

WHAT'S YOUR VISION?

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**Mid-City Crenshaw**

**Visioning + Implementation Study**

**URBAN STUDIO** with ah'bé Landscape Architecture  
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Mollenhauer Group  
Patti Post & Associates  
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# ***Mid-City Crenshaw Visioning + Implementation Study***

## **Workshop 3**

***“Draft Vision & Implementation Plan”***

April 26, 2008



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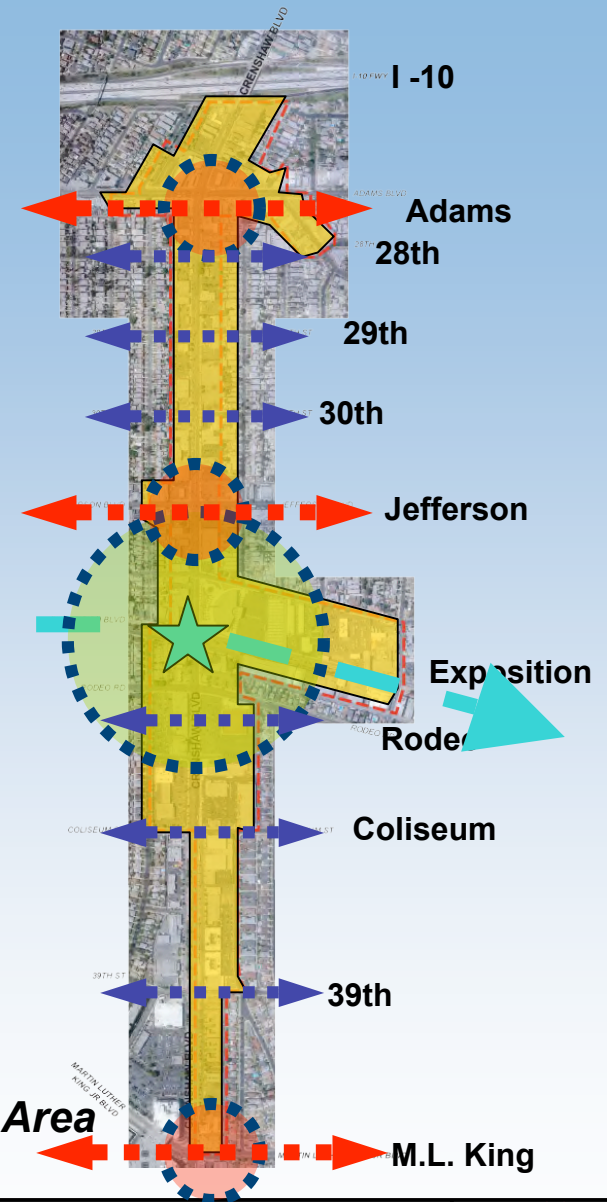
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# Why are we here?

*...establishing a vision and implementation plan for Crenshaw Blvd. from the I-10 to Martin Luther King Blvd. that incorporates land use recommendations (zoning), transit-oriented development recommendations, urban design guidelines (massing, heights, setbacks, etc.) streetscape concepts and implementation actions that promote economic development, quality jobs and revitalization...*

Expo Line

Crenshaw



The Study Area

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# What We Need To Address!



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# DRAFT 3/1/08 Vision Concept



## Mid-City Crenshaw

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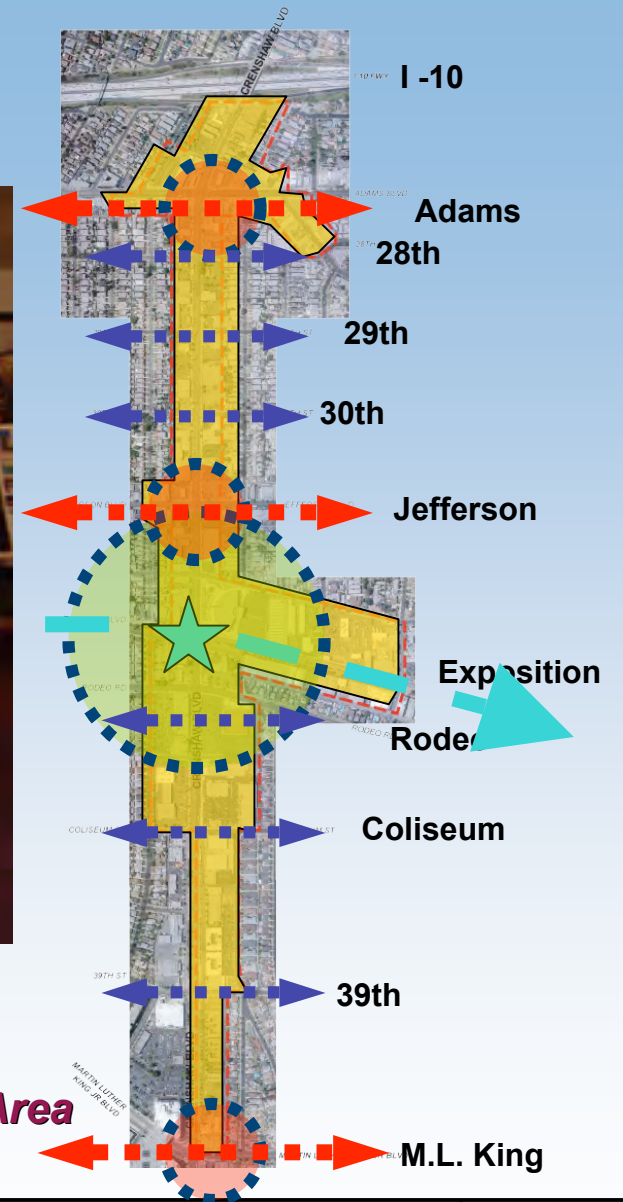


# Review of Workshop 2 Comments



Expo Line

Crenshaw



The Study Area

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## Comments We Heard (3/1/08)!

1. **Establish A Variety Of Zones Along Crenshaw**
  - *Variety is good*
2. **Encourage New Jobspace**
  - *Create new jobspace but consider need for retail and commercial as well*
3. **Create A Village**
  - *Crenshaw needs a small town feel*
4. **Consider Mixed-uses Along Crenshaw**
  - *Mixed use is good - but not to 75'*
5. **Realize a Transit-oriented District**
  - *Create a town center for Crenshaw with higher intensities of use and height as long as it does not impact surrounding*



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## Comments We Heard (3/1/08)!

### 6. **Green Crenshaw Boulevard**

- *...landscaping, palms, street furniture and wider sidewalks...*

### 7. **Encourage Walking And Biking**

- *...pedestrian-friendly and bikeable streets...*

### 8. **Improve Transit Connectivity**

- *...community connections to transit and shuttle...*

### 9. **Establish A Parking Facility And District**

- *...create parking facilities...*

### 10. **Reduce Traffic**

- *...address left turns and congestion...*



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## Comments We Heard (3/1/08)!

### 11. Provide Better Local Retail And Services

- ...encourage better local services and retain local businesses...

### 12. Create More Housing

- ...senior, affordable and homeownership opportunities...

### 13. Optimize Heights

- ...extra height acceptable and utilize 45' limit...

### 14. Control Signage

- ...billboards are blight...

### 15. Develop A Freeway Gateway

- ...minimize sense of separation @ I-10...

### 16. Other Comments

- ...provide incentives...
- ...connect with and respect cultural role of Leimert Park...



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*What We Need To Address!*

# *Land Use & Urban Design Infrastructure*

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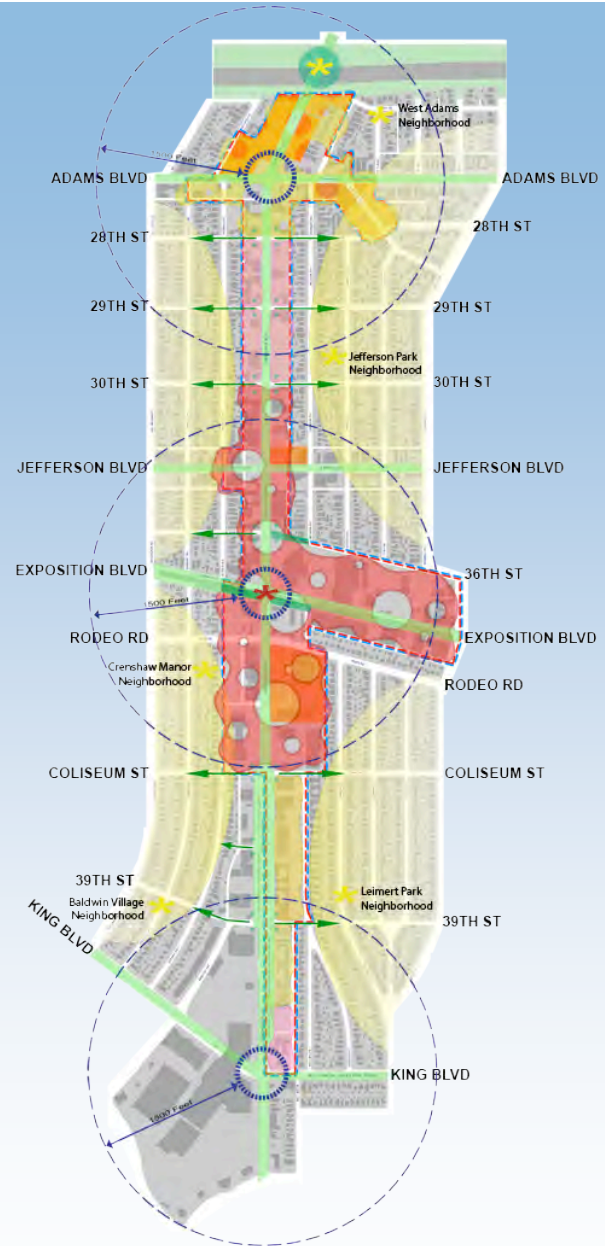


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# Land Use and Urban Design

## 1. A Boulevard Of Districts...

- *Crenshaw - Adams Village*
- *Crenshaw Connection*
- *Crenshaw Expo*
- *Crenshaw Square*
- *Crenshaw Dwell*
- *Freedom Square*
- *Crenshaw Neighborhoods*



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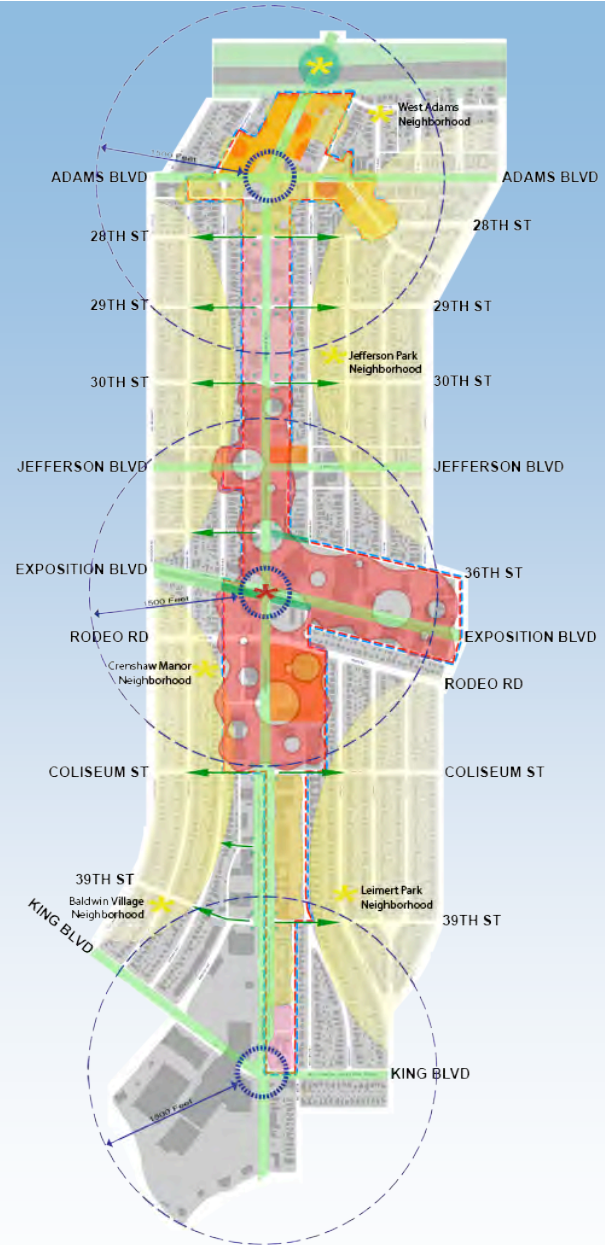
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# Land Use and Urban Design

## 2. ...Plus Boulevard Improvements

- **A Green Street**
- **Freeway Gateway**
- **Neighborhood Gateways**
- **Parking District**
- **Parking Facility**
- **Catalytic Project (Probation Site)**



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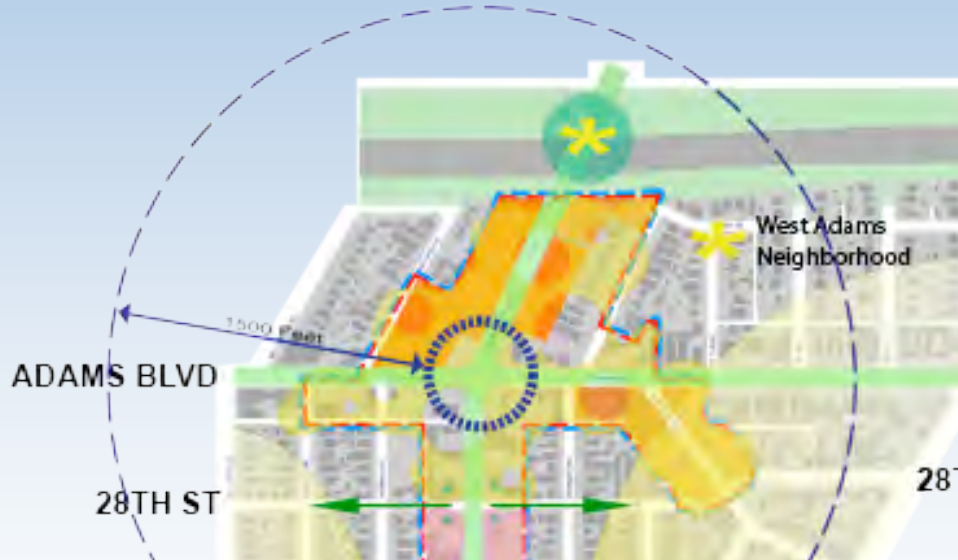
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# Land Use and Urban Design

- **Crenshaw-Adams Village**
  - *...builds upon existing context and culture to enhance quality of neighborhood...intimate scale...*



## GOALS

- Conserve adjacent historic residential context
- Encourage reuse of existing buildings along Adams Boulevard
- Encourage locally-based retail & businesses to occupy Adams Boulevard storefronts
- Maintain sidewalk orientation

## GUIDELINES

- USE:** Neighborhood commercial, flexible commercial, residential & mixed-use
- LANDSCAPE EASEMENT:** 8' at Crenshaw Boulevard
- CORNER LOT LANDSCAPE EASEMENT:** 8'
- FRONT BUILDING PLANE:** Minimum 50% of building plane within 18" of back of easement(s)
- FRONT STEPBACK:** 5' above 45'
- CORNER LOT STEPBACK:** None
- REAR YARD STEPBACK:** 15' above 33'
- Height:** 60' maximum
- LOT COVERAGE:** 90% at ground plane not including required setbacks to be oriented and directly connected to public sidewalk and street(s)
- RAS:** Not allowed

## ILLUSTRATIVE EXAMPLE



Mid-City Crenshaw

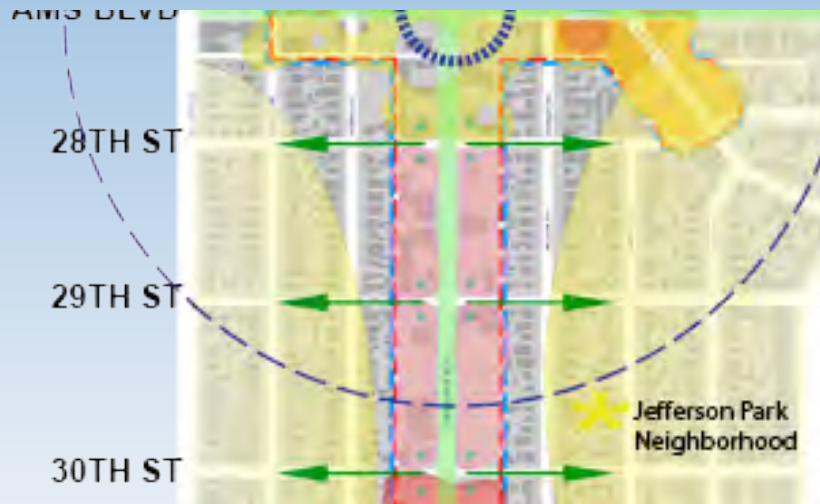
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# Land Use and Urban Design

- **Crenshaw Connection**
  - ...a zone for expansion of job opportunities...



## GOALS

- Encourage flexible commercial jobspace
- Establish pedestrian connectivity to Crenshaw-Adams Village and Expo LRT Station

## GUIDELINES

- USE:** General office and professional space
- LANDSCAPE EASEMENT:** 8' at Crenshaw Boulevard
- CORNER LOT LANDSCAPE EASEMENT:** 8'
- FRONT BUILDING PLANE:** Minimum 50% of front building plane within 18" of back of easement(s)
- FRONT STEPBACK:** 5' above 45'
- CORNER LOT STEPBACK:** 5' above 45'
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## ILLUSTRATIVE EXAMPLE



Wilshire Boulevard  
Los Angeles, CA

Mid-City Crenshaw

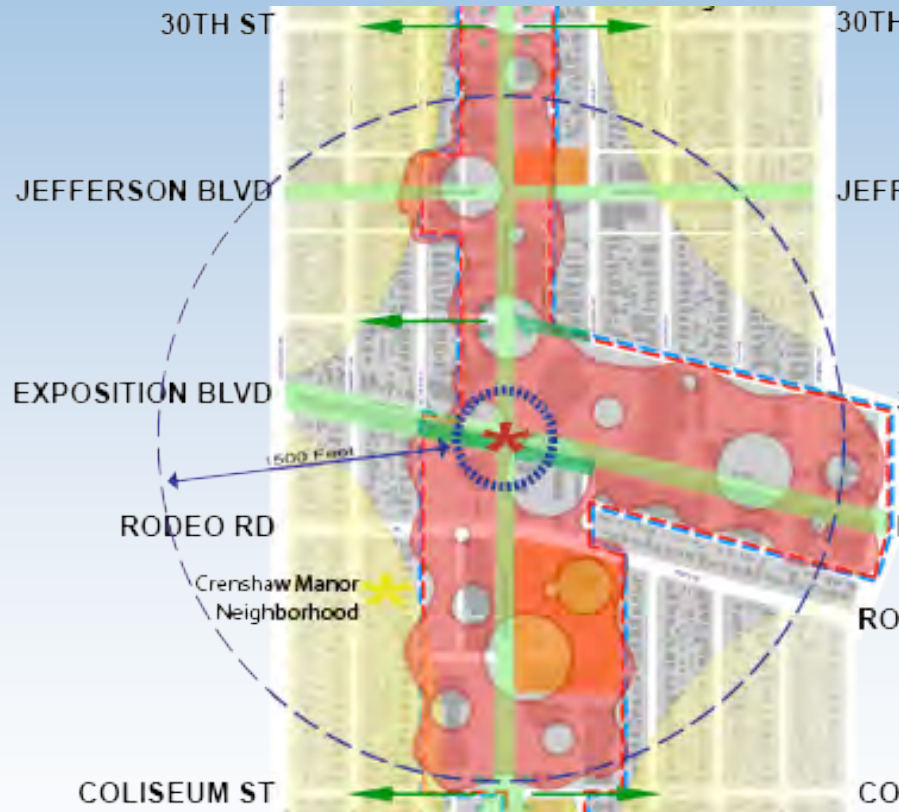
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# Land Use and Urban Design

- **Crenshaw Expo**
  - **...mixed use Crenshaw downtown at the light-rail station...**



## GOALS

- Encourage transit-related, pedestrian-oriented commercial office, residential and mixed-use development
- Emphasis on transit and residential mixed-use
- Provide for increase intensity of pedestrian-oriented activities land-use
- Parking district serving adjacent areas and existing underparked structures
- Additional open space through limited street vacations
- Pedestrian-first development emphasis
- Sidewalk orientation

## GUIDELINES

- USE:** Mixed-Use
- LANDSCAPE EASEMENT:** 8' at Crenshaw Boulevard
- CORNER LOT EASEMENT:** 8'
- FRONT BUILDING PLANE:** Minimum 50% of front building plane within 18" of back of easement(s)
- FRONT STEPBACK:** 5' above 45'
- CORNER LOT STEPBACK:** 5' above 45'
- REAR YARD STEPBACK:** 15' above 33'
- HEIGHT:** 75' maximum
- LOT COVERAGE:** 80% at ground plane not including required setbacks to be oriented and directly connected to public sidewalk and street(s)
- RAS:** By right

## ILLUSTRATIVE EXAMPLE



Del Mar Station  
Pasadena, CA

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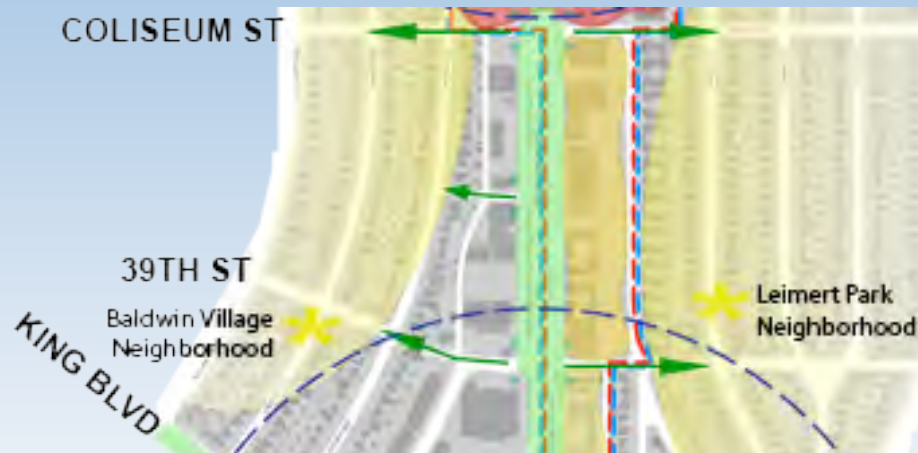
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# Land Use and Urban Design

- **Crenshaw Square**
  - *...local commercial and mixed-use with residential above...*



## GOALS

- Retain and enhance landscape/frontage road
- Residential emphasis at upper floors

## GUIDELINES

- USE:** Ground-floor neighborhood commercial and residential
- EASEMENT:** 8' at Crenshaw Boulevard
- FRONT BUILDING PLANE:** Minimum 50% of front building plane within 18" of back of easement(s)
- FRONT STEPBACK:** 5' above 45'
- CORNER LOT STEPBACK:** 5' above 45'
- REAR YARD STEPBACK:** 15' above 33'
- HEIGHT:** 60' maximum
- LOT COVERAGE:** 90% at ground plane not including required setbacks to be oriented and directly connected to public sidewalk and street(s)
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## ILLUSTRATIVE EXAMPLE



Plaza Almeria,  
Huntington Beach, CA

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# Land Use and Urban Design

- **Crenshaw Dwell**
  - *...conserve existing boulevard residential...*



## GOALS

- Conserve residential use

## GUIDELINES

- USE:** Residential
- EASEMENT:** 8' at Crenshaw Boulevard
- FRONT BUILDING PLANE:** Minimum 50% of front building plane within 18" of back of easement(s)
- FRONT STEPBACK:** None
- CORNER LOT STEPBACK:** None
- REAR YARD STEPBACK:** 15' above 33'
- HEIGHT:** 45' maximum
- LOT COVERAGE:** 90% at ground plane not including required setbacks to be oriented and directly connected to public sidewalk and street(s)
- RAS:** Not allowed

## ILLUSTRATIVE EXAMPLE



*Existing residential neighborhood in Crenshaw*

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# Land Use and Urban Design

- **Freedom Square...**
  - **..development that links to Baldwin Hills Mall and Leimert Park...**



## GOALS

- Emphasize linkage to Baldwin Hills Crenshaw shopping and Leimert Park Village
- Conserve transition to existing residential

## GUIDELINES

- USE:** Neighborhood-oriented commercial and residential
- EASEMENT:** 8' at Crenshaw Boulevard
- FRONT BUILDING PLANE:** Minimum 50% of front building plane within 18" of back of easement(s)
- FRONT STEPBACK:** 5' above 45'
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## ILLUSTRATIVE EXAMPLE



Santa Monica, CA

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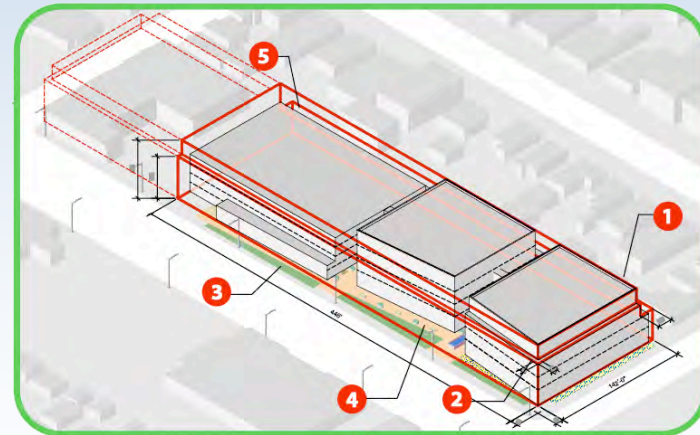
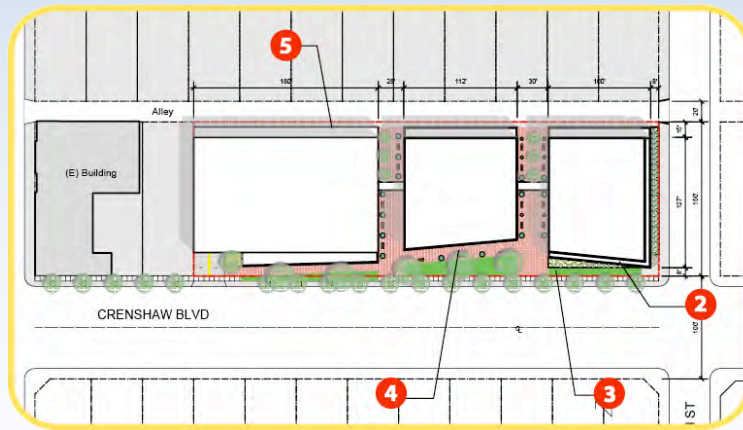
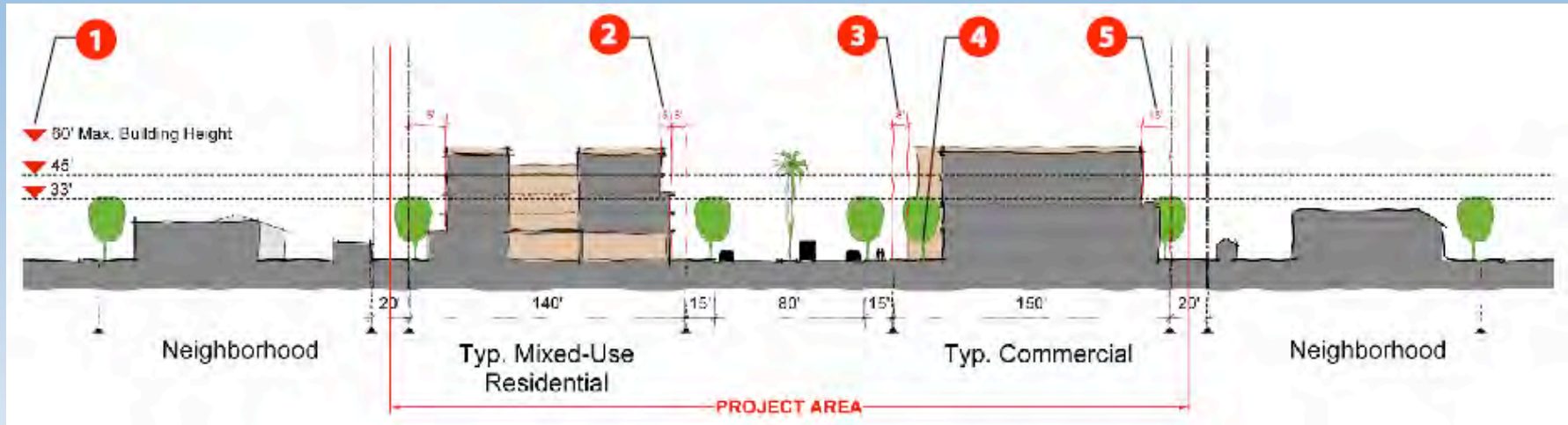
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# Land Use and Urban Design

## • Guidelines - Shallow Lots



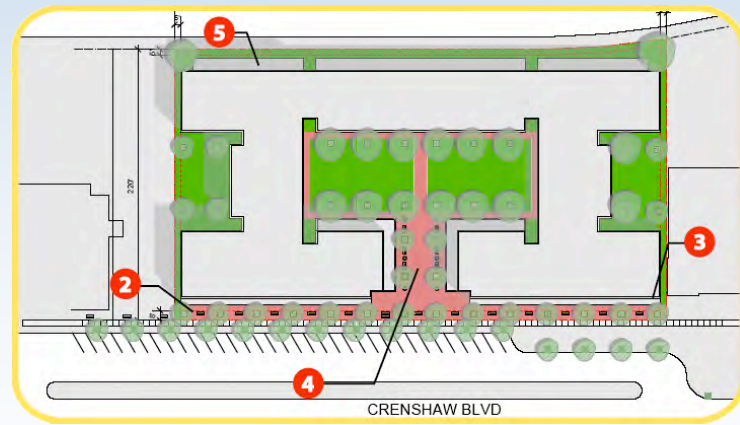
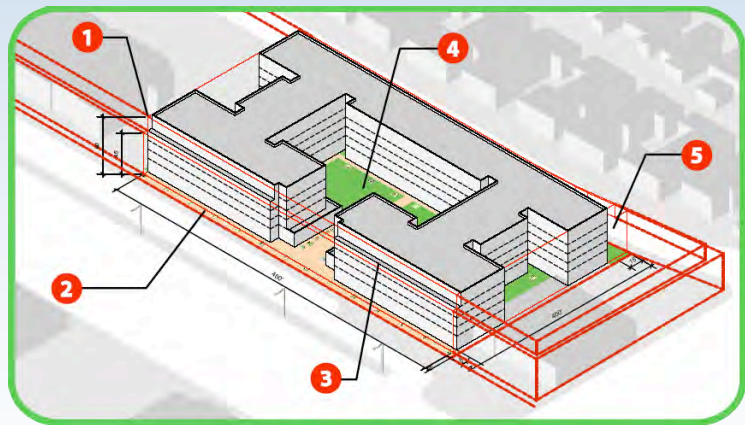
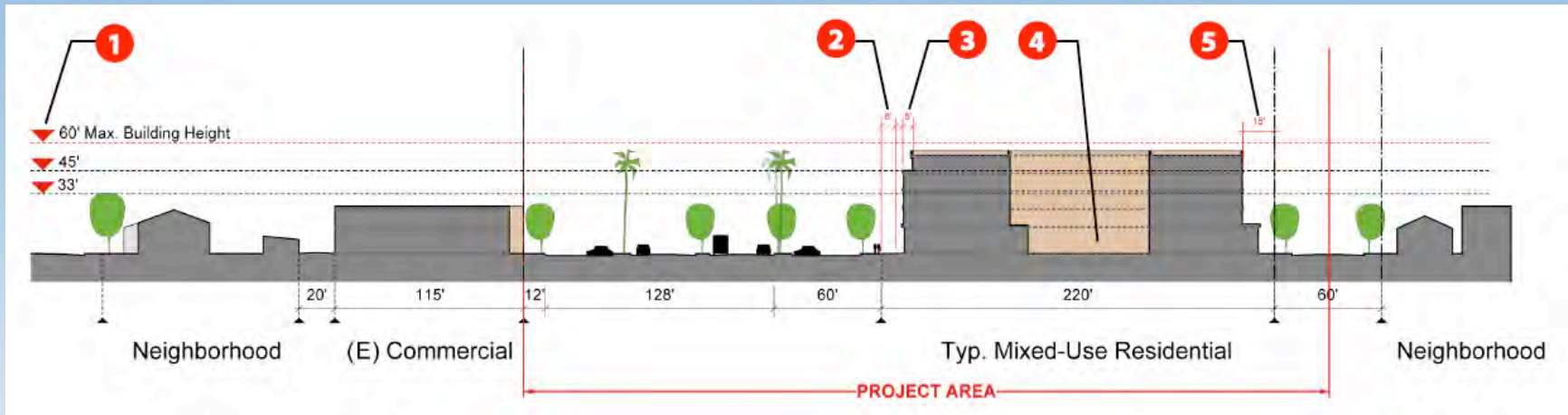
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- Guidelines - Deep Lots



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*What We Need To Address!*

# *Landscape Infrastructure*

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# *Identity Infrastructure*

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# Identity Infrastructure



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# Identity Infrastructure



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# Identity Infrastructure



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# ***Traffic And Transportation Infrastructure***

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## ***Traffic And Transportation Infrastructure***

- **Parking Facility Opportunity - Shared Use**
- **Parking District Opportunity - Park Once**
- **Residential Parking District Opportunity - Conserve Neighborhoods**
- **Local Shuttle Opportunity - Connect The Neighborhoods To The Boulevard And Transit**

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# ***Economic Development Infrastructure***

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## *Economic Development Infrastructure*

- *The Near Term*
- *Markets Forward*
- *Employment Growth and Change*
- *Funding Initiatives*
- *Partnerships*
- *Implementation Techniques*

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# *Implementation*

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## ***Draft Implementation Action Plan***

- 1. Revise Community Plan General Plan & Zoning Per Draft Vision Plan***
- 2. Implement Streetscape Improvements***
- 3. Implement First Phase Identity Program***
- 4. Facilitate Catalytic Transit-oriented Project At Probation Site***
- 5. Facilitate Creation Of Crenshaw Bid***
- 6. Market District Dynamic And District Opportunities***
- 7. Facilitate Parking District Plan***
- 8. Participate In Local Shuttle Planning***
- 9. Support Projects That Meet Vision Plan Goals and Objectives***

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# Vision Plan Implementation Opportunities

- Land Use Opportunities
- Project Opportunities
- Intensity Opportunities
- Height Opportunities



- Community Plan Recommendations
- Guideline Recommendations
- Streetscape Recommendations
- Implementation Recommendations

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## *Where Are We Going!*

- *4/26/08 Community Input*
- *Draft Vision and Implementation Plan*
- *Task Force Meeting 6 - May 2008*
- *Final Draft Review*
- *Adoption*
- *Implementation*

***BUT MOST IMPORTANT TODAY...***

***...WE WANT YOUR COMMENTS!***



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