Westchester and Del Rey District 11

Jocelyn Camacho, Kayla Koerting, Simon Luu, Holly Rampertab, Jackie Yim
Professor Auerbach
POSC 395
District 11 Communities
Research Question

What are the effects of affordable housing in “high-market” community areas, like Westchester and Del Rey, in relation to issues such as: transportation, parking, and public safety for effective future land use, housing, or other related policy decisions that ultimately address the identified concerns in the community plans.
Introduction: Westchester

- Population of 48,000
- Low to High-Medium Density Residentials
- Median home value: $717,090
- Median household income: $80,000
- 53% homeowners, 47% rent homes
- 60% Multi family homes, 39% single family homes
- 39,000 jobs available and 36,000 people are in the workforce. Technology industry
- Central transportation method is by car.

![Image of Westchester sign]

![Land Use Distribution Pie Chart]

- Single Family: 36.0%
- Multi Family: 16.0%
- Open Space: 20.0%
- Commercial: 10.0%
- Industrial: 9.0%
- Public Facilities: 9.0%

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Introduction: Del Rey

- Population of 32,976 (2008)
- Most affordable diverse area, low voter turnout.
- Median household income: $62,000.
- Low density residential development, 55% renting
- 73% multi family homes, 27% single family homes
- 25,000 jobs available, 36,000 people in workforce.
- Central transportation method is by car.
Current Plan Issues: Transportation

Both Neighborhoods...
- Shortage in other forms of transportation other than cars.

Westchester
- Traffic congestion
- Only getting denser
- Anchored by 405 freeway
- Neighborhood between Sepulveda and La Tijera is caught in the middle to enter the 405.
- Lots of cut through traffic

Del Rey
- Traffic congestion from through traffic passing by
- Traffic due to development.
- Shortage in transportation linkage: residential areas → commercial areas.

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Current Plan Issues: Housing

**Westchester and Del Rey**
- Need to maintain the low-density character of single family neighborhoods
- Homeless issue

**Westchester**
- Tension with bringing more housing supplies
- Value of current housing decreasing

**Del Rey**
- Homeless population along the 90 freeway and Ballona Creek has increased in neighborhood streets.
Current Plan Issues: Parking

**Westchester and Del Rey**

- Shortage of sufficient parking

**Westchester**

- Residents concerned about issues with driveway blocking and public safety with parking.
- Issue with LAX and new businesses: inadequate amount of parking availability
- Non-resident parking on residential streets.

**Del Rey**

- Parking not equivalent to number of people in housing units.
Current Plan Issues: Public Safety

Westchester and Del Rey
- Need for a plan to maintain fire facilities and protective services that are sufficient for the existing and future population and land use

Westchester
- Need for the modernizing of public facilities
- Community concerns with less police presence patrolling which will in turn disrupt traffic.

Del Rey
- Expanding open spaces (environment expansion, libraries, and community centers to decrease crime).
- Concerns for bad infrastructures: sidewalks and lack of parks
Westchester
Westchester Transportation and Parking

Current Problems:
- Pass through traffic in Westchester causes high traffic speeds and heavy congestion
- Lack of adequate transportation alternatives results in reliance on private automobiles and decreased parking availability

Solution:
- Eliminate mandatory parking minimum and enact the Transportation Demand Management Program
- Redesign streets to accommodate all modes of transportation
Policy Proposal: Mandatory Minimum Parking

- LA requires 1.5 to 2.5 minimum parking per unit of new housing
- Eliminating this will decrease the amount of cars in an area and promote other modes of transportation
- Decrease development costs
- Minimal impact on parking shortage
Policy Proposal: TDM Ordinance

Transportation Demand Management Program forces new developments to accommodate features that encourage other modes of transportation.

Have to reach a specific amount of points to be approved to develop.

Points come from incorporating certain features such as bike parking, car-share parking, and real time transportation displays.

Case Study: San Francisco enacted this in 2014 and forced new developments to adhere to these guidelines. New developments are more transit friendly and provide important infrastructure for biking and public transportation.
Complete Streets

By redesigning streets, we can create complete and inclusive streets that accommodate bikes, public transportation, automobiles, and pedestrians.

- Protected bike lanes on busy streets, without reducing the number of lanes
- Prioritizing pedestrians with pedestrian islands, traffic light algorithm, and street design
Sepulveda Ave.

- Narrow lanes to include protected bike lanes with greenery
- Transit only lanes during rush hour
- Replace turning lanes with pedestrian refuge islands in busier intersections
Intersections

Create safer intersections to increase safety for pedestrians

- Pedestrian refuge island: waiting area to finish longer intersections
- High visibility crosswalk markings
- Sidewalk corner extension: shorter walking distance, safer turns
Westchester Public Safety Statistics

Why it’s a Problem:

- Constant community issue
- Crime rate higher than neighboring communities: Ladera Heights, Playa Vista, Playa del Rey, Hyde Park

6 MONTH SUMMARY (LA Times)

<table>
<thead>
<tr>
<th>VIOLENT CRIMES</th>
<th>PROPERTY CRIMES</th>
<th>CRIMES PER 10,000 PEOPLE</th>
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<tbody>
<tr>
<td>80</td>
<td>1,101</td>
<td>278.6</td>
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</table>
Violent Crimes (80)

- Homicide 1.3% (1)
- Rape 11.3% (9)
- Aggravated assault 40.0% (32)
- Robbery 47.5% (38)

Property Crimes (1,101)

- Burglary 11.4% (125)
- Theft 48.9% (538)
- Grand theft auto 15.1% (166)
- Theft from vehicle 24.7% (272)
Solutions

Security Cameras

“Police, policymakers, and others involved in criminal justice viewed cameras as a useful tool for preventing crimes, aiding in arrests, and supporting investigations and prosecutions.” — Vigne, Nancy G. La, et al. 2011

Increasing Social integration between Community Members

“Social integration lowers fear of crime and feelings of vulnerability” — Adams and Serpe 2000
Security Cameras

- May be beneficial to Westchester because most of Westchester’s crimes are theft/automobile theft
- Baltimore, MD: a decrease in crime rate and no crime displacement.
  - saved more than $1.50 per dollar spent
- Chicago, IL: a decreased crime rate ½ of the cities with added cameras
  - Saved $2.81 per dollar spent (without victim costs), $4.30 (with victim costs)
- Washington DC: did not work very well as the public received it badly and crime rate did not decrease noticeably

Overall: Security cameras are a helpful tool for crime control and holds a lot of potential in public safety
Increase Social Integration -
1. Revive Public Space

- Adding furniture, benches, or mats can attract more people

Westchester Recreation Center (7000 W Manchester Ave)
Will Rogers St, behind Carl E Nelson Youth Park and LAX Employee Parking lot
Increase Social Integration —
2. Neighborhood Watch Watch Alternative

- *Project Alert* — Longmont, CO
  - Emphasized creating a safer and more collaborative neighborhood by getting the residents to get to know each other better
  - Example events to be held by city:
    - Park clean ups or neighborhood walks to get to know residents
    - City-sponsored classes to teach residents how to work collaboratively to build stronger neighborhoods.
Assist Residents to Foster a Cleaner Community

- Foster a community of well-kept lawns (Journal of Landscape and Urban Planning)
  - having a lawn, garden hoses/sprinklers, shrubs, yard trees strongly indicated a decrease in crime rate
  - small street trees, litter, uncut lawn, and a dried out lawn indicated an increase in crime rate
  - suggestion: fine residents
Del Rey
Del Rey as a Microcosm

- Density: 11,500 people per square mile, about average in the City of LA
- Median age for residents is 35
Parking Problem

- There is a shortage and installation of more housing would require more parking
  - The regulation is 1.5-2.5 parking spots per unit of housing
- Problem is a result of lack of undeveloped space in LA and the expense of covered parking
Parking Improvements

- Redevelop and rezone Del Rey to include parking
  - Infringe on the remaining open space
- Replace existing structures with parking structures
  - Economically inefficient
  - Not visually appealing in a neighborhood
  - Need a fair parking spot allocation system
- Increase street parking
  - Reduces space on streets --neighborhood streets are already small
  - Increases congestion on main roads and on neighborhood streets
Parking Improvements

- To reduce the need for parking:
  - We need to reduce the reliance on cars by encouraging and providing other forms of transportation
Transportation Available

- Current forms of transportation available:
  - Cars -- create traffic congestion and exacerbate parking problem
  - Culver City Bus
    - Line 7: runs along Culver Blvd from Main Street to Marina Fwy where it turned onto Alla Rd for two stops (one next to Glen Alla Park)
    - Line 1: runs along Washington Blvd from Centinela through Pacific
  - Bikes:
    - currently exist on Culver Blvd and Sepulveda
Transportation Improvements

- Micro Transit
  - Huntington Beach Community Shuttle: Surf City Shuttle
    - Stays within the community
  - Requires less parking
  - Less road congestion
  - Reduces emissions
- LADOT Westside Microtransit Project
Transportation Improvements

- Need to focus on easy travel within the community
  - Bike availability and infrastructure
    - increase number of bike lanes
    - consider connection Ballona Creek Bike Path to those on Culver and Sepulveda and running more paths through parks like Glen Alla Park
Del Rey Public Safety

“It would be the single reason why we leave Del Rey, because we are tired of hearing gunfire in the gardens.”

- Brian Reiff, Architect / Resident / Community Land Activist
Public Safety Statistics

● Between March 5, 2018 and September 2, 2018 (6 months)

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● Culver City Boyz, Venice 13, Venice Shoreline Crips
Solution: Crime Prevention Through Environmental Design

- Four Principles of CPTED:
  - Natural Surveillance
  - Natural Access Control
  - Territorial Reinforcement
  - Maintenance
Urban Canopy Benefits

● ~20% decrease in crime for a 10% increase in tree canopy (Troy et al. 2012)
● Urban trees are great multi-taskers
● Benefits of the Urban Canopy connect to other city-wide goals
Where it Works and Where it Doesn’t

- Most Effective
  - Public Lands
  - Government Facilities
- Least Effective / Dangerous
  - Interface zones
  - Example: Villa Marina Marketplace Mall
Areas for Improvement

Diagram 2
Comparison to Inglewood Blvd

Diagram 3

Diagram 4
Conclusion
Parking and Transportation

Eliminate mandatory parking, enact the Transportation Demand Management Program, and redesign streets to accommodate other modes of transportation.

Implement the use of microtransit and encourage bike usage within the communities.
Public Safety

Foster a stronger sense of safety and well-being through the use of security cameras, social integration, and cleaner neighborhoods.

Plan with local law enforcement to effectively place the urban canopy using CPTED principles to reduce crime and increase public open spaces.
Thank you!