



Westside Community Plans Update: Palms-Mar Vista-Del Rey

2020 Draft Concepts Summary of Comments

APRIL 2021

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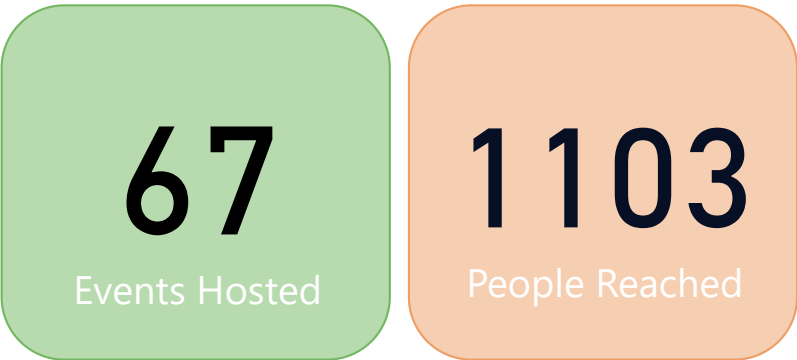
INTRODUCTION

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](#).

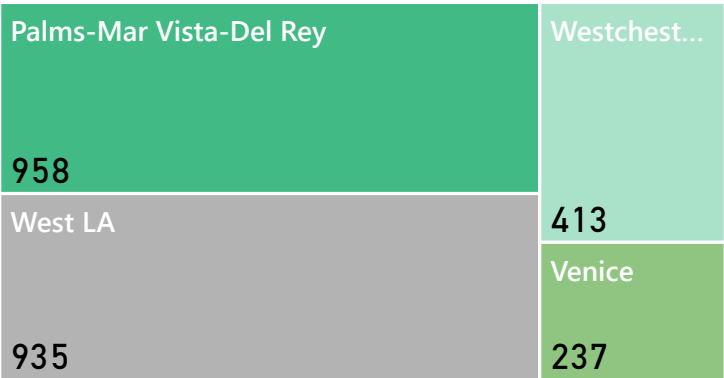
These draft land use concepts are based upon past community feedback, as well as local and state policy directives around housing, climate change, and land use. In the community plan update process, draft concepts are intended to help guide or focus updates to community plan policy documents, land use 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 Palms-Mar Vista-Del Rey plan area.**

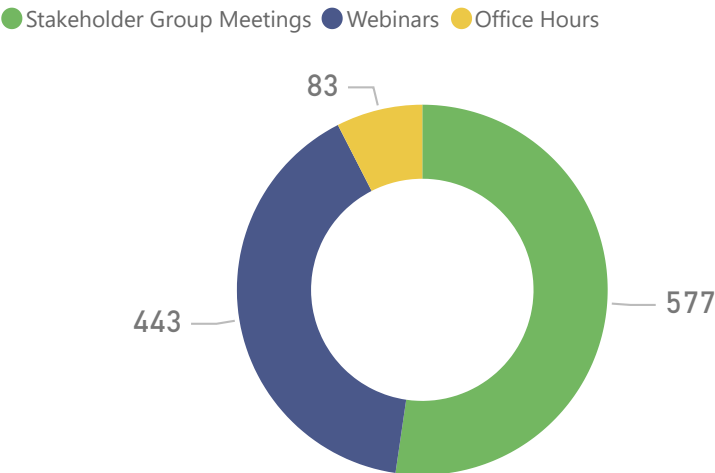
2020 DRAFT CONCEPTS OUTREACH



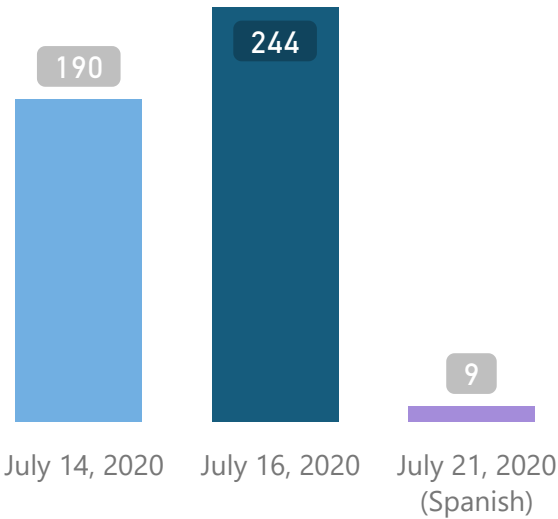
Total Feedback Responses by Community Plan Area



Breakdown of Participation by Event Type



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 from all four plan areas. 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

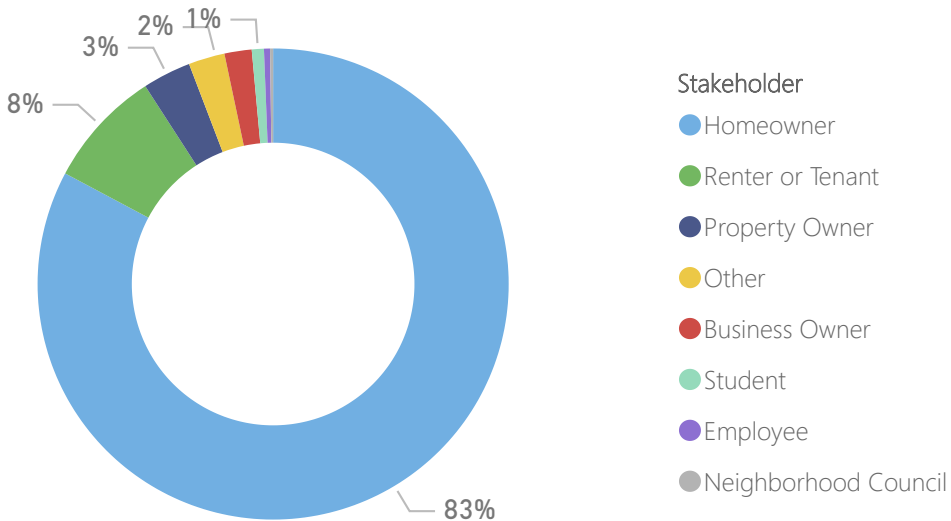


Los Angeles Affiliation

TOTAL SURVEY RESPONSES

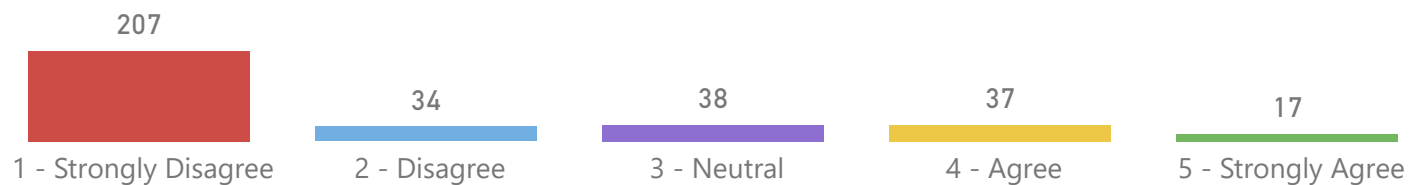
539

Survey Count



EMERGING VISION STATEMENT

Overall Agreement Level



DRAFT EMERGING VISION STATEMENT:

Palms-Mar Vista-Del Rey represents three distinct neighborhoods that, together, enhance the quality of life for diverse populations in the area. These communities share a history of community involvement and appreciation for the cultural legacies that represent Los Angeles. Its regional location, mix of land uses, and topography, create an advantage for connectivity to quality jobs, multiple housing opportunities, access to coastal and ecological resources, and to expanding Metro systems. Building upon the City's goals, the Palms-Mar Vista-Del Rey Community Plan envisions increased equitable housing options, reduced climate impacts, and strengthened economic vitality for current and future generations to prosper.

What language is missing in the vision statement?

Housing and Affordability The vision should highlight the need for affordable housing, increase housing units, and protection against displacement, including solving homelessness.

Equity Incorporate language around equity, diversity, dismantling exclusionary zoning, anti-displacement protections for seniors, people of color, renters and other vulnerable groups who live in the community.

Climate Change Incorporate more language around climate change protections, ecological preservation, and sustainable building construction and practices. Include words like "restorative" and "regenerative".

Open Space Elevate vision for open space, recreational spaces, pocket parks, parklets, & community gardens.

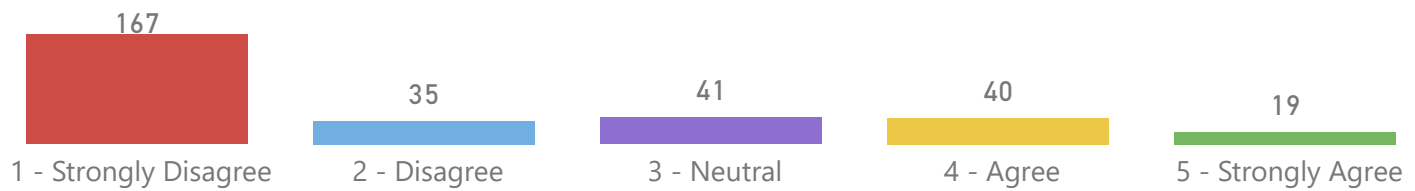
Multimodal Mobility Expand language for a vision of a multi-modal community with safe streets, reduced traffic, greater bikeability & walkability, and a commitment to high quality public transit networks.

Preserve Quality of Life for existing and future residents, maintain family-oriented feel, community "character", and existing historic and single-family neighborhoods, create strategic transitional buffers/zoning.

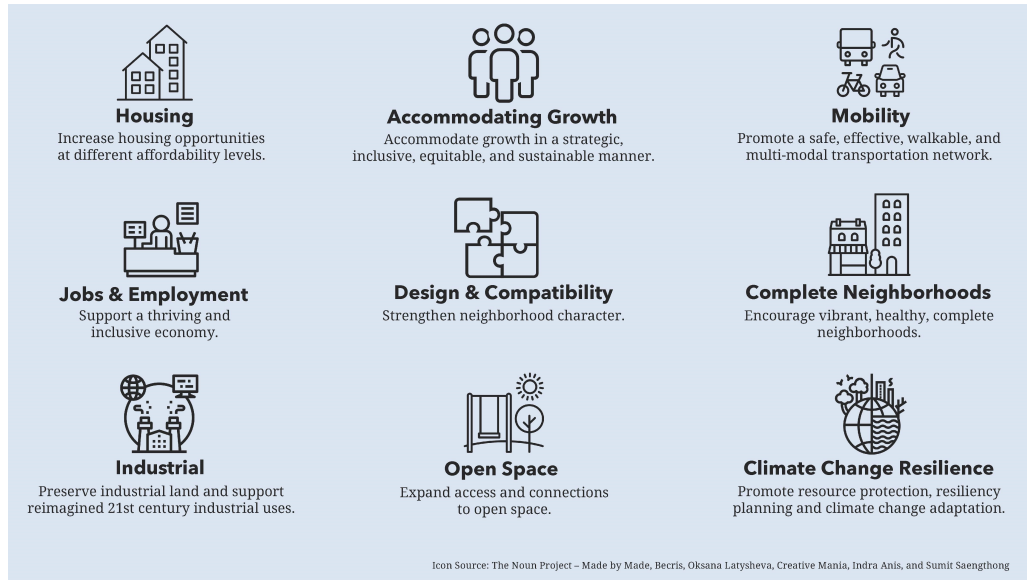
Public Health & Safety the built environment determines many health outcomes, include some language on global health pandemics like COVID-19 and planning efforts to address this.

GUIDING PRINCIPLES

Overall Agreement Level



Guiding Principles:



What language should be added to the Guiding Principles?

Balance Growth Update “Guiding Principles” to balance preservation with accommodating growth.

Homeowners Guiding principles should reflect the needs of existing homeowners and maintain safe, single-family neighborhood zoning, reducing density, preserving the unique and diverse neighborhood.

Housing and Equity More emphasis on housing and equity. The guiding principles should set a foundation to eliminate exclusionary zoning practices.

Displacement More language against the displacement of existing residents, gentrification, and support and retention of local businesses.

Infrastructure Infrastructure language should be included. The area needs sufficient schools, water, electricity, road quality, traffic, parking, and police and fire services.

Public Health and Public Realm Include language on public health, green spaces, streetscape beautification, neighborhood placemaking, air circulation, and sun patterns.

Pedestrian Oriented More space for pedestrians and bikes, less space for cars. Emphasize public transportation and how to get around the neighborhood with more focus on adding improvements to walkability, bike-friendliness, traffic calming, curb extensions and curb cuts.

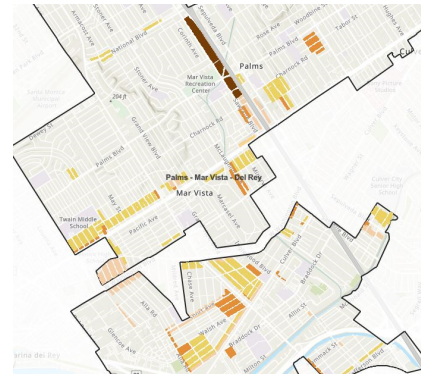
RESIDENTIAL DRAFT CONCEPTS

GENERAL COMMENTS

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Residential Draft Concepts

Residential

- Missing Middle Housing - (Low Residential Duplex)
- Missing Middle Housing (Low Residential)
- Medium Residential
- High Residential
- Reduction in Heights Consideration

OPPORTUNITIES AND CONSIDERATIONS

Plan for and emphasize affordable units in the plan area to provide workforce housing, low-income housing, and housing for the homeless population.

In single-family areas where additional density could be accommodated, implement strict development regulations on heights, setbacks, stepbacks, open space and parking requirements.

Protect low-income renters and existing residents. Expand rent controlled apartments, require right-of-return for demolished RSO units, require the owner pay their tenants cash compensation far above the current Ellis Act requirement, pay the tenant's rent in a comparable apartment for one year, require a net gain in affordable units for density bonus projects, explore alternative housing models like co-operatives, and expand opportunities for tenants and community land trusts to purchase for sale units.

Increase affordability in Transit Oriented Community (TOC) areas, set aside 60% of the units as Restricted Affordable Units, and incorporate moderate income units into the required set aside.

Plan for Transit Oriented Development (TOD), expand inclusionary zoning, like the TOC program, in more areas and promote by-right 100% affordable projects on private and public land.

Place higher density buildings only on major commercial corridors, like Lincoln Blvd, Venice Blvd, Washington Blvd, Sepulveda Blvd, Sawtelle Ave, Palms Ave, Centinela Ave, and Overland Ave.

Provide transitional zones or low-medium residential between low scale and larger scale development.

Limit size of new and remodeled one unit homes.

Remove all "D" and "Q" density and use restrictions. Increase Floor Area Ratio (FAR) to at least 0.8 and lot coverage to at least 0.5 to allow for a two-story fourplex on a standard sized lot.

Create more Missing Middle Housing by permitting at least four homes on all parcels that allow residential use and six homes if one is deed-restricted affordable. Make the design of these building structures compatible with low scale neighborhoods.

Emphasize Accessory Dwelling Units (ADUs) and duplex-style buildings which are effective at increasing housing without drastically impacting neighborhoods.

Focus on the blighted areas of the community to add new housing.

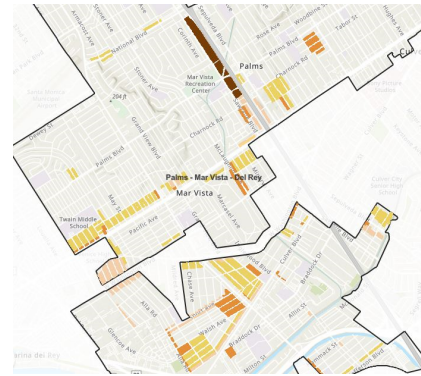
RESIDENTIAL DRAFT CONCEPTS

GENERAL COMMENTS

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Residential Draft Concepts

Residential

- Missing Middle Housing - (Low Residential Duplex)
- Missing Middle Housing (Low Residential)
- Medium Residential
- High Residential
- Reduction in Heights Consideration

ISSUES AND CONCERNS

Housing density won't solve the housing shortage, and the emphasis on urbanization will diminish the quality of life in single-family neighborhoods.

Allowing multi-unit missing middle buildings in single-family areas, especially at 3-4 stories, will cause additional traffic congestion, parking shortages, reduce sunlight, increase crime, litter, homelessness, eliminate privacy, and reduce property values.

New luxury development is resulting in the displacement of vulnerable groups, like seniors, single parents, and the working class, due to the demolition of affordable units including Rent Stabilization Ordinance (RSO) units and moderate income units.

There is not enough housing for the low income population, Homeless, workforce, and prospective first time home buyers like newlyweds and young middle class individuals are priced out.

High density residential land uses along the 10 freeway poses racial and environmental injustices.

Some of the identified lots in the residential concepts are not adequate for multi-unit buildings because the lot sizes are too small or the streets too narrow to build on.

The Transit Oriented Communities (TOC) program has failed to generate sufficient affordable housing units in order to achieve the goal of walkability and transit use in new development projects.

The current infrastructure systems were never set up to meet the increases in housing in the draft concepts.

There is already sufficient land within the Westside planned and zoned for denser development to accommodate future populations. Therefore, no further zoning changes need to be made to accommodate population growth.

No more new development, no more new housing. The Westside is already overdeveloped and has enough vacant rental units to meet demand. Invest public dollars on existing residents and public spaces, not additional housing. Make plans for more parking, more freeways, and more roads.

More housing opportunities will bring more transient renters who will change the "community character" drastically and destroy the small town feel.

Those who chose to live in a low density area should not have to sacrifice their quality of life for those who want to live near where they work.

RESIDENTIAL DRAFT CONCEPTS

Concept: Low Residential - Duplex

Location: Mar Vista Lower View Streets, "Woods" streets, and 1 block north of Venice Boulevard



OPPORTUNITIES AND CONSIDERATIONS

Additional density can be absorbed along the major commercial thoroughfares through mixed-use development.

Rezoning and development should instead be along Venice Blvd with buildings that accommodate parking.

Venice Boulevard provides an opportunity for increased density and for creating a sense of community through a modern, vibrant downtown section with the addition of mixed residential-commercial buildings.

Duplexes and low density residential are more acceptable with a 2-story height limit, or 30 feet, and standards that require parking for each unit, adequate open space, and front and rear yard setbacks.

Preserve low-density neighborhoods and rehab them to add more home ownership opportunities when these homes are sold.

Encourage and streamline the construction of ADUs in single family lots. It would be more appropriate and help add affordable density more so than duplex buildings.

ISSUES AND CONCERNS

Duplexes incentivize residents' to sell their home to house-flipping investors, resulting in a modest increase to the housing stock at the expense of the existing established community.

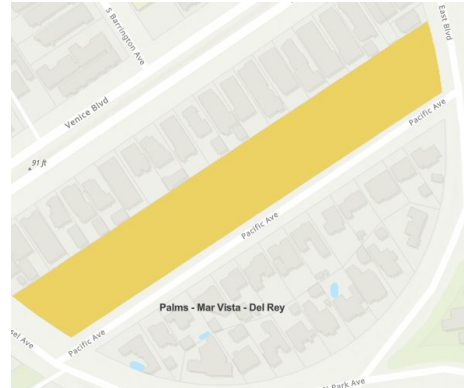
Upzoning to allow duplexes will radically alter the character and the quality of life of the neighborhood, resulting in loss of history, sunlight, green space, parking, privacy, property values, and lead to overcrowded schools and traffic increases.

The Draft Concepts are inconsistent with the 1997 Update policies including to “maintain the low-density character of single family neighborhoods”.

DRAFT RESIDENTIAL CONCEPTS

Concept: Low Residential - Duplex

Location: Beethoven Avenue & Palms Avenue / 11800 block of Pacific Avenue north of The Oval



OPPORTUNITIES AND CONSIDERATIONS

Amend Survey LA 2012, to extend the border of "The Oval" Planning District to include the north side section of Pacific Avenue.

Formalize the "Oval" Planning District into a Community Design Overlay (CDO) or Community Plan Implementation Overlay (CPIO) district.

The City should better promote and streamline the permitting approval process of ADUs and Junior ADUs in the community, which would lead to an increase in housing units.

ADU and Junior ADU development provides individuals and young families with affordable housing and benefits homeowners by increasing property values.

Increase zoning on larger lots that are already zoned for multi units such as R2, along streets such as Beethoven and other areas in proximity to schools, shopping, and transportation centers.

Require electric vehicle charging stations and solar in all new development projects to address climate change.

ISSUES AND CONCERNS

The small lots and narrow streets along the 11800 block of Pacific Avenue, adjacent to the Oval Planning District, cannot support more housing

The boundaries for "The Oval" were incorrectly drawn by Survey LA leaving out the north side of Pacific Avenue.

We, residents at Beethoven, strongly oppose the possibility of increasing density. The area is a single family neighborhood not close to any major transportation hubs or shopping districts, and the small lots cannot support additional housing.

A duplex designation would result in gentrification, traffic, pollution, and higher housing rental prices.

DRAFT RESIDENTIAL CONCEPTS

Concept: Low Residential - Duplex

Location: Mar Vista Hilltop between Centinela Avenue and Inglewood Avenue, from Charnock Road to National Boulevard.



OPPORTUNITIES AND CONSIDERATIONS

Hilltop residents are not opposed to replacing single-family houses with a duplex-style building with two separate living units, including in areas that weren't previously targeted, as long as certain development standards are imposed.

Acceptable standards include consistent front yard setbacks, universal side yard setbacks, upper-story and rear-story setbacks or transitional heights for abutting higher intensity land uses.

Duplex residential zoning should not exceed 2 enclosed stories with a peaked roof, or 2 enclosed stories plus a rooftop deck.

Provide on-site parking for the expected number of vehicles based on number of units and unit size, including Accessory Dwelling Units (ADUs).

Support local efforts to confine additional housing and rezoning to specific blocks rather than the state's blanket approach.

ISSUES AND CONCERNS

Height regulations allowing 3-4 stories and 3 residential units on one lot can be problematic in terms of incompatible height and massing.

Building design and massing will resemble large apartment and condo buildings.

Small lot subdivisions will be built in the areas zoned to allow for duplexes.

State housing laws will bypass the local process and impose new by-right zoning without adequate considerations of local needs.

DRAFT RESIDENTIAL CONCEPTS

Concept: Low Residential - Duplex, Low Residential, and Medium Residential

Location: Mar Vista south of Venice Boulevard, Zanja Street, and McLaughlin Avenue



OPPORTUNITIES AND CONSIDERATIONS

Increase affordability. There is a major housing shortage in greater Los Angeles that must be dealt with. However, the cause of the shortage is an economic one and not a zoning issue.

There are enough luxury units in the area but the need is for more affordable units.

Preserve existing working-class communities of color. Consider limiting further up zoning and development in predominant neighborhoods where people of color live and who need access to the good schools and jobs on the westside in order to achieve upward mobility.

Reduce density and heights to 2-story along McLaughlin and other areas proposing Missing Middle Housing or remove these areas from the draft concepts altogether.

Stop the demolition and loss of affordable units in the area.

ISSUES AND CONCERNS

Not in support of changes that would allow for multi-family dense housing to be built on what are now single family residential properties along McLaughlin Avenue due to increased traffic congestion, loss of property values, parking shortages, street safety for children, overcrowded schools, and COVID-19 pandemic.

Not in support of housing increases on the south side of Mar Vista near Zanja and Lyceum due to quality of life impacts.

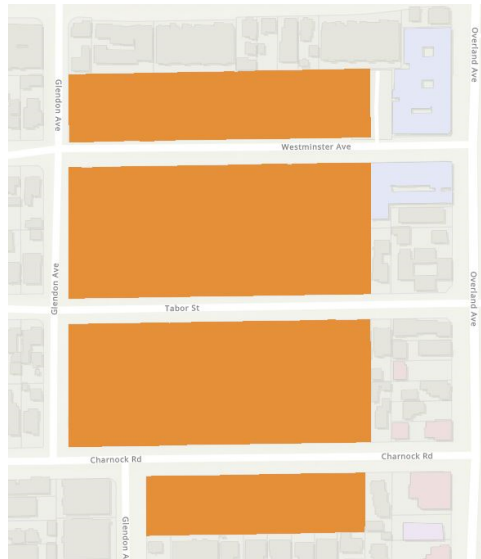
Missing Middle housing should not take place in R1V2 zones, it is selective upzoning, it would impact quality of life and property values for homeowners.

There are many renters and people of color who live in South Mar Vista. Protect the communities of color against displacement and gentrification (both owners and renters).

DRAFT RESIDENTIAL CONCEPTS

Concept: Medium Residential

Location: Westside Village
(Charnock Road, Tabor St,
Westminster Ave)



OPPORTUNITIES AND CONSIDERATIONS

In order to ensure that homeowners have more control over their property, it is preferable that the update includes a designation that permits duplexes with a maximum of 2-stories and ADUs.

Remove the Medium Residential designation, all together, look for alternative sites with larger lots and wider street widths.

The community is not opposed to additional housing in the plan area, but would like to maintain this as a stronghold community for diversity and access.

Historically this has been an affordable area for first time home buyers and communities of color. It is a community diverse in age, race, family types, and incomes. If equity is one of the central components of the update this area should be protected.

ISSUES AND CONCERNS

Upzoning to higher densities and height increases of 4-5 stories is out of scale and not appropriate for this area.

The lots are too small and the street width too narrow to support Medium Residential density and scale.

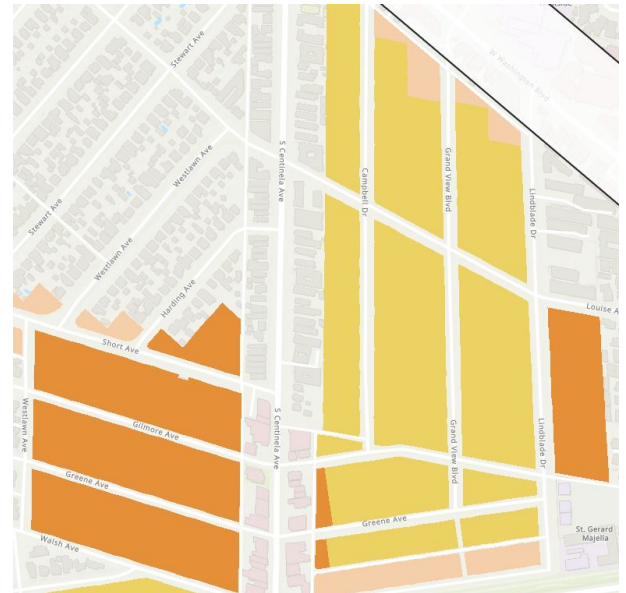
This neighborhood has a history of being accessible to communities of color and other individuals who cannot afford to purchase homes on the westside, and upzoning would result in the displacement of existing residents.

Westside Village has already been impacted by densification due to Transit Oriented Communities (TOC) and Density Bonus developments along Overland Ave, National Blvd, and Palms Blvd.

DRAFT RESIDENTIAL CONCEPTS

Concept: Low Residential- Duplex, Low Residential, and Medium Residential

Location: East and west of Centinela Avenue including Gilmore, Green, Walsch, Campbell, Grandview, and Lindblade.



OPPORTUNITIES AND CONSIDERATIONS

Encourage more duplex/quadplex style homes among R1 zoned neighborhoods.

Limit heights to 2-stories. There are existing 2 story multi-unit buildings which are okay in the area.

Encourage building improvements or unit additions in existing apartment zoned areas.

Consider the streets closer to Alla Road. They are typical residential streets that have parking on both sides and are wide enough to accommodate the added traffic load.

Construction a few blocks away from high-traffic corridors makes sense for more housing.

Limit multi-unit buildings to 2 stories and 80% lot coverage.

ISSUES AND CONCERNS

In opposition to the potential increase from single-family to medium residential on Gilmore, Green, Walsh, due to the small lots, narrow streets, and that the increase will not help solve the housing crisis.

In support of the walkable commercial strip on Centinela Avenue being enhanced through the “Heart of Del Rey” project, but in opposition to significant increases in density to surrounding streets.

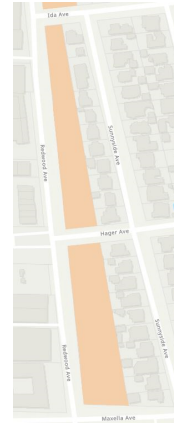
Permitting 5-story buildings on the already small streets will immediately erode the charm and historic feel of this neighborhood.

This area is already dense with a mix of apartment buildings and recently-built R2 structures. There is no need to further density.

DRAFT RESIDENTIAL CONCEPTS

Concept: Low Residential-Duplex, Low Residential, and Medium Residential

Location: Del Rey blocks of Alla Road, Bonaparte, Admiral, Rubens, Redwood and Sunnyside



OPPORTUNITIES AND CONSIDERATIONS

Maintain heights of 2-stories to match massing and scale of single-family homes. Single or two story duplexes with setbacks could be more appropriate for the area.

Additional density and transitional zoning would be more appropriate on larger sized lots with better access to the main roads and freeways, such as the Marina Marketplace area, which can support multi story, multi-unit buildings. Transition from higher intense uses can be achieved by lining Redwood Ave with trees.

Residents would like to collaborate with City Planning to find alternative sites for multi-unit housing in order to create more access to the booming job opportunities in Del Rey.

Any new proposed land use should plan to keep the neighborhood economically accessible for generations and offer opportunities for building generational wealth for residents.

Additional community outreach should be conducted.

ISSUES AND CONCERNS

Increasing housing on these blocks, especially 3-4 stories tall, would lead to increases in traffic, crime, parking, noise, loss of mountain views, and impact to property values.

The medium residential concept for Alla Road and Bonaparte, would result in non-stop construction, enormous traffic increases, increased noise levels, and walkways smelling and covered in dog waste.

Heights beyond 2 stories would create a detrimental effect to the area.

Transitional buffer/zoning on Redwood Ave from the more intensive uses in the Glencoe Maxella Specific Plan are not appropriate due to the small lot sizes and current traffic impacts. The small 3,500 square foot lots lack infrastructure and would not support high quality housing.

Gentrification has taken hold of the neighborhood and the demographics are changing rapidly and drastically. The working class and people of color can no longer afford the area.

Community outreach efforts to resident stakeholders have not been sufficient.

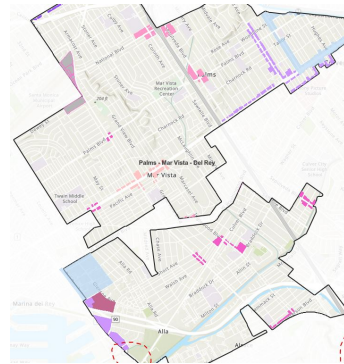
DRAFT COMMERCIAL CONCEPTS

GENERAL COMMENTS

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Commercial Draft Concepts

Commercial

- Mixed-Use Boulevard
- Transit Oriented District (TOD)
- Neighborhood Serving Nodes
- Neighborhood Villages
- Marina Marketplace
- Downtown Mar Vista

OPPORTUNITIES AND CONSIDERATIONS

Encourage affordable, high quality mixed-use and multi-unit residential development along major corridors such as Lincoln, Venice, Sepulveda, and Sawtelle.

Rezone in high-opportunity areas near current or future planned mass transit. Allow for a variety of uses including hospitality/hotel uses which will provide more tax revenues.

Remove development limitations by increasing floor area ratios and building heights in order to allow for more housing on top of ground-floor commercial. Incorporate transitional heights when abutting low-scale residential.

Leverage infrastructure investments through the public benefits system in new projects to fund and build infrastructure improvements in the area including improvements to utility capacity, roads, and tree canopy.

Eliminate on-site parking requirements, excessive setback requirements, or minimum lot sizes in areas near bus lines and train stations. Allow for conversion of offices to residential in office buildings that are empty.

Maintain active, pedestrian street fronts and require commercial business, outdoor dining, and retail on street level of new projects.

Encourage pedestrian-oriented and bikeable streets and transit-oriented communities. Include pedestrian walkways, safety measures, and traffic management in new and existing development.

Preserve and expand small and community-serving business, and encourage local and target hiring.

ISSUES AND CONCERNS

Many of the lots in these commercial areas have inconsistent zoning and Q conditions that make it difficult for mixed-use and residential development.

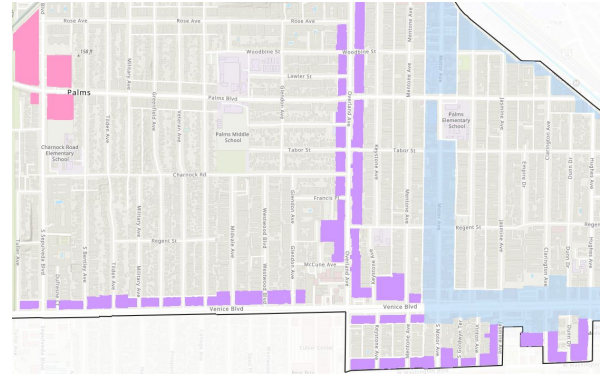
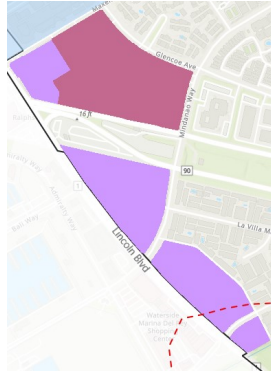
The draft concepts place too much emphasis on preserving neighborhoods and not doing enough to ensure dense housing and mixed-use around transit and central commercial areas and corridors.

Displacement of small businesses and loss of commercial neighborhood amenities could result due to new development projects, including TOC mixed-use projects.

DRAFT COMMERCIAL CONCEPTS

Concept: Mixed-Use Boulevard

Location: Lincoln and Mindanao, Venice and Overland



OPPORTUNITIES AND CONSIDERATIONS

Promote a Mixed-Use Boulevard designation, for all properties along Lincoln Boulevard between Maxella Avenue and Washington Boulevard.

Lincoln Boulevard is the perfect location for high quality mixed-use and multi-unit development. It is a north-south thoroughfare that connects to the westside's major employment centers.

Lincoln Boulevard, allow heights of 6-8 stories (with transitional heights when abutting low-scale neighborhoods).

On major thoroughfares, like Venice Blvd and Overland Ave, is where high density housing should be placed and there should be no height limits.

In Palms, infrastructure improvements should install new and repair existing sidewalks and place electric utility wires underground.

Allow densities of 400 square feet of lot area per dwelling unit.

Remove any P (parking) zones and Q conditions and replace them with zoning and policies that promote mixed-used development, walkability, and transit use. In Del Rey, existing Q conditions in places such as Stella and Cedars Sinai should be preserved.

Incentivize low and very low-income units, but also moderate income units, in new development.

Require public benefits for new development that adds sufficient shade trees, landscaping, open space, outdoor plazas and dining, and other infrastructure improvements to the area.

ISSUES AND CONCERNS

Many sites have inconsistent antiquated zoning that prohibit residential and mixed-use development, such as P-Zones (that only permit surface parking), "Q" qualified conditions that limit density, height, and uses.

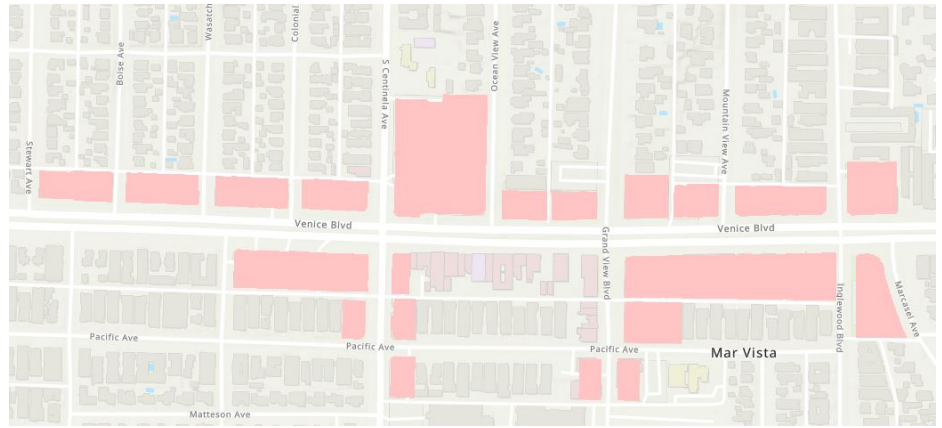
Additional mixed-use and multi-unit residential buildings can increase traffic, parking, height, impact emergency evacuation and natural habitats and wildlife such as the Ballona and Tule Wetlands.

Traffic/parking impacts to adjacent low-scale residential neighborhoods including the La Villa Marina community.

DRAFT COMMERCIAL CONCEPTS

Concept: Downtown Mar Vista

Location: Mar Vista on Venice Blvd
from Stewart to Inglewood



OPPORTUNITIES AND CONSIDERATIONS

Venice Blvd is a major transit corridor. Residents in the area should be encouraged through land use and policies to make more use of this resource.

Developers should be required to provide public benefits in infrastructure, local business support, public spaces, traffic calming measures, and alternative modes of transportation including on McLaughlin and Venice.

There should be a 3-story or less height limit along Venice Boulevard.

Keep mixed-use and multi-unit buildings no higher than 4 stories (45 feet) no matter how much affordable housing or Density Bonus units are allowed or how tall other buildings along major corridors are in other areas.

Limit on-site parking, increase the quality and frequency of service on the 33/733 line.

Upgrade Pacific Boulevard to mixed-use to provide housing and neighborhood commercial amenities. The area could benefit from increases to business, jobs, and housing.

Establish uses that support: Small Market/Boutiques, Bookstores, Service Oriented (Hardware/Hair Salons/Cleaners), Art Galleries/Studios/Museums, Government Services (Post Office/Library/Fire Station), Bars, and Gyms/Fitness/Wellness.

More support for local, small businesses and explore potential commercial rent stabilization policies.

ISSUES AND CONCERNS

Extra residents with their commuting will impact streets and make traffic and parking worse, similar to what happened at the Playa Vista development.

Existing Q conditions that limit height, and P zone, that only permit parking, limit development, but also provide parking only areas for people to park their vehicles and frequent commercial business.

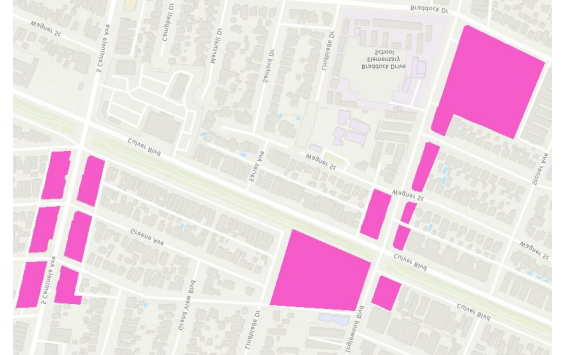
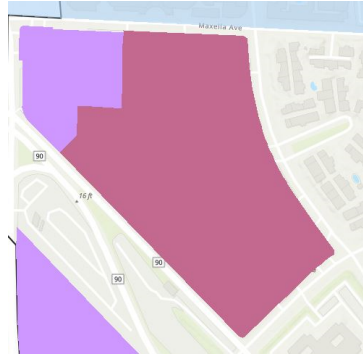
Adjacent low-scale residential neighborhoods will be impacted by potential additional heights, density, traffic, increased parking needs, and overflow parking onto residential only neighborhoods.

DRAFT COMMERCIAL CONCEPTS

Concept: Marina Marketplace & Neighborhood Villages

Location:

At Glencoe and Mindanao in Del Rey, and various other locations in Del Rey and Palms



OPPORTUNITIES AND CONSIDERATIONS

Any change in zoning to the Marina Marketplace should maintain the height limits compatible with the Glencoe-Maxella Specific Plan (maximum 45' for non-residential / 55' for residential projects) and should be compatible with surrounding buildings.

For the Marina Marketplace, housing must be required on site, with a high percentage of the units dedicated to affordable housing and also large portions dedicated to public spaces, including public pathways or paseos.

Create design guidelines to guide development and preservation activities. For the Marina Marketplace, commercial space must be required on the street-level or ground-floor of mixed-use projects.

Do not apply new zoning designations to the parcel from the existing Pavilions to Mindanao to preserve those commercial amenities at the Marina Marketplace.

The Neighborhood Village concept on Centinela should include the area between Culver Blvd and Braddock Dr, with the Culver-Centinela intersection as the neighborhood hub.

The Neighborhood Village concept should also include the commercial areas at Slauson & Culver and Culver & McConnell in Del Rey. The commercial strips at the National, Rose & Motor intersection should also be considered. Culver & Braddock and other areas should also be considered.

The Neighborhood Village concept along Jefferson Boulevard, should seek to preserve some of the existing uses such as auto repair shops along the corridor.

ISSUES AND CONCERNS

Additional residential capacity to this area will create traffic congestion, parking issues and loss of existing commercial amenities for the residents who patron the Marina Marketplace.

Commercial space should be preserved and not replaced by residential.

6 stories at Marina Marketplace may be too tall and would disturb the abutting low-scale neighborhood.

Allowing development with heights over 2 stories in the neighborhood villages is too tall for some areas.

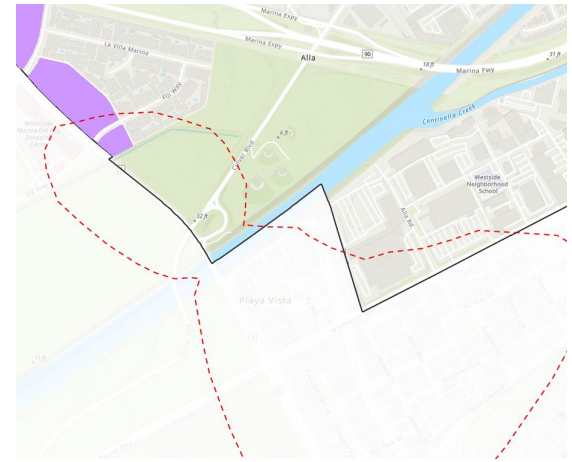
REGIONAL CENTERS

GENERAL SUMMARY

Should we evaluate shifting this Regional Center north along Lincoln Boulevard to accommodate more jobs and housing in the area?

Expand the Regional Centers?

● Maybe ● No ● Yes



OPPORTUNITIES AND CONSIDERATIONS

Extend the Regional Center commercial land use designation north along Lincoln Boulevard from the existing Playa Vista Regional Commercial Center (“Playa Vista”) to Maxella Avenue.

Expand the Regional Center along Lincoln Boulevard, and support the expansion of the existing hospital to bring more jobs and medical facilities to the area.

Expanding the Regional Center could bring more additional affordable housing to supplement the jobs in the area.

Consider expanding the Regional Centers to incentivize redevelopment of the existing fast food and car dealerships along Lincoln Blvd.

The intersection at Washington and Lincoln could be a potential for a Regional Center.

If Regional Centers are expanded, there needs to be policies with ample focus on traffic management, walkability, quality of life, transitional heights, protection of natural habitats near and around the Tule and Ballona Wetlands, and public transportation infrastructure.

Expansion of Regional Centers should come with bicycle and frequent DASH service improvements and buses or rail transit infrastructure that run to LAX.

ISSUES AND CONCERNS

Lincoln Blvd is not ready to be upgraded to a Regional Center and needs further transportation and other infrastructure investments and improvements. Adding more density could make traffic more horrendous than it already is.

Do not build and carefully restrict development over the Tule and Ballona Wetlands.

There are potential impacts to patient access to the Cedar Sinai medical facility.

There are abutting low-scale residential neighborhoods that should be considered.

OPPORTUNITY SITES

GENERAL SUMMARY

What is your vision for the future land use of these two sites?



(1) SANTA MONICA AIRPORT

Reserve it for Public Facilities, not the private sector.

Reserve it for multi-use recreational open space and supportive housing.

Use it as a public park, botanical garden like the Los Angeles Arboretum, Huntington Garden, or community garden like Ocean View Farm.

Allow outdoor / al fresco dining, community buildings and 1-story buildings for recreational activities.

Reserve for dense housing preferably affordable housing for workforce, low-income, permanent supportive, transitional, seniors, and bridge housing.

Should be large public land with a combination of green space and community gardens, dense mixed-use, and retention of some of the airport history with buildings no higher than 3-5 stories, enough parking, and a pedestrian and bike linkage.

Consider a Century City or Playa Vista type area at Santa Monica Airport, especially if the Sepulveda Pass Transit corridor passes through Centinela Avenue.

Utilize the affordable housing only zone in the downtown community plan to incentivize the development of affordable/workforce housing.

(2) SANTA MONICA COLLEGE - BUNDY CAMPUS

Amazing opportunity for another walkable micro-community, including mixed-use commercial/residential or hybrid commercial live/work (no taller than 4-5 stories).

Build very high density live/work, including low-income or student housing, integrating living and working spaces and promote a complete neighborhood with amenities and green space.

Should be reserved for an innovation hub similar to the La Kretz Innovation Campus (LACI) to support job growth in cleantech.

Preserve as a public school for future generations. If not a community college it could be an art and performance high school.

The current buildings are around 3 stories. Perhaps on-site ground conditions limit the ability to build taller structures.

Daylight and quality views should be considered.

Include environmentally conscious outdoor and solar powered parking structures, and incorporate eco-friendly construction standards.

Reserve for open space and recreational uses such as a public pool, dog park, soccer field or playground.

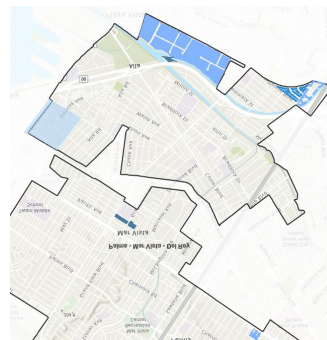
INDUSTRIAL DRAFT CONCEPTS

GENERAL SUMMARY

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Industrial Draft Concepts

Industrial

- Hybrid-Industrial Live/Work
- Hybrid Industrial (Job Emphasis)
- Hybrid-Industrial Live/Work (Low Scale)
- Industrial Preservation

Glencoe Maxella Specific Plan

OPPORTUNITIES AND CONSIDERATIONS

Working from home has shown to be an efficient alternative to traditional offices. Many tech companies are shifting to some form of telecommuting for employees.

Area H should have a minimum 3 Floor Area Ratio (FAR) (with a percent Low-Income component) and six stories in height limit similar to what is allowed south of Jefferson in Playa Vista. More heights granted if affordable units are included.

In hybrid industrial areas, FAR should incentivize enough floor area to provide for the employment and residential needs of the area, and not incentivize small scale developments, .

5000 Beethoven should be kept as open space. If not possible then ecological buffering with low height and housing density should be implemented.

Mindanao between Glencoe and the 90 freeway is another potential site for a pedestrian-friendly, mixed-use or hybrid-industrial model or zoning.

Implement some type of public benefit bonus to retain existing businesses and/or focus on adaptive reuse. Advance the Mesmer Triangle adaptive reuse concept.

Maintain a strong jobs-to-housing ratio. Create policies and land use strategies to ensure that jobs in the area remain and are strengthened.

Permit housing on public storage sites and promote more adaptive re-use of existing buildings.

ISSUES AND CONCERNS

The COVID-19 pandemic has created issues for people to work in close proximity.

Development on Bird Island (5000 Beethoven) presents environmental hazards and risk to the area.

Potential loss of existing businesses as a result of new hybrid industrial projects allowed in new zoning.

Allowing 4-6 stories at Mesmer Triangle will push out existing businesses.

Public storage sites do not provide many benefits for the community.

HISTORIC AREAS

GENERAL SUMMARY

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Historic & Preservation & Ecological Green Spaces

Historic Resources

- Survey LA Historic Planning District
- Survey LA Historic District
- Survey LA Historic Commercial District
- Gregory Ain Historic Preservation Overlay Zone
- Open Space Change Area
- Public Facilities Change Area
- Ballona Wetlands Ecological Buffer

Ballona Creek Bike Path Extension

HISTORIC AREAS

The historical designation for Mar Vista Gardens is a mistake. The current buildings from the 1950's created a poorly maintained poverty island that's in dire need of repair and improvement. The buildings do not hold architectural significance except to show an example of segregation and the failure of government to maintain safe living conditions.

Mar Vista Gardens needs to be reimagined. It is a missed opportunity to balance preservation of the existing low-income housing while increasing density, mixing income levels, beautifying and adding commercial options to integrate Mar Vista Gardens into the larger community.

In Mar Vista Gardens there is a need to add more designated car and bicycle parking spaces, a visitor parking site, and increase the frequency of public transportation to the site.

There is some confusions as to why some areas are deemed significant under Survey LA while others are not.

The north side of Pacific Avenue should be amended to be included within the Oval Planning District boundaries.

The Villa Marina being designated a history district is a concern as it could potentially add another layer of required approvals for changes to the exteriors of buildings.

ECOLOGICAL AREAS, OPEN SPACE & PF

GENERAL SUMMARY

Find maps here:

[StoryMaps](#)

[PDF Maps](#)



Historic & Preservation & Ecological Green Spaces

Historic Resources

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Ballona Creek Bike Path Extension

ECOLOGICAL AREAS, OPEN SPACE, AND PUBLIC FACILITIES (PF)

The Bike Path Extension will help increase recreational opportunities and non-car mobility in the area. There are no safe north/south biking options that connect Mar Vista to Del Rey.

More bike safety, more protected bike lanes, and more bike signals are needed throughout the plan area.

Opening the flood channel for public access without the proper oversight and security will only overextend the residents to clean up, monitor and manage the bike path. It will increase crime, erode privacy, and create a burden for residents living adjacent to the flood channel.

Do not extend the bike path through the flood channel north beyond Venice Blvd to Palms Blvd .

There is a need for more bike connections to large job centers. That includes a pedestrian and bicycle connection between Playa Vista and the businesses on Lincoln Boulevard north of Culver Boulevard.

The landscaping/open space around the Ballona Creek Bike Path is fantastically visioned. The entire length of the Ballona Creek should be included in any ecological buffer zone.

The Centinela Creek and Sepulveda Channel must also be included, as well as both the south and east sides of Mar Vista Gardens so that future development respects the interface.

The Ballona and Tule wetlands, while protected under State law, should be rezoned to open space to be safeguarded at the local level. Do not encroach on the Ballona Wetlands Ecological Reserve, preserve it for wildlife.

Reconsider the use of the Public Facilities at Culver and Centinela to a public community facility.

The entire length of the Culver Boulevard Bike Path should be called out in the Community Plan as important recreational resource in the Del Rey community.

The Public Facilities designation strip for Culver Boulevard Bike Path should extend eastwards for the entire length of the Culver Boulevard.

OTHER COMMENTS

ADUs

ADU and JADU programs are great ways to add gentle housing into low-scale neighborhoods. Include policies to better promote and approve these units.

AFFORDABILITY

All increases in density housing in the new plan should as a requirement contain units set aside for low and very low income renters. At least 25% of all units should be set aside.

Merely increasing total housing supply in areas of high demand does not reduce the cost of housing or promote equity, there is a need for affordable units.

ALLEYS

Support a private association to upkeep the alleys. Residents can join in an informal association to gate the alley for security purposes, investing private funds and performing upkeep as necessary.

CLIMATE CHANGE / RESILIENCE

Reduce commuting by giving lower-income workers housing opportunities to live near where they work.

All building construction standards need to be at the forefront of technology and climate change. Design green, eco, sustainable, carbon negative buildings to combat heat effects. Use technologies like cool roofs/cool pavement. Require that on-site parking in new developments be retrofitted with electric vehicle charging stations.

Reduce heat island effects with more shade structures and shade trees. Reclaim paved surfaces like parking spaces for parklets, trees, and plants that capture water (bioswales). Promote landscaping to be designed with sustainability principles (low water, native plants, support biodiversity).

Emphasize Transit Oriented Development (TOD) around transit and bus lines to increase the amount of housing available and incentivize higher requirements for affordable housing.

Reduce parking requirements to encourage the use of other modes of transportation.

COVID-19

There should be an appropriate assessment of how the COVID-19 pandemic (even with vaccines and/or treatments) will impact current and future mobility, housing, environmental and health/safety concerns.

The rise of COVID-19 should be considered in the design, density, and construction of new projects. Shared interior of buildings such as hallways and elevators helps spread the disease.

In the new normal of COVID viruses, increased density does not seem to be a good plan.

DESIGN

Ensure that the TOC project design standards protect the existing community and reduce the impacts on the smaller, neighboring buildings adjacent to them.

Increases in density are necessary, but must be accompanied by design requirements that maintain neighbors' privacy and provide on-site parking.

OTHER COMMENTS

ENVIRONMENTAL IMPACT REPORT (EIR)

Include traffic studies in the environmental report for several streets including with new projects increasing density.

EQUITY

Increase outreach and representation of renters and low income families in the process.

Have a Black Lives Matter representative review the plan to address any additional issues with equity in land use.

Dismantle historic, racist land use patterns in the Westside which have plagued LA City Planning for decades. Implement policies and zoning practices that address displacement and gentrification.

GOVERNANCE - OUTREACH

Enhance public outreach to be impacted by the draft concepts. Many stakeholders feel that there needs to be a better notification system for being informed about the update and important events.

Any subsequent Plan draft needs to be in an accessible format for reviewing and comparing. The StoryMaps platform made research very difficult and excluded all but the most devoted. Make it simple, clear, inclusive, accessible, easy to copy and screenshot or print. Including visuals for existing and proposed zoning, Mobility Plan and infrastructure overlays.

Conduct outreach by direct mail as well as email.

Some residents believe that City staff are heavily influenced and paid by developers and real estate companies who want to capitalize on the opportunity to build and market the sale of higher property values.

GOVERNANCE - HOUSING DATA

Provide Southern California Association of Governments (SCAG) data and projections and Regional Housing Needs Assessment (RHNA) data and projections measured against City data. Show how densification and development of neighborhoods is justified. The Neighborhood Council needs to have access to the same data that the Planning Department uses.

Provide an assessment of the single-family-owned housing stock, single-family-owned-condominium stock, rental housing stock, along with the City's projected future housing needs.

HOMELESSNESS

Every effort should be made to alleviate the homeless issue including: addressing the sanitation, drug, and public safety issues posed by the homeless encampments.

Remove the unsafe homeless encampments, and provide drug abuse treatment and mental health services.

Solve the homeless problem and create more green space for the public before creating more density.

Utilize opportunity sites to provide for permanent supportive housing and bridge housing.

The City should move the homeless population in the plan area into low-income neighborhoods and not allow them to live on the Westside.

OTHER COMMENTS

HOMESHARING

Add rules governing group homes and home sharing. Allow property owners to exercise more freely their right to list their properties on homesharing sites like AirBnB.

HOUSING CRISIS

The housing crisis needs to be addressed. California is experiencing rent growth of 10% or more per year and needs to produce an estimated 180,000 units annually to keep up with population growth. The Update is the perfect opportunity to identify locations that can support new housing development in the region.

The estimates by the State of California that 3.5 million new units are needed by 2030 are untrue and calculated with unsubstantiated methodology. The housing crisis is not real. Local vacancy rates, “for rent” yard signs, vacant luxury apartments, and many people fleeing California are evidence of this.

HOUSING AND POPULATION GROWTH

The Draft Plan is too growth aggressive and should be revised.

The Draft Plan is modest and doesn't do enough to meet growth needs. Many agree that there should be housing options for all incomes.

There is already enough land within the City of Los Angeles planned and zoned for denser development to accommodate the future population. Therefore, no further zoning changes need to be made to accommodate an increase in population.

INFRASTRUCTURE

Communicate how the plan will address infrastructure: i.e., water supply, sewer system infrastructure, natural gas supply, electricity supply, mobility, and internet supply to support increased telecommuting.

Additional investments, policy and planning around infrastructure is needed such as updates to electric, gas, water, sewer, storm drain, parking, sidewalks, freeways and telecommunications capacities.

Any increases in population and building mass would place enormous strain on existing public services and infrastructure, especially water and the electric grid.

MOBILITY

Plan and emphasize transportation networks, increase bikeability and walkability, more bike paths and pedestrian paths, increase public transportation services and reliability in the plan area.

Implement Traffic Demand Management (TDM) for all new projects in the area. Consider emergency evacuation studies for egress in neighborhoods in the event of an emergency situation.

OPEN SPACE / GREEN SPACE

Require public benefits in new commercial developments that result in increases to street beautification and green space such as public art, parklets, dog parks, public gardens, rooftop gardens, shade trees and street lights.

Create mini parks with parcels that become available through purchase and/or lease from private owners or the School District.

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>