in drier situations as well.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1899 in the general area of Cienega northeast of Baldwin Hills.
Centromadia parryi ssp. australis southern tarplant			1B.1	Found along the margins of marshes and swamps, vernally mesic valley and foothill grassland, and vernal pools.	Low. There is a recent occurrence from 2006 in the Ballona Wetlands within 5 miles of the Study Area. The habitat in the Study Area does not appear to be suitable, however, historic occurrences have been recorded in the general vicinity.
Centromadia pungens ssp. laevis smooth tarplant			1B.1	Found in chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat and no recorded occurrences in the vicinity of the Study Area.
Chaenactis glabriuscula var. orcuttiana Orcutt's yellow pincushion			18.1	Found in sandy soils of coastal bluff scrub and coastal dunes.	Not expected to occur. No suitable habitat exists in the Study Area. There are recent occurrences

0	Status			11.176.4	Potential for
Species	Fed	CA	CRPR	- Habitat	Occurrence
					from 2011-2015 in the Ballona wetlands.
Chenopodium littoreum coastal goosefoot			1B.2	Found in coastal dunes.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence in Playa del Rey in 1904.
Chloropyron maritimum ssp. maritimum salt marsh bird's- beak	END	END	1B.2	Found in coastal dunes, coastal salt marshes, and swamps.	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence from 1901 in the eastern portion of the Ballona Wetlands and a 1981 occurrence near Santa Monica.
Chorizanthe parryi var. fernandina San Fernando Valley spineflower		END	1B.1	Found in sandy coastal scrub and valley and foothill grassland.	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence in 1901 around the mouth of Ballona Creek.
Deinαndra minthornii Santa Susana tarplant		CR	1B.2	Found in chaparral and coastal scrub habitats.	Not expected to occur. The range of this species does not extend into the Study Area. There are no recorded occurrences in the vicinity either.
Dithyrea maritima beach spectaclepod		THR	1B.1	Found in coastal dunes and sandy soils of coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. A historic occurrence was reported in El Segundo in 1998.

Orașia	Status			I I a la la ca	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Dudleya multicaulis many-stemmed dudleya			1B.2	Often found in clay soils in chaparral, coastal scrub, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity of the Study Area.
Dudleya cymosa ssp. ovatifolia Santa Monica dudleya	THR		1B.1	Found in chaparral and coastal scrub.	Not expected to occur. The range of the species does not extend into the Study Area. Additionally, there are no recorded occurrences in the vicinity.
Eryngium aristulatum var. parishii San Diego button- celery	END	END	1B.1	Found in mesic soils of coastal scrub, valley and foothill grassland, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1901 in the city of Wiseburn, south of the Los Angeles Airport.
Erysimum insulare island wallflower			1B.3	Found in coastal bluff scrub and coastal dunes.	Not expected to occur. There is no suitable habitat in the Study Area and no occurrences have been recorded in the vicinity.
Helianthus nuttallii ssp. parishii Los Angeles sunflower			1A	Occurs in freshwater or coastal salt marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1891 in the general area of Cienega between Los Angeles and Santa Monica.

Charles	Status			Hebitet	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Horkelia cuneata var. puberula mesa horkelia			1B.1	Found in gravelly and sandy soil in maritime chaparral, cismontane woodland, and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1932 in the general area of El Segundo.
Isocoma menziesii var. decumbens decumbent goldenbush			1B.2	Found in chaparral and coastal scrub (often disturbed areas, sandy).	Not expected to occur. There is limited suitable habitat in the Study Area, however, there are no recorded occurrences in the vicinity of the Study Area. All records exist north and south of the Study Area.
Lasthenia glabrata ssp. coulteri Coulter's goldfields			1B.1	Found in coastal saltwater marshes, swamps, playas, and vernal pools.	Low. There does not appear to be suitable habitat in the Study Area, however, there are multiple historic occurrences in the vicinity (Calflora, 2023). A 1934 occurrence in Culver City is recorded around the intersection of Culver Boulevard and Duquesne Avenue. A 1903 occurrence is recorded along Ballona Creek underneath Highway 405. There is a historic occurrence from 1980 in Ballona Wetlands.
Monardella hypoleuca ssp. hypoleuca white-veined monardella			1B.3	Found in chaparral and cismontane woodland.	Not expected to occur. The geographic range and elevational range do not extend into the Study Area. Additionally, there are no recorded

Charles	Status			Hebitet	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
					occurrences in the vicinity.
Nama stenocarpa mud nama			2B.2	Found in marshes and swamps, lake margins, and riverbanks.	Not expected to occur. There is a historic occurrence from 1889 in the Los Angeles National Veterans Park, however, there is limited habitat suitability in the Study Area.
Nasturtium gambelii Gambel's water cress	END	THR	1B.1	Found in brackish or freshwater marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1904 in the general area of Cienega.
Navarretia fossalis Spreading navarretia	THR		1B.1	Found in chenopod scrub, shallow freshwater marshes, swamps, playas, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1906 in a land sink near Inglewood.
Navarretia prostrata prostrate vernal pool navarretia			1B.2	Found in mesic soils of coastal scrub, meadows and seeps, alkaline valleys and foothill grassland, and vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1906 at a sink near Inglewood.
Orcuttia californica California Orcutt grass	END	END	1B.1	Found in vernal pools.	Not expected to occur. There is no suitable habitat in the Study Area and no known occurrences in the vicinity.

Oncoine	Status			Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Pelazoneuron puberulum var. sonorense Sonoran maiden fern			2B.2	Found in montane meadows and seeps.	Not expected to occur. The geographical and elevational range do not extend into the Study Area. There are also no recorded occurrences in the vicinity.
Pentachaeta Iyonii Lyon's pentachaeta	END	END	1B.1	Found in chaparral (openings), coastal scrub, and valley and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity of the Study Area.
Phacelia stellaris Brand's star phacelia			1B.1	Found in coastal dunes and coastal scrub.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences in El Segundo in 1932 and Playa del Rey in 1909.
Potentilla multijuga Ballona cinquefoil			1A	Found in meadows and brackish seeps.	Not expected to occur. There is no suitable habitat in the Study Area. A historic occurrence in 1890 was reported in the general area of Venice.
Pseudognaphalium leucocephalum white rabbit-tobacco			2B.2	Found in gravelly and sandy soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland.	Not expected to occur. There is minimal suitable habitat in the Study Area. There is an occurrence in the general area of Hollywood from an unknown date.

Species	Status			Habitat	Potential for
Species	Fed	CA	CRPR	Habitat	Occurrence
Quercus dumosα Nuttall's scrub oak			1B.1	Found in clay, loam, or sandy soils of chaparral, closed-cone coniferous forest, and coastal scrub.	Moderate. There is limited suitable habitat in the Ladera Heights/View Park-Windsor Hills Study Area. Additionally, there is a recent occurrence from 2009 in Baldwin hills just below the overlook site south of Jefferson Boulevard.
Sidalcea neomexicana salt spring checkerbloom			2B.2	Found in alkaline mesic soils of chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas.	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence from 1922 generally around the hills just east of Culver City.
Suaeda esteroa estuary seablite			1B.2	Found in coastal marshes and swamps.	Not expected to occur. There is no suitable habitat in the Study Area. An occurrence in 2006 is recorded in the Ballona Wetlands (Calflora).
Symphyotrichum defoliatum San Bernardino aster			1B.2	Found along the banks of stream ditches and springs in cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, meadows and seeps, and vernally mesic valley and foothill grassland.	Not expected to occur. There is no suitable habitat in the Study Area. There is a historic occurrence from 1904 generally around Cienega to the east of Kenneth Hahn State Recreation Area.

Species	Status			Habitat	Potential for
Species	Fed	CA	CRPR	PR	Occurrence
Symphyotrichum greatae Greata's aster			1B.3	Found in broadleaved upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and riparian woodland.	Not expected to occur. There is no suitable habitat in the Study Area. Additionally, there are no recorded occurrences in the vicinity.

Sources:

California Natural Diversity Data Base (CNDDB) (CDFW 2023) CNPS Rare and Endangered Plant Inventory (CNPS 2023) California Rare Plant Ranks (CRPR)

California Native Plant Society (CNPS) Rare Plant Ranks:

1B: Plants rare, threatened, and endangered in California and elsewhere.

2B: Plants rare, threatened, or endangered in California, but more common elsewhere.

4: Plants of limited distribution; a watch list.

CRPR Threat Code:

0.1: Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
 0.2: Moderately threatened in California (20-80% of occurrences threatened / moderate degree and immediacy of threat)
 0.3: Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

California State Listing Status:

END: Endangered THR: Threatened CR: Rare

Calflora Information on California Plants (Calflora 2023)

IPaC (USFWS 2023)

Special Status Plants (CDFW 2023)

Appendix B - Wildlife with Potential to Occur

SPECIES		STATUS		HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
INVERTEBRATES					
Crustaceans					
Streptocephalus woottoni Riverside fairy shrimp	END	None		Occurs in vernal pools, tectonic swales, and earth slump basins in Ventura, Riverside, Orange, and San Diego Counties.	Not expected to occur. There are occurrences in 2005 around the Los Angeles Airport, however, there is no suitable habitat in the Study Area.
Insects			<u> </u>		
Bombus crotchii Crotch bumble bee	None	Candidate		Occurs in grasslands and shrublands in a hotter and drier environment than other bumblebee species. Nests underground, often in abandoned rodent dens. Most observations occur in southern California in coastal areas.	Moderate. There is a recent occurrence in 2019 at the intersection of Troon Avenue and Butterfield Road in Cheviot Hills approximately 2.5 miles northwest of the Ladera Heights/View Park-Windsor Hills Study Area. Marginal habitat may occur in the drier shrublands.
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	FC	None	USFS: S	Roosts in wind- protected tree groves (coastal California conifer, eucalyptus) from northern Mendocino to Baja California.	Moderate. In 2021- 2022, overwintering clusters were found along the coast, near Ocean Avenue and Pacific Street about 3.5 miles northwest of Ballona Wetlands. Ballona Wetlands monitoring from 2010 to 2014 observed overwintering monarchs. Eucalyptus

SPECIES	SPECIES STATUS		HABITAT	POTENTIAL FOR	
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
					tree groves occur in the Study Area.
Euphilotes allyni El Segundo blue butterfly	END	None		Endemic to El Segundo sand dunes and isolated locations along the coast north into Ocean Park and south to Malaga cove in Palos Verdes.	Not expected to occur. There is no suitable habitat in the Study Area due to the lack of coastal dune habitat. There are recent occurrences from 2011-2015 in the Ballona Wetlands dune restoration area which is within 5 miles of the Study Area.
VERTEBRATES					
Amphibians					
Spea hammondii western spadefoot	None	SSC	BLM: S	Occurs in open areas with sandy soils in a wide range of habitats including lowlands to foothills, coastal sage scrub, chaparral, mixed woodlands, alluvial fans, and grasslands.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences from 1958, 1941, 1938, and 1930; however, the species is considered extirpated from the vicinity (CNDDB, 2023).
Reptiles					
Anniella stebbinsi southern California legless lizard	None	SSC	USFS: S	Occurs in moist warm loose soil with plant cover. Can occur in sparsely vegetated areas of coastal sand dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, alluvial fans, and stream terraces	Low. Ladera Heights/View Park- Windsor Hills and West Fox Hills, according to the Baldwin Hills Biota Update, have never documented the species in the area, although the habitat is potentially suitable. There are two recent

SPECIES		STATUS		HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				with sycamores, cottonwoods, or oaks.	occurrences in 2018 with one located around the Ballona Discovery Park and the other along Grand Canal and Via Donte just north of Via Marina (on the north side of Ballona Creek).
Emys marmorata western pond turtle	None	SSC	BLM: S USFS: S	Occurs in ponds, lakes, rivers, streams, marshes, and other water sources with rocky or muddy substrate. Basks on logs, rocks, and exposed banks.	Not expected to occur. Considered to be extirpated from the area (Brattstrom, 1990). One historic occurrence in 1987, although the exact location is unknown.
Phrynosoma blainvillii coast horned lizard	None	SSC	BLM: S	Occurs in open areas of valleys, foothills, and semiarid mountains with sandy soil and low vegetation including chaparral, woodlands, and grasslands.	Not expected to occur. One historic occurrence of a fossil was identified in 1953 in the La Brea Tarpits. Otherwise, there are no other sightings of this species in the vicinity of the Study Area.
Thamnophis hammondii two-striped gartersnake	None	SSC	BLM: S USFS: S	Found near water sources, such as pools, creeks, and riparian areas. Associated with oak woodland, willow, coastal sage scrub, scrub oak, sparse pine, chaparral, and brushland.	Moderate. There is a recent occurrence in 2010, however, there is no specific location included in the observation. The presence of Ballona Creek in the vicinity and freshwater pools in the Ladera Heights/View Park-Windsor Hills Study Area provides potentially suitable

SPECIES	STATUS		HABITAT	POTENTIAL FOR	
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
					habitat for the species. Additionally, there is oak woodland and arroyo willow present in the Study Area.
Birds			,		
Agelaius tricolor tricolored blackbird (nesting colony)	None	THR; SSC	BLM: S USFWS : BCC	Found in freshwater marshes with dense cattails, bulrushes, sedges, and tule. Forages in open habitat such as cultivated fields and pastures.	Low. Colony presumed extirpated by Beedy (1991). Historic occurrences of wintering flocks occurred in 1984 in Holy Cross Cemetery which is located within the southwest portion of the Ladera Heights/View Park-Windsor Hills Study Area. Minimal suitable habitat is available.
Athene cunicularia burrowing Owl	None	SSC	BLM: S USFWS : BCC	Occurs in open grasslands including prairies, plains, savannah, or vacant lots and airports. Nests in abandoned dirt burrows.	Low. Extirpated as a breeding species in the Los Angeles Basin. Historic occurrence of salvaged specimens in 1994 from Culver City. Recent occurrences in Ballona Wetlands from surveys exist from 2010-2015, however, there is limited suitable habitat in the Study Area.
Buteo swainsoni Swainson's hawk	None	THR	BLM: S	Found in open pine- oak woodland, savannah, and agricultural fields with scattered trees. Nests in solitary bushes or trees, or in small groves.	Not expected to occur. There is one historic occurrence from 1892 in Santa Monica. Suitable habitat does not exist in the Study Area.

SPECIES	STATUS			HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				Nesting trees can include willow, black locust, oak, aspen, cottonwood, and conifers.	
Charadrius nivosus nivosus western snowy plover (nesting)	THR	SSC		Found on sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly, or friable soils for nesting.	Not expected to occur. Eggs were collected in the early 1900's on the coast north of Ballona Creek and in Playa del Rey, however, there is no suitable habitat in the Study Areas.
Coturnicops noveboracensis yellow rail	None	SSC	USFS: S USFWS : BCC	Occupies grassy marshes and meadows. In summer, they favor large wet meadows or shallow marshes dominated by sedges and grasses. In winter, they mostly occupy coastal salt marshes.	Not expected to occur. No suitable habitat exists in the Study Area. There is one historic occurrence in 1998, generally in the Manhattan Beach area.
Empidonax traillii extimus southwestern willow flycatcher (nesting)	END	END		Found in riparian woodlands, particularly with willow thickets. Nests in the densest areas of shrubs and trees with low-density canopies.	Not expected to occur. No suitable habitat exists in the Study Area. There is one historic occurrence of eggs being collected in 1894 without a specific location listed.
Laterallus jamaicensis coturniculus California black rail	None	THR; FP	BLM: S	Occupies coastal and estuarine saltmarshes especially those dominated by pickleweed and matted salt grass. Also found in	Not expected to occur. No suitable habitat exists in the Study Area. There is a historic occurrence in 1928 near the mouth of Ballona Creek.

SPECIES	STATUS		HABITAT	POTENTIAL FOR	
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				freshwater marshes with shallow and stable water levels and flat shorelines.	
Passerculus sandwichensis beldingi Belding's savannah sparrow	None	END	USFWS : BCC	Found in salt marshes especially those with pickleweed. Nests on the ground at higher levels of marshes, out of reach of high tides.	Not expected to occur. No suitable habitat occurs in the Study Area. There are recent occurrences of nesting pairs in Ballona Wetlands from 2010-2015.
Pelecanus occidentalis californicus California brown pelican	DL	DL; FP	BLM: S USFS: S	Found in coastal marine habitats including estuaries. Nests on the ground in dense vegetation, on bare sand, or in exposed treetops.	Not expected to occur. No suitable habitat exists in the Study Area. Recent occurrences from 2010-2015 are recorded in the Ballona Wetlands.
Polioptila californica californica californica coastal California gnatcatcher	THR	SSC		Occupies dry coastal slopes, washes, and mesas with areas of low vegetation and coastal sage scrub.	High. Suitable sage scrub habitat exists in the Ladera Heights/View Park-Windsor Hills Study Area. There are occurrences in 2014 of multiple juveniles in Kenneth Hahn State Recreation Area. In 2013, several individuals were observed in El Segundo Dunes just west of the Los Angeles Airport.
Riparia riparia bank swallow (nesting)	None	THR	BLM: S	Occupies open and semi-open habitats, such as fields or marshes, often near flowing water. Nests	Not expected to occur. There is a historic occurrence at Will Rogers State Beach in 1907.

SPECIES		STATUS		HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				in colonies in vertical banks of sand or dirt along a water body.	However, the species is considered extirpated as a breeder in Southern California (California Department of Fish and Game, 1993).
Sterna antillarum browni California least tern (nesting)	END	END; FP		Inhabits beaches, mudflats, and sand dunes, typically near lagoons or shallow estuaries near the ocean. They roost on the ground in unprotected areas of the coastal environment.	Not expected to occur. There is no suitable habitat in the Study Area. There are historic occurrences on the coast, with the most recent occurrence in 1996 on Venice Beach.
Vireo bellii pusillus least Bell's vireo (nesting)	END	END		Occurs in dense riparian habitats often below 2,000 feet but can also occur up to 4,270 feet. Breeds in low riparian vegetation with a dense understory and stratified canopy along water or dry intermittent streams often composed of southern willow scrub, cottonwood forest, mule fat scrub, alluvial woodland, coast live oak riparian forest, and arroyo willow riparian forest. Forages in adjacent upland habitats.	Low. There is limited riparian habitat in the Study Area. There was an occurrence of a nesting pair in 2010 in the Ballona Wetlands.

SPECIES		STATUS		HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
Mammals		•		'	
Antrozous pallidus pallid bat	None	SSC	BLM: S USFS: S	Roosts in rock crevices, caves, mines, buildings, bridges, and in trees. Generally, in mountainous areas, lowland desert scrub, arid grasslands near water, rocky outcrops, and open woodlands.	Low. There is limited forested riparian habitat in the Study Area, although there are no records in the Baldwin Hills Area. A historic occurrence in 1971 was recorded at the University of Southern California Campus (Hoover Boulevard) just under 5 miles from the Ladera Height's/View Park-Windsor Hills Study Area.
Eumops perotis californicus western mastiff bat	None	SSC	BLM: S	Roosts high above the ground in rock and cliff crevices, shallow caves, and rarely in buildings. Occurs in arid and semiarid regions including rocky canyon habitats.	Not expected to occur. No suitable habitat in the Study Area. There is a historic occurrence in southwest Los Angeles in 1987, but no specific location is listed.
Lasionycteris noctivagans silver-haired bat	None	None		Roosts in coniferous or deciduous trees during summer and rock crevices, caves, mines, and buildings during winter. Occurs in forested habitats near freshwater sources.	Low. There is limited forested, riparian habitat in the Study Area. There are recent occurrences in the Ballona Wetlands during 2014 acoustic surveys within 5 miles of the Study Area.
Microtus californicus stephensi south coast marsh vole	None	SSC		Occupies broad- leaved chaparral, oak woodlands, grasslands, and	Not expected to occur. There is no suitable coastal habitat in the Study Area. There is a recent occurrence in 2011 at

SPECIES		STATUS		HABITAT	POTENTIAL FOR
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				marshes along the coast.	the Ballona Wetlands. A historic occurrence in 1957 was recorded in the general area between Culver City and Baldwin Hills.
Nyctinomops femorosaccus pocketed free-tailed bat	None	SSC		Roosts in crevices of outcrops and cliffs, shallow caves, and buildings. Found along rugged canyons, high cliffs, and semiarid rock outcroppings.	Not expected to occur. There is no suitable habitat in the Study Area. A single individual was collected in 1994 in Inglewood, south of the Study Area.
Perognathus longimembris pacificus pacific pocket mouse	END	SSC		Inhabits sandy substrates of coastal sage scrub, coastal dunes, and alluvial plains of marine terraces.	Not expected to occur. There is no suitable coastal habitat in the Study Area. There are historic occurrences in 1918 and 1938 in the general area of Del Rey and Playa Del Rey.
Sorex ornatus salicornicus southern California saltmarsh shrew	None	SSC		Occupies salt marshes, wetlands, and coastal areas. Majority of habitat exists along the coasts of southern California.	Not expected to occur. There is no suitable coastal habitat in the Study Area. One historic occurrence in 1991 was recorded at Ballona Creek, ¼ mile southwest of Lincoln Boulevard and Jefferson Boulevard.
Taxidea taxus American Badger	None	SSC		Occupies open habitats with friable soil such as grasslands, brushlands with sparse ground cover, open chaparral, and	Not expected to occur. One occurrence was retrieved from the database search; however, no location or date was provided. The Los Angeles basin has

SPECIES	STATUS		HABITAT	POTENTIAL FOR	
	Fed	CA	Other	REQUIREMENTS	OCCURRENCE
				sometimes riparian zones.	not had a population of badgers since before urbanization (Willett 1941).



PLANNING





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