



LOS ANGELES  
CITY PLANNING

# Westside Community Plans Update: West Los Angeles

## **2020 Draft Concepts Summary of Comments**

APRIL 2021

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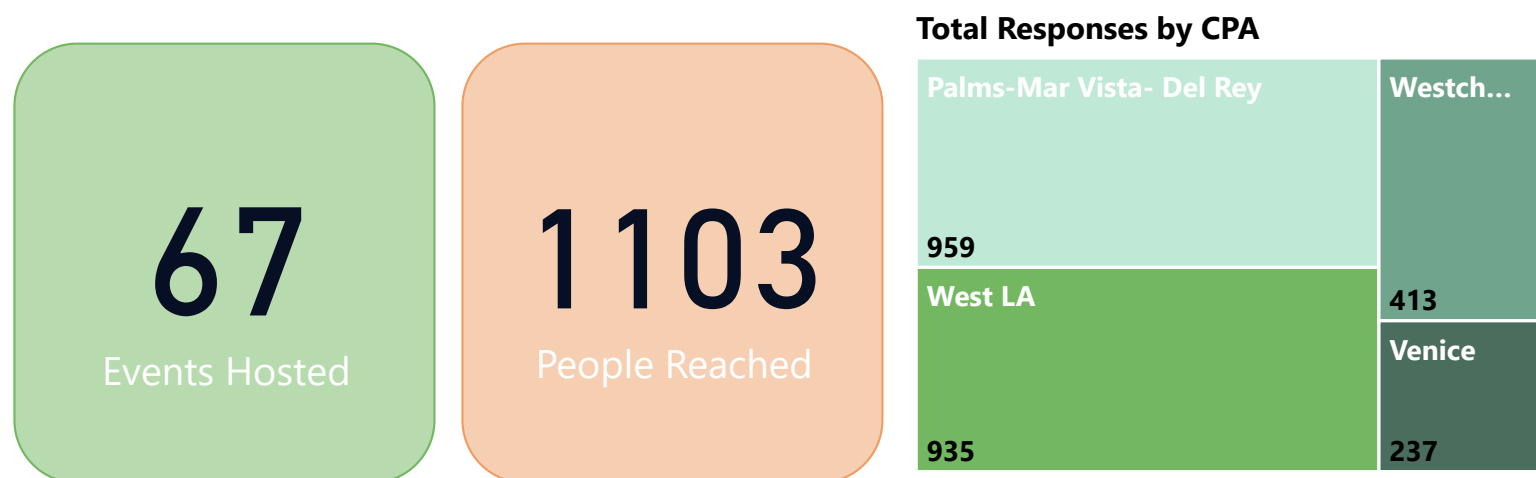
# INTRODUCTION

As part of ‘Planning the Westside’, a Community Plan Update effort, the Westside Planning Team held three webinars in July 2020. The presentations at these webinars focused on draft land use concepts for each of the four Community Plan areas: West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey. Presentations can be found [here](#).

These draft land use concepts are based upon past community feedback, as well as local and state policy directives around housing, climate change, and land use. In the community plan update process, draft concepts are intended to help guide or focus updates to community plan policy documents, land use designations, and zoning. Following the webinars, the team held a series of ‘office hours’ meetings during the month of September, and also attended or hosted a number of stakeholder meetings with Neighborhood Councils, local nonprofits, Homeowner’s Associations (HOAs), and other groups.

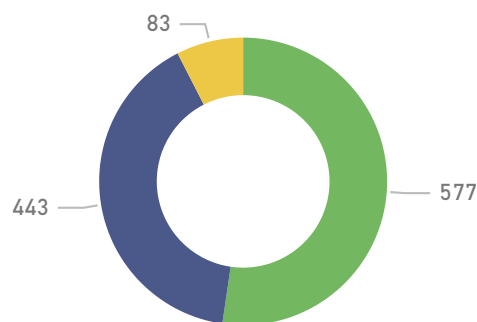
In response to the draft land use concepts, the Westside Planning team received over 2,500 stakeholder comments in the form survey, website, and email correspondences. This input was reviewed and considered by planning staff. **This document presents a summary of the comments that were received for the West Los Angeles plan area.**

## 2020 DRAFT CONCEPTS OUTREACH

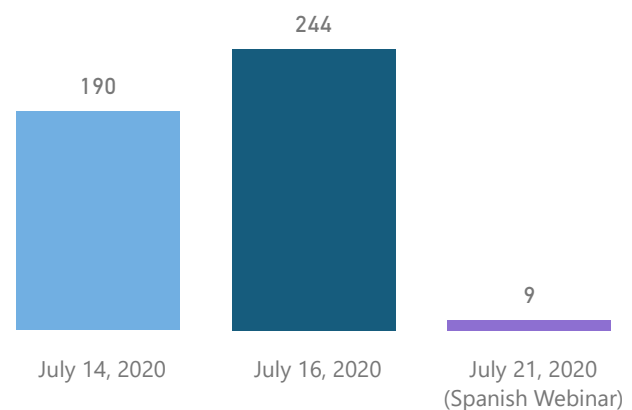


### Breakdown of Participation by Event Type

● Stakeholder Group Meetings ● Webinars ● Office Hours



### Webinar Attendance (3 Webinars Hosted)



# STORYMAP SURVEY RESPONDENTS

The demographics data below only reflect answers provided from the survey in the 2020 Draft Concepts Story Map, it does not reflect feedback provided via email or online submissions. A total of 539 survey responses were received from stakeholders from various backgrounds. A demographic breakdown of respondents can be found below.

## Age Group of Respondents

● 18 to 24 ● 25 to 34 ● 35 to 44 ● 45 to 64 ● 65+ ● Under 18



## Gender Identity of Respondents

● Female ● Male ● Non-conforming ● Other



## Race / Ethnicity of Respondents

● Asian ● Black or African-American ● Latin(x/a/o) or Hispanic ● Middle Eastern or North African ● Other ● White or Caucasian



## Connection to the Westside of Respondents

● Live ● Live and Work ● Other ● Work

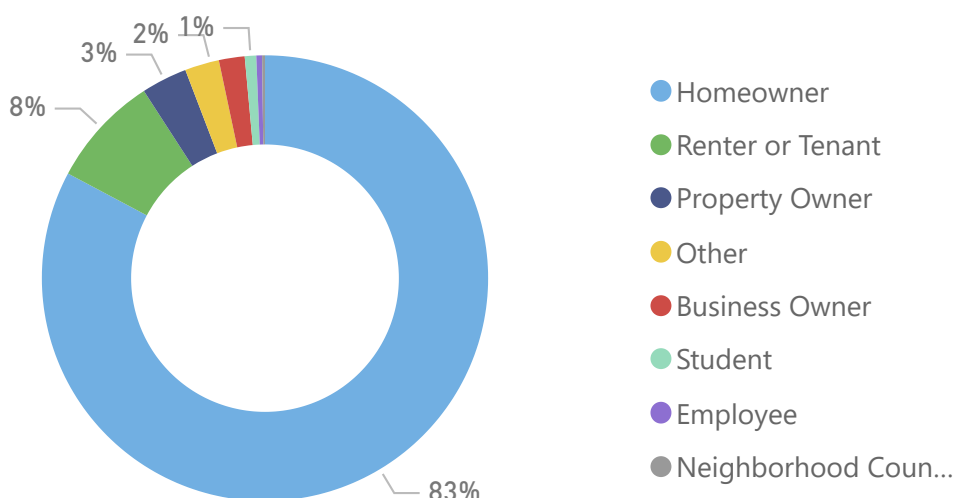


## Los Angeles Affiliation

TOTAL SURVEY RESPONSES

**539**

Survey Count

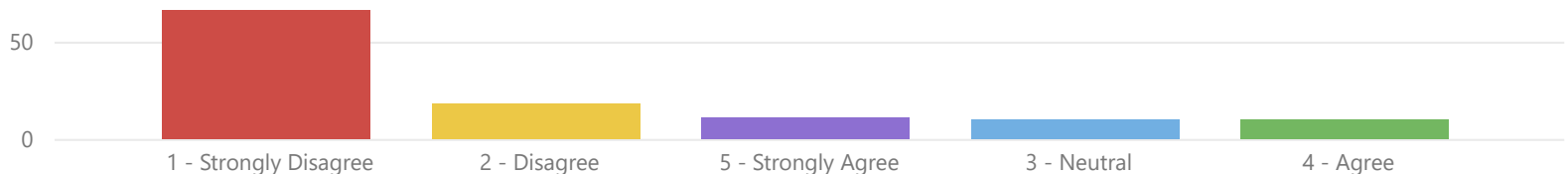




# EMERGING VISION STATEMENT

**VISION STATEMENT-** *“West Los Angeles is a vibrant community of unique, diverse neighborhoods with thriving employment and cultural offerings. Building upon its multiple residential legacy neighborhoods, the plan welcomes improved open space, increased walkability, and appreciation for historic and cultural preservation, while acknowledging the need for multiple forms of housing. With consideration for the evolution of work and technology, the plan envisions industrial and mixed-use commercial areas gradually evolving to ensure access to quality jobs, housing equity, and environmental sustainability for current and future generations.”*

The answer below reflect answers provided from the survey provided in the 2020 Draft Concepts Story Map.



## Summary - What is missing in the vision statement?

**Increasing Residential Density-** There needs to be a much greater emphasis on increasing residential Density, especially around mass transit (TOD). This vision statement barely talks about this need, merely "acknowledging the need for... housing". Housing should be the focal point of the vision statement.

**Addressing Homelessness-** The vision statement needs to address the issue of homelessness.

**Affordable Housing-** We are currently in a housing crisis, therefore emphasis should be on creating more affordable housing. As an affluent area of Los Angeles, West LA should build our fair share of affordable housing.

**Infrastructure Support-** There needs to be a balance between existing neighborhood size and scale and the need for progress in affordable housing, and it's related supportive infrastructure for businesses, services, traffic, parking, and green spaces.

**Public Health-** The Vision statement should take into account new lifestyle changes that have arisen because of COVID.

**Livability-** The vision should focus on the livability of the community. Adding more density diminishes the quality of life in our City, and negatively impacts the neighborhood character of the existing residential areas.

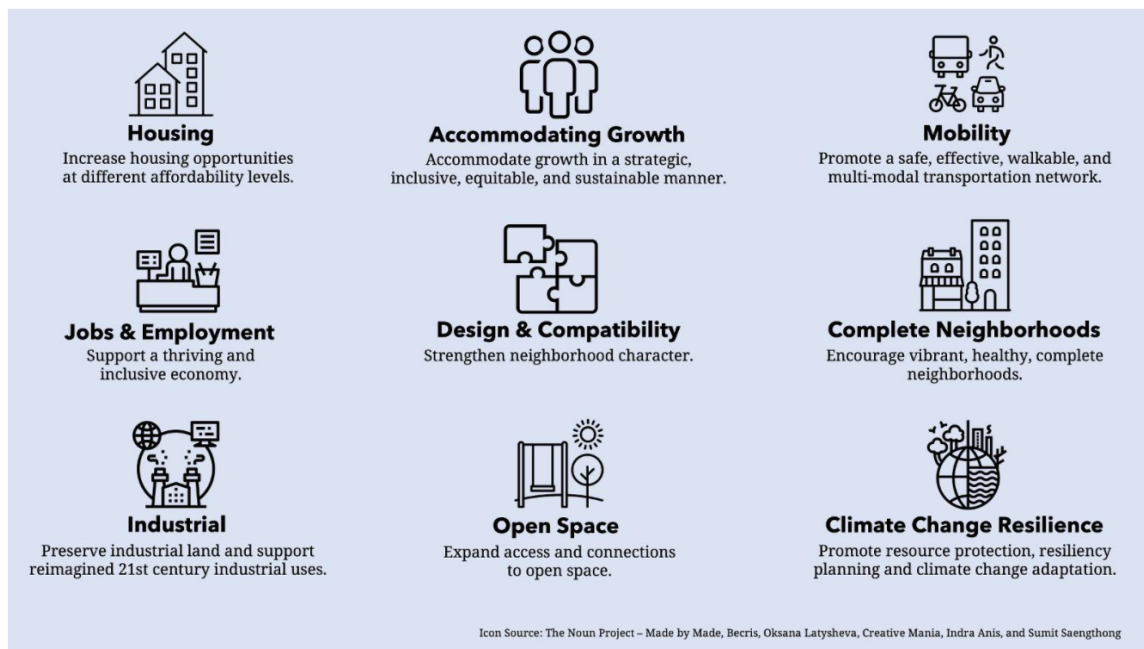
**Quality of Life-** Higher density leads to more diversity and better quality of life.

**Open Space-** Preservation and protection of greenery, trees, and as much space as possible between residences, etc.

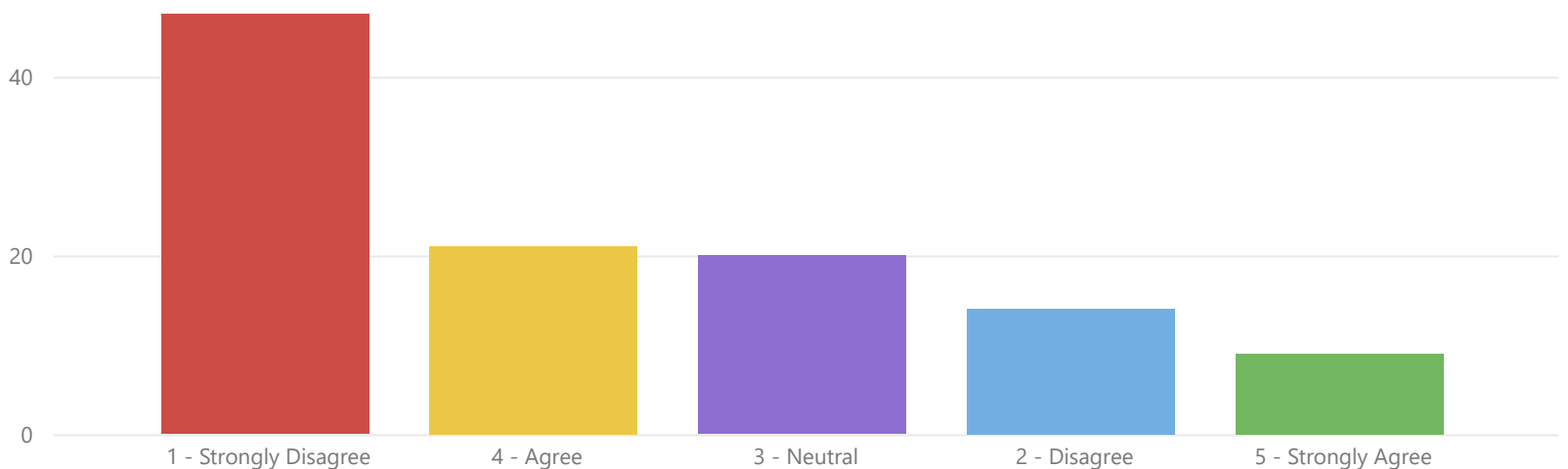
**Multi-modal Accessibility-** The vision should highlight a goal of transportation choices/transit accessibility.

**Environmental Impact** The vision statement needs to address environmental impacts, particularly on noise, traffic, and safety.

# GUIDING PRINCIPLES



## Overall Agreement Level



## Summary - What language should be added to the guiding principles?

### Housing-

More emphasis on engaging people with missing middle design principles so that people can understand how it will enhance their neighborhoods.

Delete Creating Housing Opportunities from the Residential Draft Concepts overview section and also exclude any language referencing the need for "housing equity" or "the need for multiple types of housing" or "affordable housing".

There is a need to give greater consideration to the current residents while drafting guiding principles, and ensuring that no single-family neighborhood and homeowners are burdened by up-zoning.

# GUIDING PRINCIPLES

Contd. Summary - What language should be added to the guiding principles?

## **Housing-**

Address the current housing and homelessness crisis by creating more housing opportunities.

The concepts encourage thoughtful and coherent design principles for the West LA region, but also neglect the massive transit investments to the region and intense need for housing. Upzoning is essential to maintaining affordability and promoting walkability to commercial regions and transit locations. With the existing E Line and upcoming Purple Line extension and Sepulveda project, the community plan should embrace these significant investments through substantial density increases.

The area cannot absorb an infinite number of new residents so plans to increase the population, even more, will further erode the quality of life here.

Preserve the existing single-family neighborhoods.

Discourage population growth by eliminating increased density.

**Design and Compatibility-** The following should be included: "Preserve existing neighborhood character."

**Quality of Life-** The guiding principles should include a goal of quality of life. Creating more traffic, congestion, pollution and overtaxing our roads diminishes the quality of life. There is not enough water or electricity to provide for the existing population.

**Open Space-** Provide more green space.

**Accommodating Growth-** Enhance supportive infrastructure.

**Mobility-** Promote public transit and connectivity. Provide opportunities for housing near major transit and commercial corridors.

**Industrial-** Including zoning for much-needed community serving uses appropriate for the light manufacturing/ industrial zone is a critical element of our plan. This zone is to be protected and preserved.

## **Overall-**

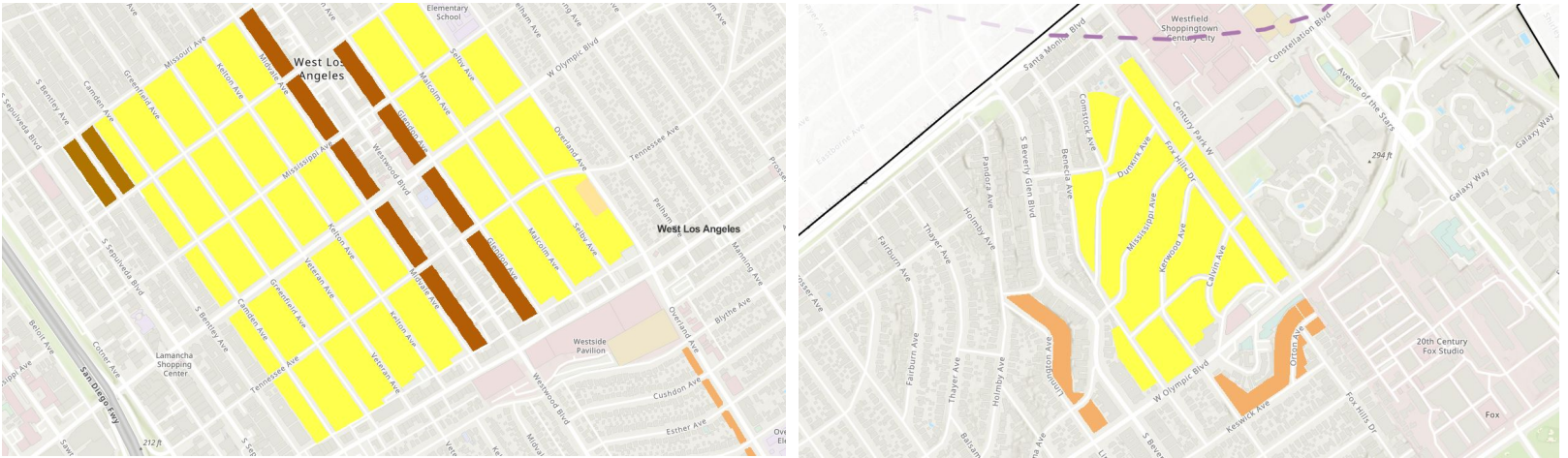
The guiding principles are very good. Housing is the first thing mentioned, growth is second (with sustainability in mind), and multi-modal transportation is front and center. It's time to give physical form to these principles and actually make that happen.

Refocus on repairing before creating growth.

# RESIDENTIAL DRAFT CONCEPTS

## CONCEPT: LOW RESIDENTIAL-SCALE

Location: Century-Glen Neighborhood, Rancho Park Neighborhood



## OPPORTUNITIES AND CONSIDERATIONS

Preserve low-scale neighborhoods. The proposal allows for increases in home sizes within the context and scale of existing neighborhoods.

There is a need for more housing to address housing affordability.

Support the preservation of the existing scale of the neighborhood.

Century City could be rezoned to include multi-unit residential, including the neighborhood bounded by Pico to the south and Beverly Glen to the west.

Support the R1V2 Low Residential rezone for all of the Century Glen Neighborhoods.

Build larger homes as per appropriate design standards, being consistent with the scale and context of the neighborhoods.

The boundaries for the Low Residential concept should be extended to include the portion of the Century Glen neighborhood South of Olympic to Pico Boulevard.

# RESIDENTIAL DRAFT CONCEPTS

## CONCEPT: LOW RESIDENTIAL-SCALE

Location: Century-Glen Neighborhood, Rancho Park Neighborhood

### ISSUES AND CONCERNS

Prevent mansionization wherein new or upgraded homes may become disproportionately larger and out of scale with the older surrounding neighborhood.

The streets are narrow and there is insufficient existing parking in the neighborhood and the plan may increase traffic and congestion.

Existing neighborhood character will be negatively affected.

There is a concern that the lots are too small for multi-family units and the property values may also be impacted in a negative manner as no families will choose to purchase homes abutted by 4 story buildings.

The Rear Garage (RG) designation should be added to this neighborhood so that the garage and driveway act as a barrier between properties.

Preserve the historical character of the neighborhood.

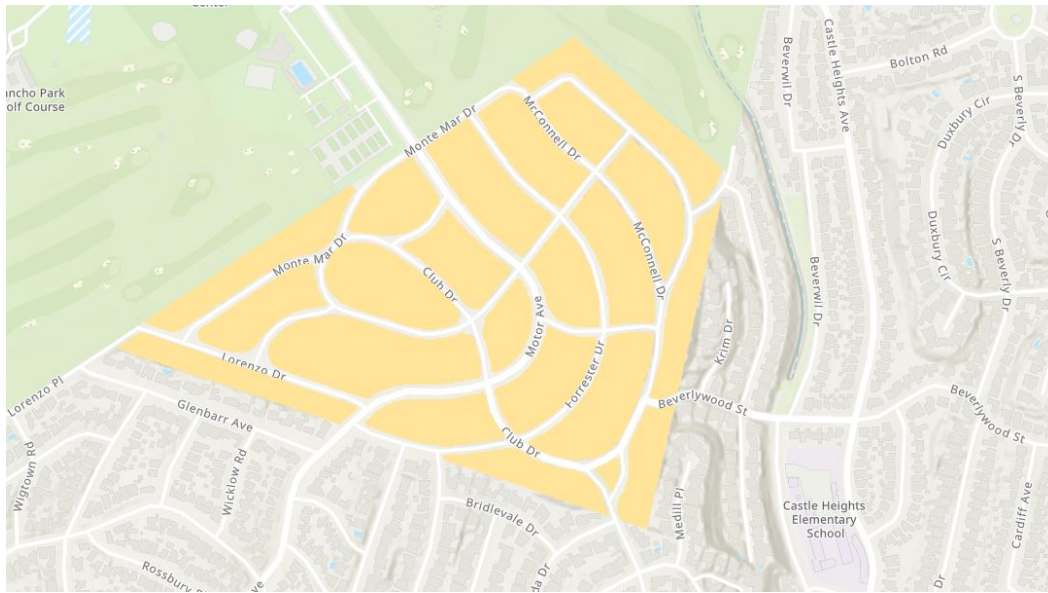
Allowing bigger single-family homes will not address the housing crisis.



# RESIDENTIAL DRAFT CONCEPTS

## CONCEPT: LOW RESIDENTIAL: HISTORIC CHARACTER

Location: Monte Mar Vista Planning District, Cheviot Hills



## OPPORTUNITIES AND CONSIDERATIONS

Extend the Low-Residential Historical Character designation to the west beyond the small Monte Mar Vista area to include the "Old Cheviot" area up to Manning Avenue. The rolling hills have an interesting mix of Spanish, colonial, ranch, and modern (including mid-century modern) architecture styles that should be preserved.

Strongly support the Planning Department's efforts to preserve and protect the neighborhood against out-of-scale development and loss of neighborhood character.

The proposed plan protects and preserves the low-scale neighborhoods, and respects historical aspects of a large portion of Cheviot Hills.

## ISSUES AND CONSTRAINTS

Existing R-1 zoning is sufficient to provide all the protection from over development, therefore there is no need for any further design standards imposed. The imposition of further restrictions will negatively affect the property values and reduce the neighborhood's ability to provide the wealth of opportunities to support the wide range of homes that it currently does. Part of the charm of the neighborhood is in fact the wide variety of styles and configurations of homes.

Creating architectural standards may limit the diverse architectural style currently existing in the Monte Mar Vista neighborhood.

Some of the narrow and curved streets are not conducive to more traffic.

# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: LOW-MEDIUM RESIDENTIAL

Location: S Bentley Avenue, Pearl Street, Cortner Avenue, Overland Avenue, Linnington Avenue, Orton Avenue, Keswick Avenue, Kerwood Avenue



## OPPORTUNITIES AND CONSIDERATIONS

Upzoning on the westside of Bentley Avenue with allocated parking is preferred.

There is a need to address the housing crisis and to create more affordable housing in the neighborhood.

UCLA students, graduates, and professionals (including Google HQ) need multi-unit affordable dwellings.

Gradual upzoning is needed especially along transit corridors in West LA to help address traffic and congestion concerns.

## ISSUES AND CONSTRAINTS

Upzoning will bring changes to the existing neighborhood character.

The proposed density is not supported by the current infrastructure. The existing public schools in the area are already maxed-out, and may not be able to accommodate more density.

The value of homes will potentially decrease.

Existing available parking is insufficient, and the streets are narrow and windy.

The lot sizes are small, and the construction of high-rise buildings next to single-family homes may potentially block access to sunlight, increase noise, and significantly decrease privacy. It may also increase safety concerns and negatively impact the quality of life. The city views may be obstructed as well.

Existing public transport is very limited in the area.

There may be an increase in traffic and congestion in the area. If more housing is being proposed, the traffic infrastructure (red light, stop signs) should be upgraded in the areas as well.

# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: LOW-MEDIUM RESIDENTIAL: TRANSITION

Location: Midvale Avenue and Glendon Avenue



### OPPORTUNITIES AND CONSIDERATIONS

Single-family zoning has contributed to not only soaring housing costs but has also created profound racial and class segregation. The proposed draft concepts allow West LA to adapt and grow to reflect the modern and diverse Los Angeles.

Increase housing affordability and housing options in the area.

Creating housing options along Westwood Boulevard will benefit residents as the Boulevard serves as a transit corridor for UCLA students, graduates, and professionals (including Google HQ).

### ISSUES AND CONSTRAINTS

The proposed development will be out of scale, and change existing neighborhood character.

The streets are narrow and have insufficient existing parking. The proposed land-use changes may add to existing traffic and congestion.

There is a lack of existing supportive infrastructure to support increased density.

In opposition to the proposal to upzone the east side of Midvale Avenue and west side of Glendon Avenue to fourplexes up to 4 stories high. This would destroy two established, stable, single-family streets. An alternative suggestion would be to apply Neighborhood Mixed Use (NMU) zoning for Westwood Boulevard, which would provide a built-in height transition between the commercial corridor and the adjacent one- and two-story homes.

The zoning of Midvale and Glendon Avenues should remain R1-1.

Prevent mansionization wherein new or upgraded homes may become disproportionately larger and out of scale with the older surrounding neighborhood.

The property values may potentially decrease.

The construction of high-rise buildings next to single-family homes may potentially block access to sunlight, increase noise, significantly decrease privacy, increase safety concerns, and negatively impact the quality of life.

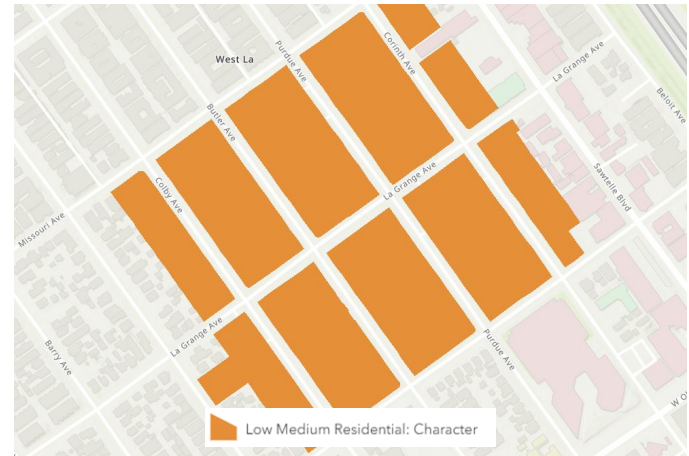
The neighborhood schools are full and may not be able to take in more students.



# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: LOW-MEDIUM RESIDENTIAL: CHARACTER

Location: Sawtelle Residential Neighborhood



## OPPORTUNITIES AND CONSIDERATIONS

Design the streets, buildings, and public realm to reflect the unique history and culture of Sawtelle.

Pedestrian and bike paths and transit facilities should be immediately constructed to encourage residents to ride transit near TOC areas.

Introduce Urban Design Standards for the buildings on Sawtelle Avenue.

Make the neighborhood more walkable. Sawtelle is close to the Metro rail line, but the walk/bike to/from this area is pretty bleak. This is an opportunity to connect the neighborhood to the grocery stores on Olympic / Barrington and create Olympic and Bundy as vital corridors that connect people to the transit station at Expo/Bundy and have the potential to support mixed uses for future foot traffic in a similar way that Santa Monica Boulevard and Sawtelle do.

Higher-density buildings on Sawtelle need to have stricter, codified development standards that allow better design and prevent the construction of stucco cubes including more setbacks and open space, more space for large trees, and more open space at ground level.

Check for existing infrastructure (electric, gas, water, sewer, and storm drain) to ensure it can accommodate future growth.

## ISSUES AND CONSTRAINTS

The low-density neighborhood west of Sawtelle Boulevard needs to be preserved.

There is a need for the preservation of Industrial zones for job security. It will encourage shorter commute times.

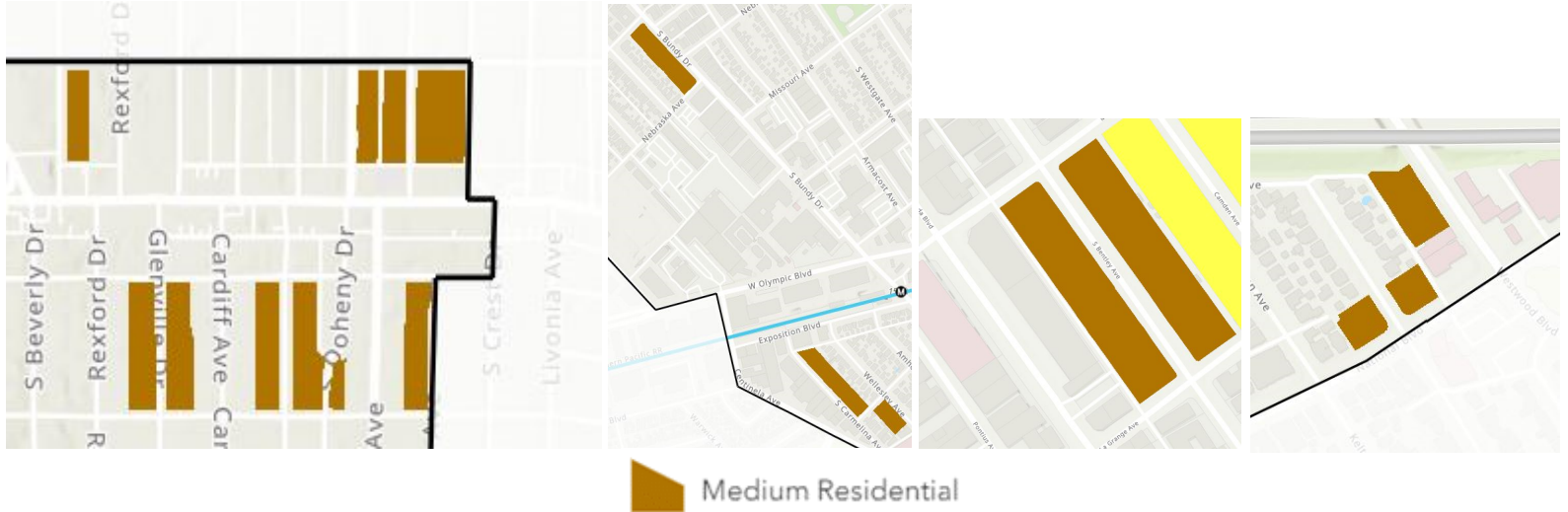
Bundy Avenue, Barrington Avenue, and Sawtelle Avenue are not major commercial corridors and should have a lower density. Higher-density buildings should only be allowed on major commercial corridors of Wilshire Boulevard, Santa Monica Boulevard, Olympic Boulevard, and Pico Boulevard.

Opposed to any design requirements. There is a need for more information and specific details about the architectural design guidelines. The visual images of the homes in the proposed draft concepts are not representative of the architectural diversity of the West LA community.

# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: MEDIUM RESIDENTIAL

**Location:** S. Bundy Drive, Wellesley Avenue, S. Carmelina Avenue, Midvale Avenue, Westwood Boulevard., S. Bentley Avenue, Cashio Street, Alcott Street, S. Wellerly Drive, S. Dohemy Drive, S. Elm Drive



## OPPORTUNITIES AND CONSIDERATIONS

West LA is suffering from a shortage of housing. Bentley Avenue is well suited for introducing missing-middle housing.

There is a need for different types of housing options in terms of size, ownership models, and density along Pico and Robertson Boulevard. Preservation is not necessary for this area. Need to build more housing.

The buildings along Bundy Drive could go up to 3+ stories.

Introduce buildings with transitional height. There must be a transition in scale, density, and character of multiple housing and commercial uses adjacent to single-family homes.

There is a need to increase density in the area to make it more walkable.

Create high-capacity housing near transit lines near Bundy Drive. Bundy Drive has the potential to support mixed-uses for future foot-traffic.

Provide space for multi-family and bridge housing to address the homeless crisis.

Increases in density and height on corridors/perimeter should be matched with downzoning and shorter height/FAR in the interior neighborhoods.

# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: MEDIUM RESIDENTIAL

**Location:** S. Bundy Drive, Wellesley Avenue, S. Carmelina Avenue, Midvale Avenue, Westwood Boulevard., S. Bentley Avenue, Cashio Street, Alcott Street, S. Wellerly Drive, S. Dohemy Drive, S. Elm Drive

## ISSUES AND CONSTRAINTS

Upzoning will bring changes to the neighborhood character of the single-family neighborhood. Upzoning should be gradual and upzoning only the west side along Bundy Drive will negatively impact the single-family neighborhood on the east side.

The proposed density is not supported by the existing infrastructure.

The property values may potentially decrease.

Parking availability is insufficient.

The construction of high-rise buildings next to single-family homes may potentially block access to sunlight, increase noise, and significantly decrease privacy, increase safety concerns, and negatively impact the quality of life.

The streets are narrow and the proposed development may increase traffic and congestion.

There are concerns with privacy and supportive infrastructure.

The neighborhood schools are full and may not be able to take in more students.

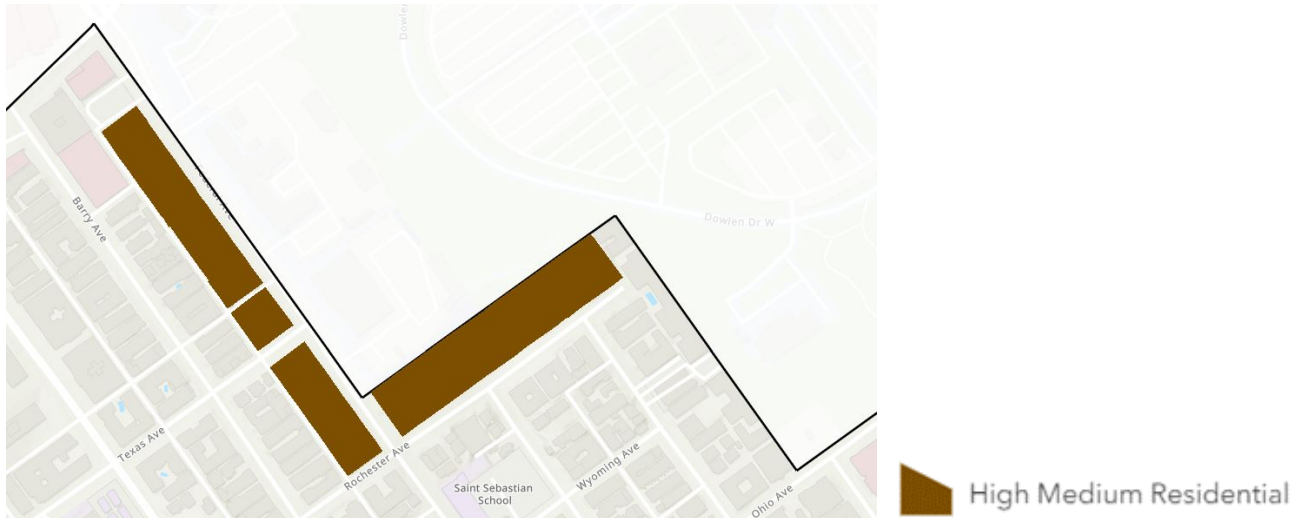
Upzoning is incompatible with the neighborhood character of the Westwood Gardens.

Against upzoning and increasing density along Wellesley Avenue.

# DRAFT RESIDENTIAL CONCEPTS

## CONCEPT: HIGH MEDIUM RESIDENTIAL

Location: Federal Ave., Rochester Ave.



## OPPORTUNITIES AND CONSIDERATIONS

Completely upzone to high-capacity housing or more to the areas south of the Bundy metro stop to Pico Boulevard. There is plenty of opportunity for density near transit lines.

## ISSUES AND CONSTRAINTS

No issues were identified for the High Medium Residential Draft Concept. As the team moves into developing the zoning tools, a range of density, massing, building types and ownership models will be considered so that the community can continue to weigh in on several options that help the plan achieve its policy goals for mixed-use corridors.

# DRAFT COMMERCIAL CONCEPTS

## CONCEPT: LOW NEIGHBORHOOD COMMERCIAL: PICO EAST

Location: Pico East



### OPPORTUNITIES AND CONSIDERATIONS

The commercial section between Beverwil and Robertson should be mixed-use high rise density.

Overall in support of this concept, provided that the height and transitional height limits are exactly the same (45-feet and 25-feet respectively). This is similar to what is in place elsewhere on Pico where NMU zoning already applies.

Preservation is not needed. Address the acute housing shortage by changing the land-use designation to mixed-use.

Promote pedestrian activity and neighborhood-serving retail uses at the street level.

Add critically needed housing supply and develop a more diverse, walkable, and vibrant Rancho Park neighborhood.

Land parcels should be identified along Pico Boulevard, west of Beverwil for religious purposes (synagogues and Jewish Institutions).

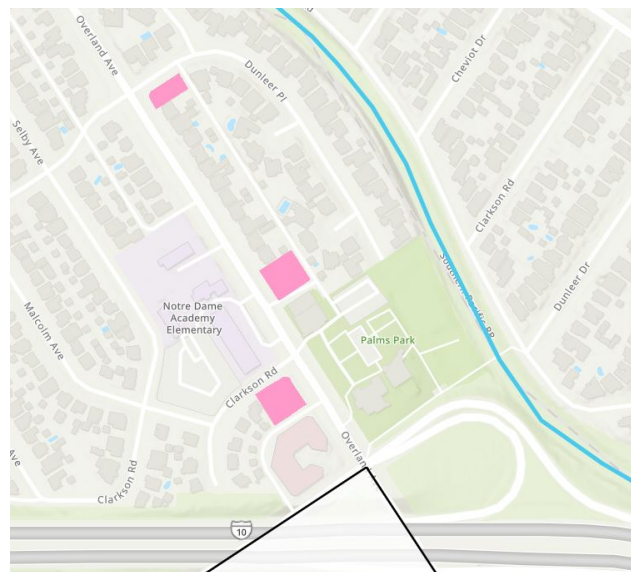
### ISSUES AND CONSTRAINTS

No issues were identified for the Low Neighborhood Commercial: Pico East draft concept. As the team moves into developing the zoning tools, a range of density, massing, building types and ownership models will be considered so that the community can continue to weigh in on several options that help the plan achieve its policy goals for mixed-use corridors.

# DRAFT COMMERCIAL CONCEPTS

## CONCEPT: NEIGHBORHOOD CORNER COMMERCIAL: OVERLAND SOUTH

Location: Overland South



 Neighborhood Corner Commercial

### OPPORTUNITIES AND CONSIDERATIONS

Spread commercial throughout the residential neighborhoods.

The corner store idea is great. A good strategy to reduce car trips and create more walkable, complete neighborhoods.

Address the homeless crisis.

### ISSUES AND CONSTRAINTS

This concept will negatively impact the existing neighborhood character.

Clarkson Road is a narrow street and cannot support excess traffic.

Existing parking is insufficient.

Introducing this concept may worsen traffic conditions and increase congestion.

Property values may go down.

May create noise and air pollution.

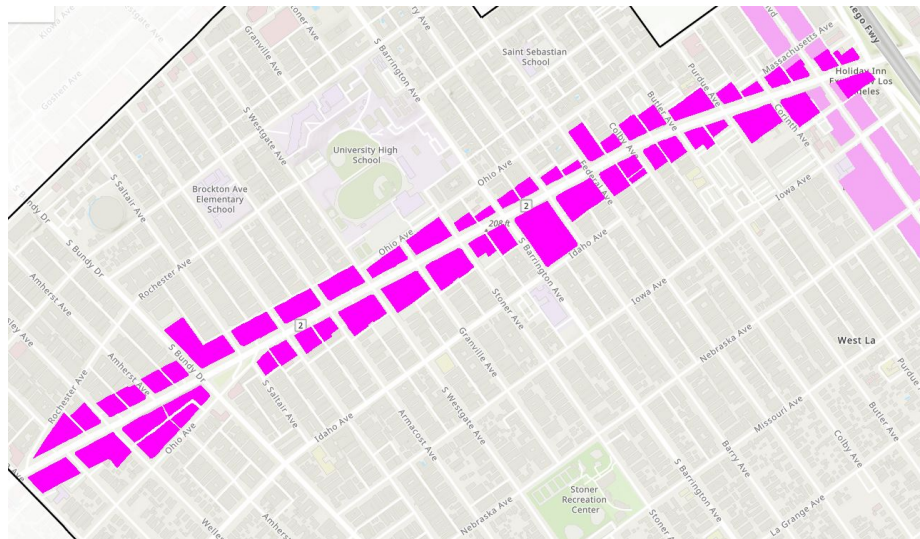
The proposal only benefits the developers and not the homeowners. There are already vacant and underutilized commercial properties.



# DRAFT COMMERCIAL CONCEPTS

## CONCEPT: MIXED-USE CORRIDOR: SANTA MONICA BOULEVARD

Location: Santa Monica Blvd.



Mixed - Use Corridors: Santa Monica Boulevard

## OPPORTUNITIES AND CONSIDERATIONS

Allow higher density along Bundy/ Santa Monica Boulevard between Centinela and Bundy. Housing can go from 10-15 stories.

Provide more housing options which will give housing choices for renters and homeowners to select from.

Use the available and planned public transport infrastructure along the Santa Monica Corridor more efficiently.

Housing near jobs will reduce traffic and provide much-needed customers to support local retail and services.

Increase density east of 405 freeway (between Santa Monica Boulevard and Pico Boulevard) due to the width of the road and already existing high-rise buildings.

The commercial corridor can handle larger development since this area has an existing alley as a buffer separating commercial properties from adjoining residential neighborhoods.

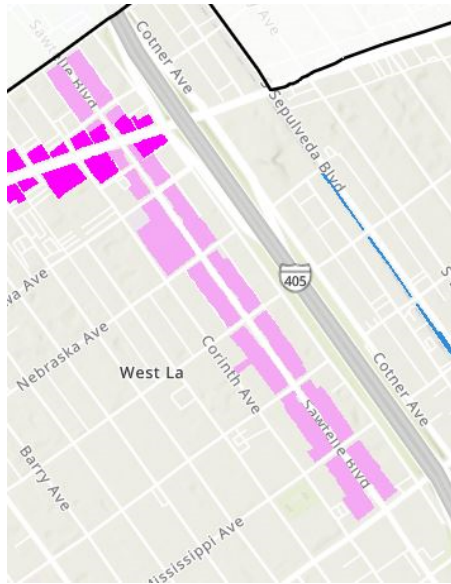
## ISSUES AND CONSTRAINTS

No issues were identified for the Mixed-Use Corridor: Santa Monica Boulevard draft concept. As the team moves into developing the zoning tools, a range of density, massing, building types and ownership models will be considered so that the community can continue to weigh in on several options that help the plan achieve its policy goals for mixed-use corridors.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: SAWTELLE BOULEVARD

Location: Sawtelle Boulevard



Mixed - Use Corridors: Sawtelle Boulevard

## OPPORTUNITIES AND CONSIDERATIONS

Address acute housing crises and develop affordable housing.

Introduce Urban Design Standards for the buildings on Sawtelle Avenue. It should have stricter, codified development standards that allow better design and prevent the construction of stucco cubes.

Consider making Sepulveda from Santa Monica Boulevard to Pico Boulevard mixed-use. It is currently industrial and vastly underutilized.

Include more stepbacks, open spaces, and spaces to plant large trees.

## ISSUES AND CONSTRAINTS

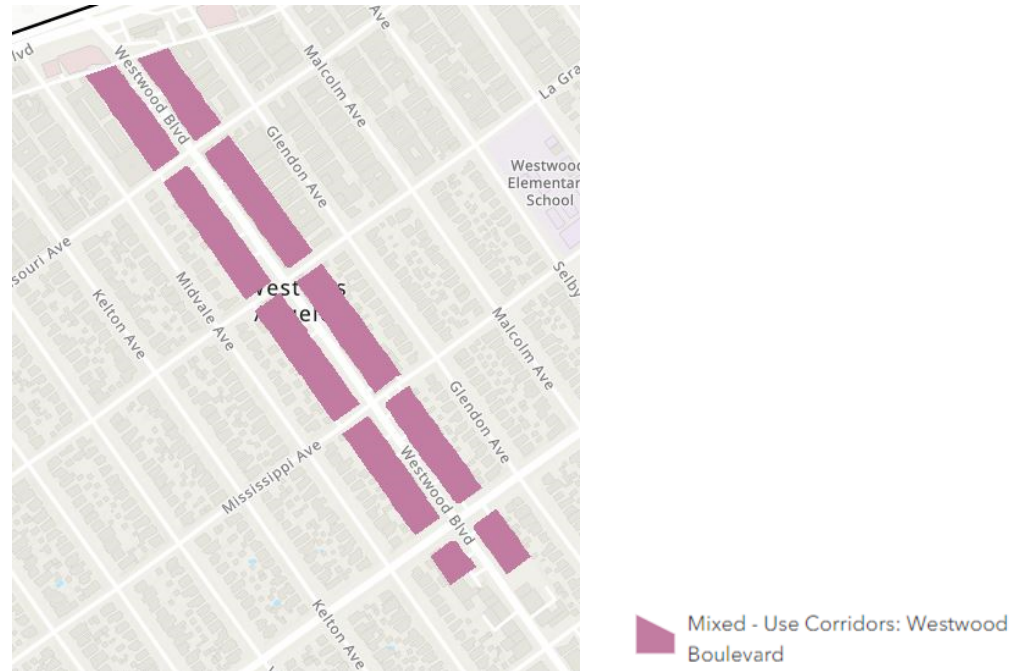
No issues were identified for the Mixed-Use Corridor: Sawtelle Boulevard draft concept. As the team moves into developing the zoning tools, a range of density, massing, building types and ownership models will be considered so that the community can continue to weigh in on several options that help the plan achieve its policy goals for mixed-use corridors.



# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: WESTWOOD BLVD.

Location: Westwood Blvd.



## OPPORTUNITIES AND CONSIDERATIONS

Establishing quality design regulations for walkability and transitional heights to abutting neighborhoods will lead to the improvement and availability of open spaces, walking zones and parks in West LA.

Bike routes are needed along the metro zone.

There is a need for transitional height protections for the residential neighborhood along Midvale and Glendon. For example, Menorah Housing at Greenfield Avenue works well and is appropriately integrated into the neighborhood.

Any project having more than 4 stories should have large setbacks. Potential changes in height and lack of setbacks would undermine the integrity of the neighborhood character.

The areas next to Westwood Boulevard need to intensify and create pedestrian-oriented ground floor retail.

Create more housing options for the UCLA students and staff.

Conserve this area due to the historical nature of the residences east of Westwood Boulevard.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: WESTWOOD BLVD.

Location: Westwood Blvd.

## ISSUES AND CONSTRAINTS

After adding TOC incentives, the buildings may go up to 9 stories, which will be too tall for the area and will be out of scale with the surrounding structures.

This draft concept will result in a change in neighborhood character.

Keep the NMU zoning, which will provide an increase in capacity along the commercial corridor and provide transitional height protections.

Introducing this draft concept may worsen traffic conditions and increase congestion.

There is insufficient existing parking infrastructure.

Public schools in the area are already maxed out and cannot handle more density.

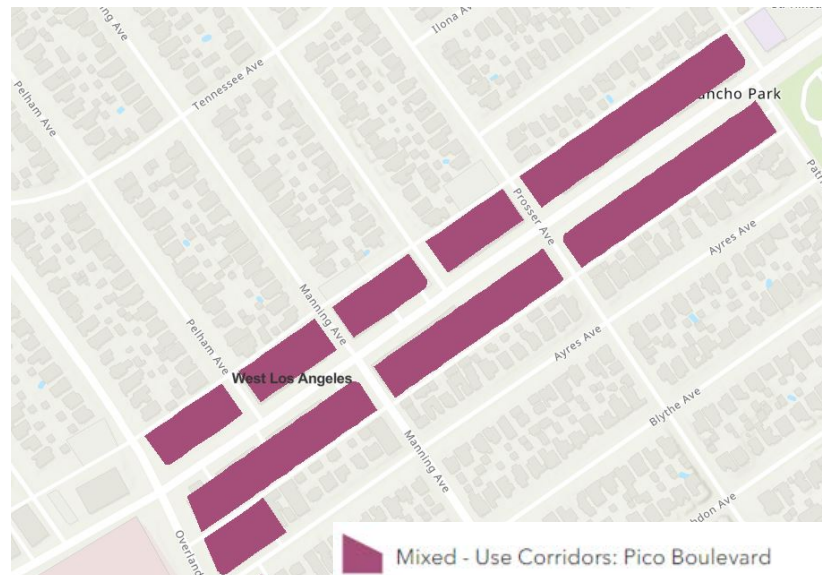
The construction of high-rise buildings next to single-family homes may potentially block access to sunlight, increase noise, significantly decrease privacy, increase safety concerns, and negatively impact quality of life.

Existing public transport infrastructure is insufficient to handle more housing.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: PICO BLVD.

Location: Pico Blvd.



## OPPORTUNITIES AND CONSIDERATIONS

In support of the draft concept but the building heights should not be taller than 3-4 stories.

This is an opportunity for transitional heights along Pico Boulevard to provide a buffer for the adjacent housing.

There must be a transition in scale, density, and character of multiple housing and commercial uses adjacent to single-family homes.

This area is suited for increased density but needs to provide space for neighborhood-serving commercial on the ground floor.

There is a need for pedestrian-oriented community-serving uses.

Enable the revitalization of a declining commercial strip on Pico Boulevard and provide much-needed housing for the many jobs created in the neighborhood and on the west side. Housing near jobs will reduce traffic and provide much-needed customers to support local retail and services, and will also help resolve the housing crisis.

Provide housing near this corridor to accommodate the housing need created by new jobs. It will also revitalize the retail district.

Increased density will bring much-needed vibrancy and vitality to the neighborhood.

NMU (neighborhood mixed-use) can be applied here as it has built-in tiering, and will increase pedestrian activity and neighborhood-serving commercial uses at the street level.

The chronic under-supply of housing in West LA, metropolitan LA, and across California has created a severe housing affordability crisis, exacerbated homelessness, and increased vehicle miles of travel.

With the repurposing of the Westside Pavillion, the need for higher density housing within walking distance of this new job center is absolutely critical.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: PICO BLVD.

Location: Pico Blvd.

## ISSUES AND CONSTRAINTS

This draft concept would result in a change in existing neighborhood character.

The draft concept may increase traffic and add to inadequate existing parking woes.

Vehicular access is an issue. There is a need for dedicated parking spaces for small businesses.

Currently there is no planned infrastructure to support proposed density.

There is no direct and quick access to the Metro. Buses are slow and the Metro is quite a distance from National and long blocks from Pico making it difficult for seniors, handicapped, parents with small kids, etc. Solve the lack of quick and efficient public transit before implementing the draft concepts.

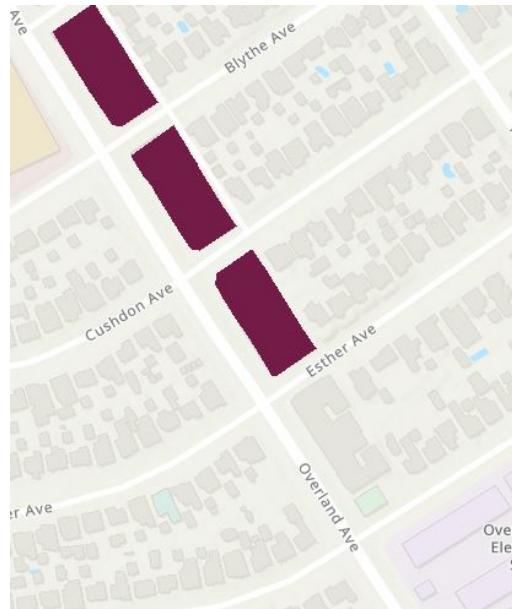
This draft concept may lead to the loss of properly scaled neighborhood-serving commercial uses.


Concern around the growing homelessness crisis, and adding new proposed housing that would potentially rent for thousands a month will not resolve this issue.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: OVERLAND AVE.

Location: Overland Ave.



 Mixed - Use Corridors: Overland Avenue

## OPPORTUNITIES AND CONSIDERATIONS

Spread commercial throughout the residential neighborhoods.

Reduce car trips and create more walkable and complete neighborhoods.

In support of the draft concepts especially along Pico and Overland.

Use Pico Boulevard for more high-density housing.

Use Westwood Boulevard north of Pico for more high-density housing.

There is a need for a much more mixed-use multifamily especially along Pico west of Overland & Westwood to Sepulveda.

There needs to be an emphasis on maintaining the character of low-scale commercial businesses and ground-floor retail to promote pedestrian activity.

Setbacks and step downs are needed for buildings abutting residential neighborhoods.

Ample on-site parking is needed.

# DRAFT COMMERCIAL CONCEPTS

CONCEPT: MIXED-USE CORRIDOR: OVERLAND AVE.

Location: Overland Ave.

## ISSUES AND CONSTRAINTS

This draft concept may result in an increase in congestion and traffic.

There is insufficient existing parking and supportive infrastructure to support the draft concept.

Property values may go down.

Mixed-use commercial development will negatively impact the neighborhood character of the current residential zoned area.

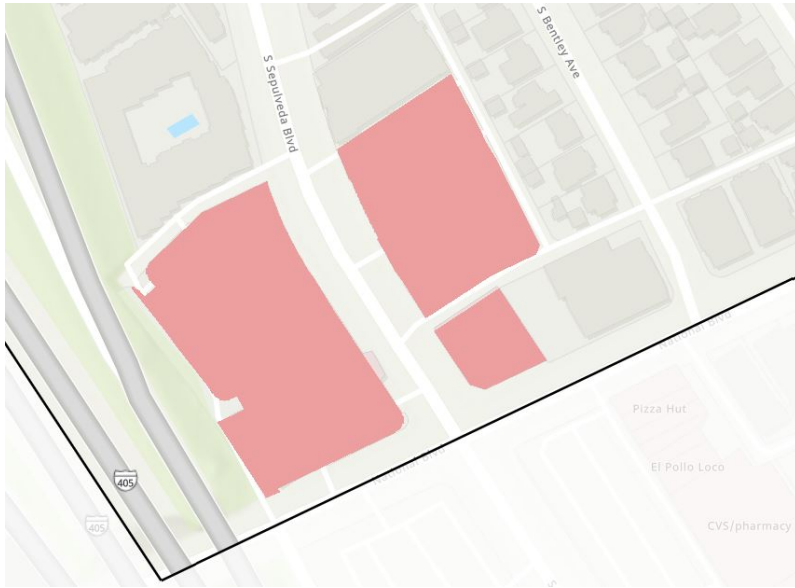
There are concerns about loss of privacy, as 3-6 stories along Overland Avenue may be overlooking into the abutting single-family homes.

There is a need to preserve numerous protected trees along Overland Avenue. The shade from the taller buildings will negatively impact the growth of the old and the younger trees.

# DRAFT COMMERCIAL CONCEPTS

## CONCEPT: MEDIUM NEIGHBORHOOD COMMERCIAL: SEPULVEDA SOUTH

Location: Sepulveda South



 Medium Neighborhood Commercial

### OPPORTUNITIES AND CONSIDERATIONS

Encourage pedestrian-oriented development by creating neighborhood commercial (2-4 stories) with neighborhood-serving ground-floor retail.

Zone for high-density mixed-use along the Sepulveda Boulevard Corridor from Washington Boulevard to Wilshire Boulevard.

### ISSUES AND CONSTRAINTS

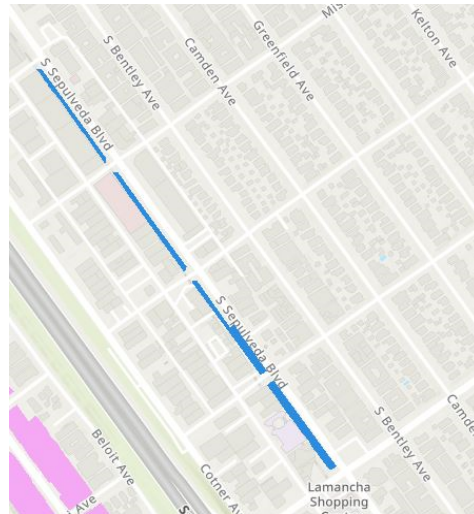
Introducing this concept may worsen traffic conditions and increase congestion.



# DRAFT COMMERCIAL CONCEPTS

CONCEPT: INDUSTRIAL CORRIDOR: SEPULVEDA BLVD.

Location: Sepulveda parcels, along Pontius Ave.



Industrial Corridor: Sepulveda Boulevard

## OPPORTUNITIES AND CONSIDERATIONS

Allow industrial uses to be built to the sidewalk, parking access to occur off Pontius Avenue, and eliminate dangerous parking situations where parking backs up onto Sepulveda Boulevard.

Consider making Sepulveda from Santa Monica Boulevard to Pico a mixed-use boulevard. It is currently zoned industrial and vastly underutilized.

Gradual upzoning is needed near the transit corridor.

This area can sustain growth. Sepulveda should manage growth by creating more space for high-density housing to keep single-family neighborhoods in West LA intact.

There is a need for more housing, better transit options, and sidewalk access.

Due to COVID, many existing businesses are already struggling. The land might be better suited for high-density residential and more compatible with the recently launched LINEA Project.

Frontages along Sepulveda Boulevard can be improved to make for a better experience for all those using the area and passing through. Sepulveda Boulevard is a designated freeway alternate route to the 405 and the ability to move vehicles on this street is critical. However, that should not preclude improved pedestrian and driver experiences.

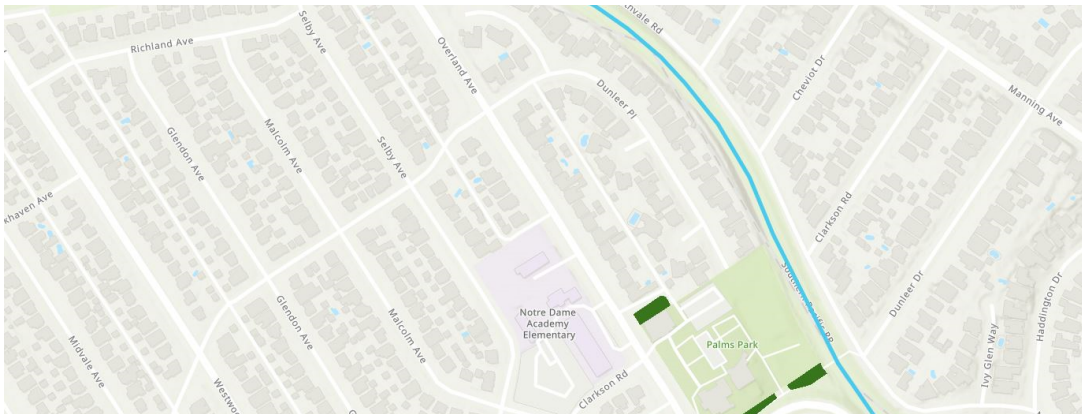
## ISSUES AND CONSTRAINTS

Existing residential areas cannot accommodate high-density living.

The infrastructure is inadequate. There is no pedestrian or sidewalk access.



# OPEN SPACE



Open Space

Open Space: Palms Recreations Center

## General Comments

There is general support for the improvement and availability of open spaces, walking zones, and parks in West LA. The bike routes along the metro zone are good areas to improve walkability. With the Purple-line extension, there is an opportunity to make West Los Angeles more dense and walkable.

Century City needs a park at the corner of Constellation Boulevard and Avenue of the Stars to counterbalance the two massive new high rises being built at the Century Plaza Hotel site.

Los Angeles currently has a low ratio of open space and parks. With the draft Community Plan Update, there is an opportunity to build more housing and parks. In addition to ensuring better access to existing open spaces, the City should consider not adding density without adding to public open spaces.

Rancho Park and Cheviot Recreation Center Park should continue to exist as beautiful green space in the city perhaps with some upgrades to facilities, such as a lit path and some more pedestrian-friendly areas around the course. It should be a haven and safe place for children and families and no part of this park should be repurposed for housing the homeless.

Create new bike paths all over the Westside (especially Westwood, Sepulveda, Pico, and Olympic) and extend the bike path network to tie together open spaces and parks. For example, Pedestrian/Bike overpasses can be created on Overland Avenue. Protected bike lanes everywhere will provide a car-free way to access public space.

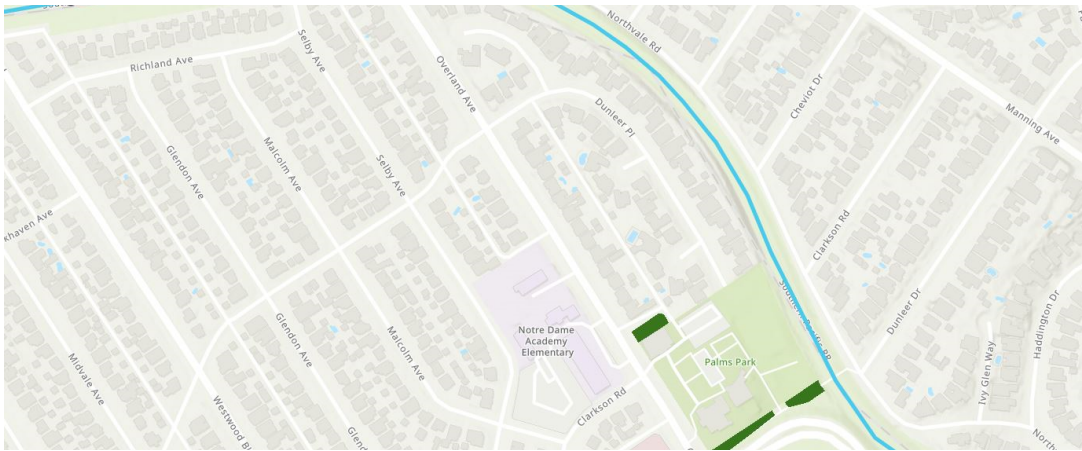
There is a need to protect and keep Cheviot Hills Park on Motor Avenue and Rancho Park Golf Course on Beverly Glen.

Develop Hillcrest Country Club Golf Course into an open space accessible to the public.

Any building on Westwood Boulevard should have large setbacks. If approval for more than four stories comes to pass, open space must be provided to the public for seating, trees, and a common area. Manhattan (New York City) has successfully achieved this in mid-town. Fountains, trees, seating areas, and food and drink service are examples of bringing the cityscape to livable surroundings.

Transform Santa Monica Airport into a park. We need to maintain the existing open spaces and create significant new developments for more private open space.

# OPEN SPACE



Open Space

Open Space: Palms Recreations Center

## General Comments

There should be a public open space/children's playground near Westwood Charter Elementary School. Currently, the neighborhoods served by this school have no public open space.

Create housing for the homeless on the existing parking lots such as the Rancho Park parking lot. No need to get rid of the parking for the park, just put housing above parking for the park. Homeless housing doesn't require significant parking.

A pedestrian entrance to the park and fields from the Patricia Avenue side would enhance access. There is unused space in the area south of the driving range, along Patricia Avenue, that is going to waste. Consider adding a small park or picnic area.

There is a need to address the issue of homelessness in order to ensure better access to existing public open spaces since people are unable to safely use the current open space.

There is a possibility that converting single-family lots into lots that allow multi-family dwellings will lead to a loss of trees and open spaces.

The draft plan does not consider creating green corridors for habitat connectivity or the increase of community gardens, schools with learning gardens, or urban food forest for a truly sustainable and ecological development.

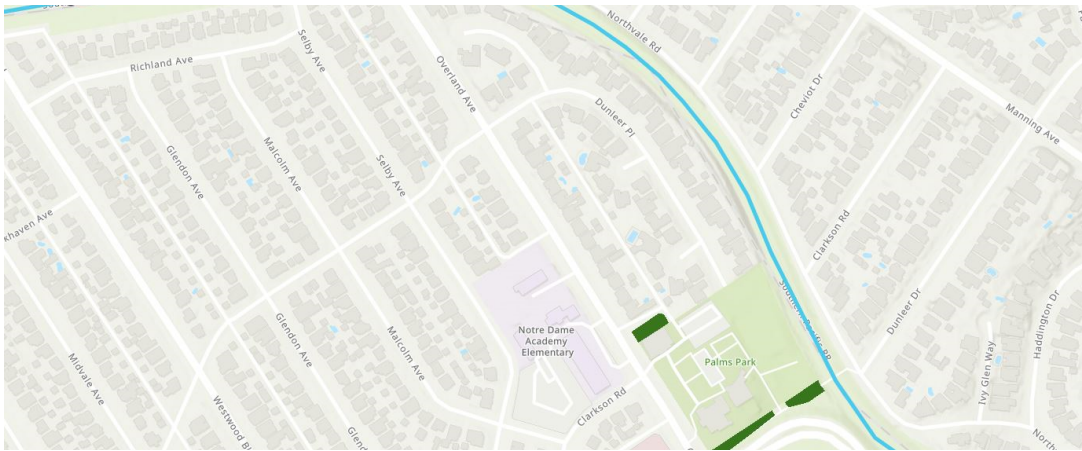
Creating a balance between open and built space is desperately needed.

We need to stop counting golf courses and country clubs as open space. Those lands are not accessible to the vast majority of the public.

The Triangle Park at Santa Monica and Bundy is a tiny parcel of land right next to a major traffic thoroughfare, with no buffer for noise/pollution.

Every residence should have a park within a 10-minute walk. All new construction should have reasonable setbacks with natural landscaping. Rooftop gardens are not the same as ground-level landscaping. Consider where families who live in the new residences will have to travel to give their children an outdoor play experience. Most new construction is not family/children friendly.

# OPEN SPACE



Open Space

Open Space: Palms Recreation Center

## General Comments

The pedestrian bridge to Palms Park is filthy. It is used more as a path for homeless individuals to travel than anything else.

Palms Park is very hard to reach from any direction. The bridge from Northvale should be rethought to be more inviting and the entrance from Overland needs to be improved. Pedestrian and bike improvements along National Place and for crossing the 405 would also help things.

Penmar Golf Course can be converted into a park with some affordable housing. Schoolyards should be open to the public when school is not in session.

If there was better bike infrastructure people could access parks on the Westside more easily. Public space and the access paths should all have good shading and good lighting for safety.

Make more parks and plant more trees rather than congesting the environment with more housing. The last thing we need is more congestion especially after going through a pandemic. More clutter and more people will put the population at high risk.

Space for parks and open spaces that encourages active sports use would be optimal. On the Westside there is a severe lack of big sports fields for activities like soccer and lacrosse.

Between Rancho Park Golf Course & Cheviot Park, the Expo line bike path/Greenway, and Palms park, there is a huge amount of park/green space relative to the rest of the city. There is a need for maintenance funds so that the existing parks are improved to a level where they can be used to their fullest extent.

Similar to the idea of allowing higher-density uses near transit, the higher density residential uses should be near public open spaces thereby creating "Open Space Oriented Development".

Redevelop the West Los Angeles Civic Center into a park and replace all the existing buildings. They are obsolete and their functions should be consolidated. Also, security should be improved in the area.

Consider underused land parcels for parks /open space. We need more dog parks and dog beaches.

# REGIONAL CENTERS



## OPPORTUNITIES AND CONSIDERATIONS

Build more housing and parks. Expand Century City beyond the mall for multi-family housing and entertainment/parks.

With the Purple-line extension, there is an opportunity to make this area more dense and walkable. Adding opportunities for commerce is fine. Also, include education and culture.

Refer to the Greening of Century City Plan that was adopted by the Planning Commission in 2010.

The Century City Regional Center is the most ripe for intensifying. It has high-quality jobs and transit infrastructure and should include more housing.

Century City especially needs more housing with the upcoming subway line. There should be mixed-use buildings in a much greater area so that people can walk from their homes to these businesses rather than driving. Allow any apartment building to have commercial on its ground floor.

Encourage a more walkable scale and more street-front ground floor retail. This can be explored along Lincoln Avenue and Howard Hughes Avenue.

## ISSUES AND CONSTRAINTS

Creating a new Regional Center may increase traffic and congestion.

Century City is already a job hub.

Century City Regional Center is adjacent to Fox Studios. Between Fox Studios and the development of Westfield Mall, and all the office buildings in Century City, the area is a traffic mess. No more density.

Account for COVID era changes in the draft proposal for example due to telecommuting there more office space may not be required now.



# General Comments

Reduce housing prices, particularly for households burdened by rental costs.

Increase access to housing and supportive services for individuals experiencing homelessness.

An academic [article](#) suggests that increased density and traffic in the metropolitan Los Angeles area are not associated with less activity in built-up, walkable neighborhoods. Therefore, it will not reduce the quality of life.

Reduce dependency on private automobile use and reduce regional Vehicle-Miles-Traveled (VMT) for commuters. Reduce greenhouse gas emissions, particulate matter pollution, and other forms of environmental contamination and degradation.

Increase access to multi-modal public transit options.

Increase dwelling unit supply and production, particularly near job-rich centers.

Increase residential density, particularly in areas where dwelling unit and population capacity have been historically reduced.

Increase educational and vocational opportunities for children and adults across all communities.

Increase employment opportunities for skilled “blue-collar” workers, including but not limited to non-noxious light industrial land use.

There is a need for accessory dwelling units, small-lot subdivisions, duplexes, apartments, and condominiums.

Provide capacity numbers before executing concepts.

Need working / moderate-income as well as low income populations to be able to have multi-generational housing and to be able to work from home. People should be able to live and work in the neighborhood.

ADU's are sufficient to provide an additional stock of required housing density. There is a need for more affordable housing in the area and not more luxury condominiums or tiny studios that rent for over \$2500.

There is a need to address the climate-change crisis.

We need more information on how many additional units are desired/needed to be carved out of the area and what is the existing capacity of housing potential if every lot were to be developed under the current zoning without implementing these community plan updates.

Given the economic downturn and post-COVID uncertainty, the City should be focusing more on potential commercial conversions to affordable multi-family housing than just uprooting single-family neighborhoods.

# GLOSSARY

**Base and Bonus:** A sliding scale incentive program for housing typologies that qualify for a density bonus; whereby the “base” represents a minimum incentive package (e.g. greater allowance in FAR, height, parking requirements), and the “bonus” represents an increase in the incentive package.

**Density Bonus:** Is the most common form of incentive intended to facilitate affordable housing in the City of Los Angeles and is one of the incentive based housing programs. A density bonus provides an increase in allowed dwelling units per acre (DU/A), Floor Area Ratio (FAR) or height which generally means that more housing units can be built on any given site

**Hybrid Industrial:** A type of land use that allows for some combination of residential, commercial, and/or industrial units. This designation is also characterized by low and medium scale development.

**Incentives:** Community benefits that involve a trade-off between a community and a developer. Typically, a developer gets to build a project that would not otherwise be permitted under the existing zoning regulations in exchange for providing something that is in the community’s interest—something that the city would not otherwise require of the developer.

**Floor Area Ratio (FAR):** The ratio of the gross floor area of a building to the area of the lot where it is located. [View FAR video here.](#)

**Live/Work:** A type of land use that allows for some combination of residential, commercial, and/or industrial units.

**Missing Middle Housing:** is a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes. These building types, such as duplexes, fourplexes, cottage courts, and courtyard buildings, provide diverse housing options and support locally-serving retail and public transportation options.

**Pedestrian Orientation/Oriented:** An urban design strategy that seeks to promote a safe, comfortable, and accessible pedestrian experience, via building scale, facade, and design standard regulations.

**Transit Oriented Communities (TOC):** The Transit Oriented Communities (TOC) Incentive Program encourages the construction of affordable housing near bus and train stations. The new units generated by the TOC incentives provide convenient options for low-income residents, add to the City’s housing stock, and promote alternatives to car travel.

**Transitional Buffer:** A transitional area of land between two distinct (often incompatible) land uses or types used to lessen the impact of one land use type on another.

Additional Terms:

<https://planning.lacity.org/resources/glossary>