Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers 1st-State Soto-Chavez Soto-Washington/ Olympic 1st-North Lorena	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Whittier, Chavez, & 1st (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards 4th Street (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River	1			13		18

[1] Refer to Table UF-4

Brentwood-Pacific Palisades

Existing Setting

The street pattern in Brentwood and Pacific Palisades is curvilinear, except the portion of Brentwood between San Vicente and Wilshire Boulevards. Sixty percent of the housing units are single family, located on 88 percent of the residential land area, at an average net density of five units per acre.

Low-rise multi-family buildings are concentrated between San Vicente and Wilshire Boulevards east of Centinela Avenue and along Barrington Avenue north of San Vicente Boulevard at an average net density of 28 units per acre. The average net density for all housing types is eight units per acre.

A pedestrian-oriented mixed mid- and low-rise corridor, comprised of a mix of building types including storefronts and two-story strip malls with subterranean parking, is located along San Vicente Boulevard with its Coral Tree-lined median. A pedestrian-oriented storefront district is located off Sunset Boulevard in Pacific Palisades.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center San Vicente	1	4	7	13	14	17
	Community Centers Sunset-Barrington Sunset-Via de la Paz	2, 3	5	8, 9, 10	13	15	17
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
Industrial		1	4	7	12	14	18
Open Space	Canyons and Santa Monica Mountain parklands	1			13		18

[1] Refer to Table UF-4

Canoga Park-Winnetka-Woodland Hills

Existing Setting

The street pattern in the Canoga Park-Winnetka-Woodland Hills plan area is an arterial grid with curvilinear collector and local streets in the flatlands north of the Ventura Freeway and east of Platt Avenue; it is curvilinear in the hillside areas south of the Ventura Freeway (Santa Monica Mountains) and west of Platt Avenue (West Hills area).

Ninety-two percent of the residential land area is occupied by single family homes which comprise 67 percent of the housing units in the plan area at an average net density of five units per acre. Low-rise multi-family housing, including three- and four-story buildings, at an average net residential density of 29 units per acre, is concentrated around Warner Center, along the east-west arterials east of Topanga Canyon Boulevard, and in a few scattered locations in that same area. The average net density for all housing types is seven units per acre.

This plan area includes the largest concentration of commercial development in the San Fernando Valley, located in and around Warner Center, including high- and mixed mid- and low-rise centers and three regional shopping centers. Sherman Way includes a series of commercial corridors and centers, including a storefront segment between Topanga Canyon Boulevard and Canoga Avenue, both of which

include segments of commercial corridors. Centers are also located at arterial intersections east of Canoga Avenue.

Industrial development is located in a district between De Soto and Canoga Avenues in Warner Center and north along Canoga Avenue.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differ-eniation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Ventura-Topanga Ventura-Winnetka Ventura-Canoga Sherman-Canoga/ Topanga Ventura-Mulholland	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Fallbrook Square Warner Center	2, 3	5	7	13	14	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Ventura, Topanga, Owensmouth, Sherman Way (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and railroad corridors	1			13		18

[1] Refer to Table UF-4

Central City

Existing Setting

At the center of the original Pueblo de Los Angeles, the Central City street pattern consists of the original diagonal grid, oriented at slightly more than 30 degrees off the primary compass points.

A relatively small amount of housing (less than 10,000 units) is located in Central City, consisting almost entirely of high-rise and low-rise buildings, at an average net residential density of 131 units per acre.

Central City includes the following districts:

- The high-rise new financial district, located south of Civic Center to approximately Ninth Street between the Harbor Freeway and Grand Avenue, consists of freestanding buildings with limited ground floor shops and services that are typically internally oriented. There are two regional shopping centers anchored by major department stores: Broadway Plaza is in the base of an office tower; Seventh Street Marketplace is located below grade in a plaza setting.
- The mid-rise old financial and shopping district from First Street to Olympic Boulevard between Grand Avenue and Main Street includes 12- to 13-story, zero-setback buildings along Spring Street with limited ground floor retail uses and some residential uses, and zero-setback buildings along Broadway with extremely active ground floor retail that is often open to the street and upper floors that are often vacant. This section of Broadway is quite possibly the most intensively used pedestrian-oriented commercial corridor in the city. Most of the buildings in this district do not provide on-site parking.
- Civic Center is comprised of mid- and low-rise freestanding buildings, with the exception of City Hall and a few other buildings which exceeds 13 stories, and includes a central plaza extending from Spring Street (City Hall) to Hope Street (Department of Water and Power).
- Little Tokyo includes a mix of mid-, low- and a few high-rise buildings, many with ground floor shops. This district experiences considerable pedestrian activity.
- South of the old and new financial districts is a low-rise district generally bounded by Ninth Street and Olympic Boulevard, San Pedro Street, and the Convention Center, consisting of a mix of storefront, freestanding and blank-wall buildings.

The Central City East industrial district extends into the Central City plan area from Alameda Street to about San Pedro Street and includes the garment district and the flower and produce markets.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Multi-Family		1	4	7	12	14	17
Commer-cial	Downtown Center	1	5, 6	7, 9	12	14	18
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River, Arroyo Seco, and other	1			13		18

[1] Refer to Table UF-4

Central City North

Existing Setting

Central City North consists of a combination of grid and curvilinear streets and includes both the industrial district east of Alameda Street from the Santa Ana Freeway (101) south to the City of Vernon and the largely commercial and residential Chinatown district north of the Hollywood Freeway (101).

Nearly all of the housing is low-rise multi-family at a net density of 39 units per acre. It is located west of the Pasadena Freeway and just southeast of the Hollywood-Pasadena Freeway interchange.

The low-rise commercial district that comprises Chinatown consists of a mix of low-rise building types with pedestrian-oriented storefronts along segments of Hill Street and Broadway.

Industrial development north of the 101 Freeway surrounds the Chinatown commercial district. The entire area south of the 101 Freeway between Alameda Street and the Los Angeles River (and railroad lines) is a major industrial district, consisting of a variety of different industrial activities.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Community Centers Broadway-Bishop 1st-Alameda	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Sunset-Broadway Union Station Macy-Alameda	2, 3	5	7	13	14	18
	Mixed Use Boulevards Sunset (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River, Arroyo Seco, and rail corridors	1			13		18

[1] Refer to Table UF-4

Chatsworth-Porter Ranch

Existing Setting

The street pattern in the Chatsworth-Porter Ranch plan area is primarily an arterial grid with curvilinear collector and local streets south of the Simi Valley Freeway and curvilinear in the foothills north of the freeway. Nearly three-fourths of the residential units are single family, located on 86 percent of the residential land area at an average net density of five units per acre. Low-rise multi-family housing, at an average net density of 12 units per acre, is concentrated in scattered areas along and between Topanga Canyon Boulevard and De Soto Avenue. The average net density for all housing types is six units per acre.

Commercial development in this plan area is concentrated around the Northridge Fashion Center, a six-anchor regional center, and includes a freestanding mid-rise center and other box centers. Devonshire Street between Topanga Canyon Boulevard and Canoga Avenue is a mixed-building-type commercial corridor. In addition, generally small centers (corner malls) are located at arterial intersections.

A major industrial district extends from Topanga Canyon Boulevard to the eastern boundary of the plan area, continuing west into Northridge.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Devonshire-De Soto	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Porter Ranch Northridge Fashion Center	2, 3	5	7	13	14: North. 16: Porter	17
	General Commercial	1	4	7	12	14	17
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridor	1			13		18

[1] Refer to Table UF-4

Encino-Tarzana

Existing Setting

The street pattern in the Encino-Tarzana plan area is largely curvilinear. The curvilinear streets are located in the hills south of the Ventura Freeway. North of the Freeway the streets are a grid, oriented on the primary compass points, west of White Oak Avenue and arterial grid with curvilinear local and collector streets to the east. Fifty-nine percent of the residential units are single family, located on 87 percent of the land area, at an average net density of four units per acre. Low-rise multi-family housing is concentrated, at an average net density of 17 units per acre, in a district west of the Sepulveda Basin. North of Burbank Boulevard this area extends from Lindley Avenue to Wilbur Avenue and from Burbank Boulevard to Oxnard Street. South of Burbank Boulevard it extends from White Oak Avenue to Lindley Avenue and from Burbank Boulevard to Ventura Boulevard, as well as along Balboa Boulevard between the freeway and Ventura Boulevard. The average net density for all housing types is five units per acre.

Commercial development is located almost exclusively along Ventura Boulevard. This commercial corridor includes a mix of building types, including scattered mid-rise buildings between the San Diego Freeway and Balboa Boulevard and two large specialty centers west of Balboa Boulevard.

There are scattered industrial districts and centers between the Ventura Freeway and Oxnard Boulevard.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center Tarzana Square	1	4	7	13	14	17
	Community Centers Reseda Ventura-Tampa Tarzana	2, 3	5	8, 9, 10	13	15	18
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
	Mixed Use Boulevards Ventura (portions)	2, 3	5	8, 9, 10	13	15	18
Open Space	Drainages, Santa Monica Mountains	1			13		18

[1] Refer to Table UF-4

Granada Hills-Knollwood

Existing Setting

The street pattern in the Granada Hills-Knollwood plan area is generally an arterial grid with curvilinear collector and local streets south of the Simi Valley-San Fernando Valley Freeway (118) and curvilinear north of the freeway in the foothills. Most of the residential land area is occupied by single family homes at an average net density of four units per acre. There are three small areas of low-rise multi-family housing: along Chatsworth Street east and west of Balboa Boulevard; on Rinaldi Street just west of the San Diego Freeway, and along Devonshire Street and Zelzah Avenue just north of Cal State Northridge (CSUN). The average net density for all housing types is five units per acre.

Commercial development consists primarily of several large box centers along Balboa Boulevard. There are two large centers along Chatsworth Boulevard at Zelzah Avenue and a commercial corridor including storefronts directly to the east.

There is a narrow industrial corridor running generally along the intermittent Simonds Street (south of the Simi Valley Freeway) between White Oak and Woodley Avenues.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center Chatsworth-Zelzah	1	4	7	13	14	17
	Community Centers Devonshire-Balboa	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Chatsworth (portions)	2, 3	5	8, 9, 10	13	15	18
Open Space	Drainages, canyons	1			13		18

[1] Refer to Table UF-4

Harbor Gateway

Existing Setting

The arterial street pattern in the Harbor Gateway corridor that links the South Bay communities to the main body of the City is a grid; most residential streets are curvilinear with limited connections to the arterial grid. Over half the housing units are single family, located on over three-fourths of the residential land area at an average net residential density of eight units per acre. Mixed residential neighborhoods are located south of 223rd Street and north of Torrance Boulevard; low-rise multi-family areas are located along Western Avenue and Carson Street south of the San Diego Freeway and along Vermont Avenue north of the freeway. The average net multi-family density is 23 units per acre and the average net density of all housing types is 11 units per acre.

Commercial development consists primarily of the Harbor Gateway Center, comprised of older low-rise industrial buildings and recent mid- to high-rise freestanding office buildings in a landscaped (business park setting). Commercial corridors are located along Carson Street and Sepulveda Boulevard.

As indicated above, an industrial district is located in the Harbor Gateway Center, primarily south of the San Diego Freeway. Other centers and narrow corridors are scattered throughout the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Community Centers Vermont-Rosecrans Vermont-Carson	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
Industrial	Regional Center Harbor Gateway	1	5	8	12	14	18
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

Hollywood

Existing Setting

The street pattern south of Franklin Avenue consists of a grid oriented on the primary compass points; north of Franklin Avenue in the Hollywood Hills the streets are curvilinear, following the canyons and hillside topography.

Less than one quarter of the housing units are single family, located on two-thirds of the residential land area, with a net single family density of seven units per acre. The solidly single family areas are located almost entirely north of Franklin Avenue and east of Vermont Avenue. Mixed single family and multi-family areas are located throughout Hollywood, comprising the predominant residential type in the flatland portion of the plan area. Predominantly low-rise multi-family areas are also scattered throughout the plan area and are concentrated between Franklin Boulevard and Fountain Avenue west of Highland Avenue, between Hollywood and Franklin Boulevards from Highland Avenue to Normandie Avenue, in Beachwood Canyon, and along Los Feliz Boulevard east of Vermont Avenue. The resulting net multi-family density is 43 units per acre, with a net density for all housing types of 19 units per acre.

Hollywood includes a major commercial district (bounded very roughly by Sunset Boulevard, La Brea Avenue, Franklin Avenue or Yucca Street and Gower Street), which is both a designated center and redevelopment area. Hollywood Boulevard, the focus of the district, consists largely of one- to two-story pedestrian-oriented storefronts, with mid-rise towers at intersections. Sunset Boulevard consists primarily of low-rise freestanding buildings with a few mid- and high-rise buildings near its intersection with Vine Street. The designated East Hollywood Center,

located along Sunset Boulevard at its intersection with Vermont Avenue, is a low- and mid-rise corridor, consisting of several major medical facilities.

Low-rise corridors, consisting of a mix of building types, are located along Hollywood and Sunset Boulevards east of Gower Street, Santa Monica Boulevard and Melrose, Vermont and Western Avenues, Vine Street, and Highland and La Brea Avenues. Predominantly pedestrian-oriented storefront segments are scattered along these streets (see Figure 5).

Industrial areas include several centers consisting of film and television studios and a district along Santa Monica Boulevard between Seward Street and La Brea Avenue.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Hollywood-Western Vermont-Sunset Western-Sunset Vermont-Hollywood Hollywood-La Brea/ Bronson	2, 3	5	8, 9, 10	13	15	18
	Regional Center Hollywood Core	1	4	7	12	14	18
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
	Mixed Use Boulevards Hollywood, Santa Monica, Western, and Vine (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

Mission Hills-Panorama City-North Hills

Existing Setting

The street pattern in the Mission Hills-Panorama City-North Hills plan area is primarily an arterial grid oriented on primary compass points, with curvilinear collector and local streets. Half of the residential units are single family, located on 82 percent of the residential land area at an average net density of six units per acre. Substantial concentrations of primarily two-story, low-rise multi-family housing are located between the San Diego Freeway and Van Nuys Boulevard, from Nordhoff Street to Roscoe Boulevard, as well as in the adjacent triangle bounded by Van Nuys Boulevard, Nordhoff Street and Woodman Avenue, and along Sepulveda Boulevard north of Nordhoff Street, at an average net density of 26 units per acre. The average net density for all housing types is nine units per acre.

Commercial development in this plan area is concentrated around the Panorama Mall, a designated center, including a storefront segment along Van Nuys Boulevard directly across from the mall. A commercial corridor of mixed building types is also located along Sepulveda Boulevard between Roscoe Boulevard and Nordhoff Street. In addition, there are centers along the rest of Van Nuys Boulevard and along Woodman Avenue.

A wide industrial corridor is located along the railroad line the defines the southern boundary of the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Sepulveda-Devonshire Sepulveda-Nordhoff Sepulveda-I 118 Panorama City Woodman-Osborne	2, 3	5	8, 9, 10	13	15	18
	Regional Center Panorama City	2, 3	5	7, 9	13	14	18
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
Industrial		1	4	7	12	14	18
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

North Hollywood

Existing Setting

North Hollywood has a grid pattern oriented on primary compass points, with limited areas consisting of an arterial grid with curvilinear collector and local streets.

Almost three-fourths of the residential land area is occupied by single family housing which comprises one-third of the total housing units, at an average density of seven units per acre. Mixed residential areas are located along and primarily east of Lankershim Boulevard between Riverside Drive and Oxnard Street. Low-rise multi-family housing is located throughout the plan area at an average net density of 33 units per acre, primarily along major and secondary arterials and in several larger areas including an area bounded by Magnolia, Burbank and Lankershim Boulevards and Whitsett Avenue, just west of the Hollywood Freeway. The average net density for all housing types is 14 units per acre.

The primary commercial corridor in North Hollywood is Lankershim Boulevard. It consists of a mix of building types including the following: primarily low-rise mixed freestanding, storefront and strip mall buildings; several storefront segments with the potential for pedestrian oriented street frontage; and several mid-rise buildings in the Redevelopment Area/center at Magnolia Boulevard. There are two small regional shopping centers (aggregated big box building types): one is a linear center along Laurel Canyon Boulevard surrounded by surface parking; the other center is anchored by one department store and incorporates a high-rise tower. Other low-rise commercial corridors, consisting of a mixed types, includes Laurel Canyon Boulevard (mixed building types including several centers), Vanowen Street and Victory, Burbank, Chandler and Magnolia Boulevards.

A wide industrial corridor is located along the railroad right-of-way that extends west from the Burbank Airport (the northern boundary of the plan area; an industrial district is located along Vineland Avenue between Burbank and Magnolia Boulevards.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Victory-Coldwater Laurel Canyon-Magnolia	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Lankershim-Burbank/ Magnolia Laurel Canyon-Victory	2, 3	5	8, 9	13	15	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Burbank (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and railroad corridor	1			13		18

[1] Refer to Table UF-4

Northeast Los Angeles

Existing Setting

The Northeast District has a predominantly curvilinear street pattern in response to its hilly topography, with limited grid patterns in the flatland areas. Sixty-four percent of the housing units in the Northeast District are single family, located on 84 percent of the land area at an average net density of eight units per acre. Substantial mixed single- and multi-family areas are located in the vicinity of the designated centers in both Lincoln Heights (south of Broadway) and Highland Park. The average net multi-family density is 23 units per acre. The average net density for all housing types is 14 units per acre.

Each community in the district includes at least one commercial corridor segment. These commercial segments, consisting of a mix of storefront, freestanding, strip mall and blank wall buildings as well as box centers (supermarkets or super-drugstores sometimes with related shops and services), are typically one to one and one-half mile long. They are as follows:

- Broadway in Lincoln Heights, including a pedestrian-oriented storefront segment;
- Huntington Drive in El Sereno;
- Figueroa Street in Highland Park, including a pedestrian-oriented one- and two-story storefront segment near Occidental College;
- Colorado and Eagle Rock Boulevards in Eagle Rock, with a pedestrian oriented segment along Colorado Boulevard east of its intersection with Eagle Rock Boulevard;
- Glendale and Los Feliz Boulevards, both including storefront segments, in Atwater.

Narrow industrial corridors occur along Valley Boulevard and along San Fernando Road and the adjacent railroad right-of-way, including Taylor Yards.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center Atwater Village El Sereno Huntington-Collis/ Topaz County-USC Hospital	2	5	7	13	14	17
	Community Centers Highland Park Figueroa-Sycamore Lincoln Heights	2, 3	5	8, 9, 10	13	15	18
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
	Mixed Use Boulevards Figueroa (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River, Arroyo Seco, rail corridors	1			13		18

[1] Refer to Table UF-4

Northridge

Existing Setting

The street pattern in the Northridge plan area is almost entirely an arterial grid with curvilinear collector and local streets. Almost all (91 percent) of the residential land area is devoted to single family housing which comprises 63 percent of all housing units, at an average net density of four units per acre. Low-rise multi-family housing is concentrated primarily along the Reseda Boulevard corridor and around CSUN, at an average net density of 25 units per acre (considerably higher in the vicinity of CSUN). The average net density for all housing types is six units per acre.

Commercial development is concentrated in a mixed-building-type corridor along a segment of Reseda Boulevard and a shorter segment of Balboa Boulevard. Centers are located along both Boulevards at arterial intersections, as well as at a few other arterial intersections.

The eastern tip of the large industrial district in Chatsworth extends into Northridge.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Devonshire-Reseda Reseda-Nordhoff/ Plummer	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Multi-Family Boulevards 4th Street (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Rail corridor and drainages	1			13		18

[1] Refer to Table UF-4

Palms-Mar Vista-Del Rey

Existing Setting

The street pattern in the Palms-Mar Vista-Del Rey plan area is a combination of all three patterns. In Palms and Mar Vista the arterial grid continues the diagonal described for West Los Angeles, with a random linear pattern in the Del Rey area northeast of Marina Del Rey.

In this plan area, one-third of the housing units are single family, located on over two-thirds of the residential land, at an average net density of eight units per acre. Low-rise multi-family housing is concentrated in Palms, primarily east of Overland Avenue and along the major arterials west of Overland Avenue, and is scattered throughout Mar Vista and Del Rey. The average net density for multi-family housing is 38 units per acre, with the average net density for all housing types at 18 units per acre.

Commercial development is located in corridors along Venice Boulevard (mixed building types including short storefront segments), Motor Avenue (primarily freestanding buildings) and Centinela Avenue (mixed building types) and in centers on Sepulveda Boulevard.

Industrial districts and centers are located in the Del Rey area, particularly south of the Marina Freeway (90).

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Venice-Robertson Venice-Centinela National (portions)	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Venice, Motor, and Overland (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Ballona Creek, other drainages, rail corridors	1			13		18

[1] Refer to Table UF-4

Port of Los Angeles

Existing Setting

The Port is a high commerce area consisting of heavy industrial, institutional, and infrastructure uses. Waterway channels penetrate the southern boundary, and the CPA is anchored by the Pacific Ocean on its southern end.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Industrial		1	4	7	12	14	18
Open Space	Drainages, rail corridors	1			13		18

[1] Refer to Table UF-4

Reseda-West Van Nuys

Existing Setting

The street pattern in the Reseda-West Van Nuys plan area is about half grid, oriented on the primary compass points, and half arterial grid with curvilinear collector and local streets. Single family housing, comprising 65 percent of all housing units, is located on 90 percent of the residential land area at an average net density of six units per acre. Low-rise multi-family housing is located along the Reseda Boulevard corridor and along Sherman Way and Vanowen Street and a few other concentrated locations, at an average net density of 30 units per acre. The average net residential density for all housing types is eight units per acre.

Commercial development is concentrated in corridors along Reseda Boulevard and Sherman Way in the vicinity of their intersection, including storefronts on both Boulevards. Other commercial development is dispersed as centers at most arterial intersections throughout the plan area.

The Van Nuys Airport and vicinity comprise a major industrial district.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center Reseda-Sherman Way	1	4	7	13	14	17
	Community Centers I 405-Metrolink	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
Industrial		1	4	7	12	14	18
Open Space	Drainages, rail corridor	1			13		18

[1] Refer to Table UF-4

San Pedro

Existing Setting

The street pattern in San Pedro is a grid, except at the base of the Palos Verdes Hills and north of Summerland Avenue where it is curvilinear. Half the housing is single family located on two-thirds of the residential land area, at an average net density of nine units per acre. Mixed residential areas are located throughout San Pedro, particularly along the following corridors: Gaffey Street and Pacific Avenue south of Sixth Street; and Ninth and 25th streets west of Gaffey Street. Predominantly low-rise multi-family areas are located along the western boundary of San Pedro, along Gaffey Street and the Ninth Street corridor (west of Gaffey Street) and the Third Street corridor (east of Pacific Avenue). The average net multi-family density is 21 units per acre and the average net density for all housing types is 13 units per acre.

Commercial development is located in the following areas:

- The low-rise pedestrian-oriented storefront downtown district, generally bounded by Fourth Street, Center Street, Eighth Street and Pacific Avenue;
- Mixed-building-type corridors along Gaffey Street and Pacific Avenue;
- Centers in the western portion of the plan area; and
- The mid-rise district comprised of freestanding buildings east of downtown within the Redevelopment Area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Regional Center San Pedro "Core"	2, 3	5, 6	8, 9	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Pacific and Gaffey (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

Sherman Oaks-Studio City-Toluca Lake

Existing Setting

The street pattern in the Sherman Oaks-Studio City-Toluca Lake plan area is a grid, oriented on the primary compass points, north of the Santa Monica Mountains, which lie just south of Ventura Boulevard. It is curvilinear in the hillside areas to the south.

Most of the residential land area (87 percent) throughout the plan area is devoted to single family homes which comprise 43 percent of the total residential units at an average net density of four units per acre. There is one mixed-residential area east of Lankershim Boulevard and south of Moorpark Street. Low-rise multi-family housing, ranging from two to four stories, provides the majority of housing units in the plan area on only 13 percent of the residential land, at an average net density of 38 units per acre. The multi-family housing is concentrated along the major and secondary arterials between Ventura Boulevard and the Ventura Freeway. The average net density for all housing types is nine units per acre.

The continuous commercial corridor along Ventura Boulevard provides a mix of building types, including extensive segments of pedestrian-oriented storefronts. Small commercial centers are located at the intersections of Moorpark Street with major and secondary arterials. Universal City development extends into the City of Los Angeles north of the Hollywood Freeway (101), including the high-rise City Plaza building and two hotel towers.

CBS Studio Center at Ventura Boulevard and Colfax Avenue is the only industrial development in the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Ventura-Laurel Canyon Ventura-Van Nuys	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Ventura-Sepulveda Universal City	1	5	7	12	14	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Ventura (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River and other drainages	1			13		18

[1] Refer to Table UF-4

Silverlake-Echo Park

Existing Setting

The street pattern in the Silver Lake-Echo Park plan area consists of curvilinear streets in the hills and a grid in the flatlands.

Half of the housing units in this plan area are single family, located on three-fourths of the residential land on relatively small lots, at an average net density of 10 units per acre. Predominantly mixed residential and duplex housing can be found in the area bounded by Dodger Stadium/Elysian Park, Echo Park and the Hollywood Freeway, east of Vermont Avenue, along Silverlake Boulevard, and on the hillside north of Sunset Boulevard just east of Griffith Park Boulevard, and on the hillside north of Sunset Boulevard just east of Griffith Park Boulevard. A few small multi-family areas are scattered throughout the plan area. The average net multi-family density is 29 units per acre; the average net density for all housing types is 15 units per acre.

Low-rise commercial corridors with a mix of building types are located along Sunset and Glendale boulevards and Hyperion Avenue.

A narrow corridor of industrial development is located along the Los Angeles River.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Sunset-Alvarado Sunset-Echo Park Sunset-Myra Alvarado-north of Sunset Hyperion (portion)	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Sunset, Temple, and Glendale (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards Temple (portion)	3	5	8, 11	13	16	17
Open Space	Drainages and canyons	1			13		18

[1] Refer to Table UF-4

South Central Los Angeles

Existing Setting

The street pattern in South Central Los Angeles is a grid, with the northeastern portion (north of Exposition Boulevard and east of Hoover Street) consisting of the diagonal grid.

Just over half of the residential units in this community plan area are located on three-fourths of the residential land area, on small lots similar to those in Southeast Los Angeles, resulting in the same average net single family density (11 units per acre). Mixed residential neighborhoods are located throughout the plan area. Multi-family housing is concentrated primarily north of USC and in an area northwest of the intersection of Western Avenue with Washington Boulevard.

Multi-family housing is at an average net density of 32 units per acre. The average net density for all housing types is 16 units per acre.

Almost continuous commercial corridors, comprised of a mix of storefronts, freestanding and blank-wall buildings with scattered strip malls and box centers, are located along Vermont and Western Avenues and Figueroa Street running north-south, and along Pico and Washington Boulevards and Slauson, Florence and Manchester avenues running east-west. Similar corridors are located along segments of Normandie Avenue and Venice, Adams, Jefferson and Martin Luther King Boulevards.

A small amount of industrial development occurs in narrow corridors along Washington Boulevard and Slauson Avenue, with a small district at the southwest corner of Slauson and Western avenues.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center Vermont-Manchester	2, 3	5	8, 9	13	15	18
	Regional Center Figueroa, adjacent to USC	1	5	8, 10	12	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Western, Normandie, Vermont, Figueroa, Venice, Washington, Jefferson, King, Vernon, Florence, and Manchester (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards Exposition, Jefferson, and Adams (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Rail corridors.	1			13		18

[1] Refer to Table UF-4

Southeast Los Angeles

Existing Setting

The street pattern in Southeast Los Angeles is almost entirely grid, with a portion (the area north of an eastward extension of Exposition Boulevard) oriented on the early diagonal grid.

More than three-fourths of the residential land area is occupied by single family homes on relatively small lots, which comprise 62 percent of all housing units in the plan area, resulting in an average net density of approximately 11 units per acre. Mixed residential areas are located primarily between Slauson and Vernon avenues, just south of Manchester Avenue, and in the vicinity of the Watts Redevelopment Area. The only significant concentration of low-rise multi-family housing is also in the vicinity of the Watts Redevelopment Area. The average net density for multi-family housing is 23 units per acre, resulting in an average net density for all housing types of 14 units per acre.

Continuous commercial-light industrial corridors run along all major and secondary north-south arterials including the following: Figueroa Street, Broadway, Main and San Pedro Streets, Avalon Boulevard and Central Avenue. Development is a mix of freestanding, storefront and blank-wall building, with occasional strip malls and box centers. Similar corridors are located along segments of east-west running arterials including the following: Jefferson and Vernon Boulevards and Florence and Manchester avenues.

Industrial development is concentrated primarily in the following locations by type:

- The southern edge of the Central City district between Washington Boulevard and the Santa Monica Freeway;
- A narrow corridor along the Exposition rail corridor;
- A district between the Harbor Freeway and Main Street; and
- A district bounded by Slauson Avenue, Central Avenue, Florence Avenue and Avalon Boulevard.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Broadway-Manchester Vernon-Central Vernon-Alameda Compton-103rd	2, 3	5	8, 9, 10	13	15	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Figueroa, Broadway, Main, Avalon, Central, King, and Florence (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards Figueroa, Main, Avalon, Central, and Wilmington (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridors	1			13		18

[1] Refer to Table UF-4

Sun Valley

Existing Setting

The street pattern in Sun Valley is a mix of grid (both oriented on and 45 degrees off primary compass points), arterial grid with curvilinear collector and local streets, and curvilinear. Ninety percent of the residential land is occupied by single family homes which comprise 71 percent of all residential units, at an average net density of six units per acre. Low-rise multi-family housing is located in a few concentrated areas along each of the north-south arterials south of the Golden State Freeway (5) and in two locations north of that freeway, at an average net density of 21 units per acre. The average net density for the entire plan area is seven units per acre.

The largest concentration of commercial development is the commercial corridor along Sunland Boulevard on both sides of Golden State Freeway. In addition, there are short commercial corridor segments along both Laurel Canyon and Lankershim Boulevards.

There is a series of large industrial districts along the railroad line that parallels San Fernando Road. A narrow corridor is located along the railroad line that constitutes the southern boundary of the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Laurel Canyon-Roscoe Roscoe-Sheldon San Fernando-Clybourn	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Multi-Family Boulevards Lankershim and Sunland (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridors	1			13		18

[1] Refer to Table UF-4

Sunland-Tujunga-Lakeview Terrace-Shadow Hills

Existing Setting

The street pattern in the Sunland-Tujunga-Lakeview Terrace-Shadow Hills plan area includes a grid oriented on the primary compass points in the flatlands of Sunland and Tujunga, a grid oriented on the diagonal in most of Lakeview Terrace, and a curvilinear pattern in the surrounding hillside areas and Shadow hills.

Over three-fourths of the housing units are single family, located on 93 percent of the residential land, at an average net density of five units per acre. Low-rise multi-family housing, at an average net density of 20 units per acre, is concentrated along the Foothill Boulevard corridor, especially between Foothill Boulevard and

Apperson Street east of their intersection. The average net density for all housing types is six units per acre.

Commercial development is located along Foothill Boulevard in a corridor of mixed commercial types, including centers.

Industrial centers are scattered between Sunland and Foothill Boulevards west of their intersection.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Foothill-Commerce Foothill-Oro Vista	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Foothill (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards Foothill (portion)	3	5	8, 11	13	16	17
Industrial		1	4	7	12	14	18
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

Sylmar

Existing Setting

The street pattern in Sylmar is predominantly a grid, oriented 45 degrees off the primary compass points; curvilinear streets with some extensions of the main arterial grid are found in the hills northeast of Foothill Boulevard. Seventy-nine percent of the residential units are single family, located on 89 percent of the residential land area at a net density of five units per acre. Low-rise multi-family housing is concentrated along Foothill Boulevard and in a scattered location elsewhere, at an average net density of ten units per acre. The average net density for all housing types is five units per acre.

Commercial development is concentrated along two corridor: Foothill Boulevard and San Fernando Road. Centers are located at arterial intersections.

There are industrial districts and narrow corridors generally northwest of Polk Street and southwest of Glenoaks Boulevard. A narrow industrial corridor runs along the north side of the Golden State Freeway through much of the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Center San Fernando-Sayre	1	5	7	12	14	17
	Community Centers Foothill-Maclay San Fernando-Hubbard	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Whittier, Chavez, & 1st (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridors	1			13		18

[1] Refer to Table UF-4

Van Nuys-North Sherman Oaks

Existing Setting

The street pattern in the Van Nuys-North Sherman Oaks plan area is predominantly a grid, oriented on the primary compass points. Over one-third of the residential units are single family, located on three-fourths of the residential land area at an average net density of six units per acre. There are two significant concentrations of mixed residential development south of Victory Boulevard, east and west of Van Nuys Boulevard. Low-rise multi-family housing is located along major and secondary arterials: on a fairly consistent half-mile grid north of Victory Boulevard, with the exception of Van Nuys Boulevard; and intermittently south of Victory Boulevard. The average net multi-family density is 36 units per acre and the average net density for all housing types is 13 units per acre.

The primary commercial corridor in the plan area is Van Nuys Boulevard which includes a pedestrian-oriented storefront segment north of the Van Nuys Civic Center and a few mid-rise buildings, e.g., Civic Center. Sepulveda Boulevard is predominantly a commercial corridor of mixed building types including centers. The Sherman Oaks Fashion Square is a linear regional shopping center with structure and surface parking, located adjacent to the Ventura Freeway on Riverside Drive. Riverside Drive east of the center is a mixed-building-type commercial corridor. Other commercial development consists primarily of corner malls at the intersections of arterials.

A wide industrial corridor is located along the railroad line that defines the northern boundary of the plan area. A small industrial district is located between Sepulveda and Van Nuys Boulevards along Oxnard Street.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Van Nuys-Vanowen	2, 3	5	8, 9	13	15	18
	Regional Centers Van Nuys "Core" Sherman Oaks Fashion Square	2, 3	5	8, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Van Nuys (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages, Los Angeles River, and rail corridor	1			13		18

[1] Refer to Table UF-4

Venice

Existing Setting

The street pattern in Venice are predominantly a grid, with arterials and residential sub-areas at a variety of compass orientations. Streets are closely spaced and lots are both narrow and shallow. Thirty-eight percent of the housing units are single family on 52 percent of the residential land, at an average net residential density of 16 units per acre. Mixed single-family and multi-family areas are located west of Lincoln Boulevard and north of Venice Boulevard. Predominantly low-rise multi-

family areas are located primarily along the beach and in other scattered locations. The average net multi-family density is 28 units per acre and the average net density for all housing types is 22 units per acre.

Commercial development is located in the following corridors: Lincoln Boulevard, a continuous corridor of primarily freestanding buildings including box centers; Washington Boulevard, including freestanding buildings near its intersection with Lincoln Boulevard and pedestrian-oriented storefronts adjacent to the beach and pier; and pedestrian-oriented storefronts along Abbot Kinney Boulevard and along the Venice Boardwalk on the beach.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation -ship	Differen -tiation	Scale	Pedes- trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer- cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Pacific-Windward Abbot Kinney Washington-Venice Pier	2, 3	5	8, 9, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Lincoln, Washington, Venice Boardwalk (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Venice Canals, drainages, rail corridors	1			13		18

[1] Refer to Table UF-4

West Adams-Baldwin Hills-Leimert

Existing Setting

The street pattern in the West Adams-Baldwin Hills-Leimert Park plan area consists almost entirely of a grid oriented on the primary compass points, except the southwest corner at the base of the Baldwin Hills. Most of the residential land are (77 percent) is occupied by single family homes which comprise 44 percent of all housing units, at an average net density of nine units per acre. Mixed residential areas are scattered throughout the plan area and low-rise multi-family housing is concentrated in a relatively large area west of the Crenshaw Baldwin Hills Center and scattered in other locations, including Village Green, a large planned

community south of Rodeo Road west of La Brea Boulevard. The average net density for multi-family units is 32 units per acre. The average net density for all housing types is 15 units per acre.

Commercial development includes the Crenshaw Baldwin Hills regional shopping center at Crenshaw and Martin Luther King Boulevards. A small pedestrian-oriented district is located where Leimert and Crenshaw Boulevards intersect Vernon Avenue. Commercial corridors occur along the following north-south streets: Crenshaw Boulevard which includes pedestrian-oriented storefronts in the vicinity of the regional center; La Cienega Boulevard which includes freestanding buildings and centers, including a big box center at its intersection with Rodeo Road; and Robertson Boulevard. Commercial corridors are located along the following east-west streets: Washington Boulevard, Adams Boulevard, Jefferson Boulevard, Martin Luther King Boulevard and Slauson Avenue. These corridors include a mix of low-rise commercial types, with a large number of storefront segments.

Industrial development is located in narrow corridors along Jefferson and Exposition Boulevards and the railroad right-of-way between Slauson and Florence avenues west of Western Avenue.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Jefferson-La Brea Jefferson-Crenshaw Washington-Crenshaw King-Santa Rosalita	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Crenshaw-King	2, 3	5	8, 10	13	14	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Crenshaw, Adams, Venice, Jefferson, and Vernon (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridor	1			13		18

[1] Refer to Table UF-4

West Los Angeles

Existing Setting

The street pattern in the West Los Angeles plan area is primarily a grid, oriented on primary compass points east of what is now the western boundary of Beverly Hills and shifting approximately 35 degrees off primary compass points to the west, i.e., the east-west streets shift to a northeast to southwest orientation, corresponding to the early east-west travel routes and the boundary between the Spanish land grants in this area.

Single family housing comprises 31 percent of all units and occupies 72 percent of all residential land area, at an average net density of seven units per acre. A large area of low-rise multi-family housing, including three- to four-story buildings, extends from Beverly Glen Boulevard to the Santa Monica city border north of Missouri Avenue. Low-rise buildings, also including three- to four-story buildings, are also located along Beverly Glen Boulevard, in Century City, along the Pico Boulevard corridor, and between Robertson and La Cienega boulevards north of Pickford Street. The average net multi-family density is 40 units per acre and the average net density for all housing types is 16 units per acre.

Commercial development occurs in a variety of forms, including the following:

- A center of high-rise freestanding buildings in Century City;
- A corridor of mid-rise buildings, mixed with low-rise, along sections of Wilshire Boulevard from the Veterans Administration (VA) to Bundy Drive;
- Mid-rise buildings, mixed with low-rise, along Olympic Boulevard between the San Diego Freeway and Bundy Drive and on Santa Monica Boulevard just east of the freeway;
- Two regional shopping centers—Century City Center with subterranean parking and Westside Pavilion along the storefront section of Pico Boulevard, with structure parking behind; and
- Commercial corridors along Santa Monica, Pico and Westwood Boulevards, including pedestrian-oriented storefronts along Pico Boulevard east of Westwood Boulevard and along Westwood Boulevard.

Industrial development includes a district consisting of 20th Century Fox Studios and narrow corridors along Exposition Boulevard west of the San Diego Freeway and along Sepulveda Boulevard between Exposition and Santa Monica Boulevards.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Pico-Beverly Westwood-north of Pico Venice-Robertson Santa Monica, west of Sawtelle	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Century City Westside Pavilion Wilshire-Westwood	1	4	7	14	14	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Olympic, Sawtelle, and Wilshire (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridors	1			13		18

[1] Refer to Table UF-4

Westchester-Playa del Rey

Existing Setting

The street pattern in residential portions of the Westchester-Playa Del Rey plan area is curvilinear. According to the 1990 U.S. Census, only half the housing units are single family, located on most of the residential land. Low-rise multi-family housing is located along Manchester Avenue west of Lincoln Boulevard, in a few locations along Manchester Avenue east of Lincoln Boulevard, on Airport Boulevard, and adjacent to the San Diego Freeway between Arbor Vitae Street and Manchester Boulevard. The average net density for all housing types is 15 units per acre.

Commercial development includes the mid-rise corridor east of Los Angeles International Airport (LAX), a storefront district (Westchester Center) on Sepulveda Boulevard south of Manchester Boulevard, and short mixed-building type corridors

on Manchester Boulevard east of Sepulveda Boulevard, Lincoln Boulevard north of Manchester Boulevard, Culver Boulevard where it turns into Vista Del Mar.

LAX and its environs constitute a very large industrial district.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Sepulveda-La Tijera/ Manchester Playa Vista Lincoln-Manchester Culver-Vista del Mar	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Century-Airport Aviation-Imperial Sepulveda-Centinela	1	4	7	12	14	18
	Regional Center Playa Vista	2, 3	5	8, 10	13	16	18
	General Commercial	1	4	7	12	14	17
Industrial		1	4	7	12	14	18
Open Space	Los Angeles River	1			13		18

[1] Refer to Table UF-4

Westlake

Existing Setting

As one of the oldest communities in the city, Westlake has a diagonal grid pattern that is shifted slightly from the down town grid. Residential development is almost entirely multi-family and has an average net density of 71 units per acre. Concentrations of single family homes can be found between First and Temple streets and for a few blocks north of Pico Boulevard and east of Alvarado Street. Mixed residential areas occur in scattered locations south of Pico Boulevard and west of Alvarado Street. Multi-family housing is concentrated between Wilshire Boulevard and First Street and can be found in scattered locations elsewhere in the plan area.

Westlake contains a substantial amount of commercial development. Commercial development is concentrated in a district extending from Wilshire Boulevard on the north to Olympic Boulevard on the south through the entire plan area. Wilshire Boulevard consists of a mix of mid-rise and low-rise buildings with some pedestrian-oriented. MacArthur Park has historically been a focus for pedestrian activity, although that focus is currently disrupted by Metro Rail construction. A Metro Rail station, the temporary western terminus of the line, is located on the east side of Alvarado Street, directly across from the park.

Low-rise commercial corridors consisting of mixed building types are located along Temple Street (mostly blank wall buildings), Beverly Boulevard, Third Street, and Pico and Washington Boulevards.

A narrow industrial corridor is located along Venice Boulevard east of Hoover Street and along the Harbor Freeway south of Olympic Boulevard.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Regional Center Westlake "Core"	1	4	7	12	14	18
	Regional Center Central City West	2, 3	5	8, 9	13	15	18
	General Commercial and Commercial Boulevards	1	4	7	12	14	17
	Mixed Use Boulevards Washington, Pico, 1st, 3rd, Alvarado, and Temple (portions)	2, 3	5	8, 9, 10	13	15	18

[1] Refer to Table UF-4

Westwood

Existing Setting

The street pattern in Westwood is curvilinear. Seventy-one percent of the residential land area is occupied by single family homes, which constitute 17 percent of all housing units, at an average net density of five units per acre. High-rise

towers are located along Wilshire Boulevard from the Los Angeles County Club to Malcolm Avenue. Low-rise multi-family housing, including three- and four-story buildings, is concentrated south of Wilshire Boulevard, in the North Village area just west of UCLA, and along Hilgard Avenue just east of the university, at an average net density of 55 units per acre. The average net density for all housing types is 19 units per acre.

Westwood has three concentrations of commercial development: Westwood Village, a unique pedestrian-oriented low-rise district consisting almost entirely of storefronts and located between UCLA and Wilshire Boulevard: the high-rise corridor just south of the Village; and Westwood Boulevard south of Wilshire, a predominantly storefront corridor.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation -ship	Differen -tiation	Scale	Pedes- trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Westwood Village	1	5	7	13	14	18
	Regional Center Westwood-Wilshire	1	5	7	12	14	18
	General Commercial and Commercial Boulevard	1	4	7	12	14	17
Open Space	Drainages	1			13		18

[1] Refer to Table UF-4

Wilmington

Existing Setting

The street pattern in the Wilmington-Harbor City plan area is a grid, oriented just slightly off the primary compass points. Two-thirds of the residential land area is occupied ;by single family homes, which constitute slightly over half the residential units, at an average net density of ten units per acre. Mixed single family and multi-family areas are located primarily within a one- to two-block corridor along Anaheim Street between Wilmington and Banning Boulevards and south of Pacific Coast Highway (PCH) at Avalon Boulevard. The average net multi-family density is

19 units per acre and the average net density for all housing types is 13 units per acre.

Commercial development is located in a low-rise, mixed-building-type district that includes storefronts, centered along Avalon Boulevard south of Anaheim Street; and in mixed-building-type corridors along segments of PCH, Anaheim Street and Wilmington and Avalon Boulevards.

Industrial districts, generally extensions of Port activities, are located along the eastern and southern edges of the plan area.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Avalon-"C" Street	2, 3	5	8, 10	13	15	18
	Regional Center Avalon-Anaheim	2, 3	5	8, 9	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Avalon, Anaheim, and Pacific Coast Highway (portions)	2, 3	5	8, 9, 10	13	15	18
Industrial		1	4	7	12	14	18
Open Space	Drainages and rail corridors	1			13		18

[1] Refer to Table UF-4

Wilshire

Existing Setting

The street pattern in the Wilshire District is primarily a grid. In most of the plan area the grid is oriented on primary compass points. South of Wilshire Boulevard and west of Wilton Place, the north-south streets shift uniformly toward the northeast and southwest and the east-west streets shift somewhat less uniformly toward the southeast and northwest.

The Wilshire District consists largely of multi-family units (83 percent). The remaining single family units are located on more than half the residential land area, resulting in an average net single family density of eight units per acre. The Wilshire District includes several areas that consist almost exclusively of duplexes, including several areas between La Brea Boulevard and Fairfax Avenue from Melrose Avenue to Third Street, between Olympic and Pico Boulevards from Rimpau Boulevard to Redondo Boulevard, and along Crescent Heights. Mixed residential neighborhoods are located in the northeast and southeast corners of the plan area.

A combination of low-rise multi-family areas and areas containing a mix of low- and mid-rise buildings are concentrated along the Wilshire corridor between Vermont Avenue and Wilton Place (a few blocks west of Western Avenue), i.e., in the designated Mid-Wilshire center. The mixed residential areas are generally concentrated within a few blocks of the commercial corridor in an area generally bounded by Third Street on the north and Eighth Street on the south; the rest of the area is largely low-rise. Other mid- and low-rise areas are located throughout the district, with buildings over eight stories occurring in Park La Brea and along Rossmore Avenue between Melrose Avenue and Beverly Boulevard. The average net multi-family density is 42 units per acre, one of the highest in the city, with the average net density for all housing types at 25 unit per acre.

Wilshire Boulevard between Hoover Street and Western Avenue includes a substantial number of mid-rise buildings, generally with minimal setbacks or setbacks that increase the sidewalk width along the boulevard and some with ground floor shops and services. This section of the boulevard experiences considerable pedestrian activity which is likely to increase when Metro Rail construction is completed and the line is operating. Wilshire Boulevard between Norton and Highland avenues (Park Mile) consists of low-rise freestanding buildings with landscaped setbacks and limited internally oriented ground floor retail uses. A few mid-rise buildings are scattered along the boulevard from La Brea Avenue to Fairfax Avenue, interspersed with low-rise freestanding, storefront and strip mall buildings. Mid-rise buildings occur more frequently from Fairfax Avenue to San Vicente Boulevard, similarly interspersed with low-rise buildings. This high intensity corridor continues west of San Vicente Boulevard through Beverly Hills.

Low-rise commercial corridors, consisting of a mix of buildings types, occur along most of the major arterial streets except in Hancock Park. Corridors east of Hancock Park include the following: Pico Boulevard; Olympic Boulevard east of Crenshaw Boulevard and Eighth Street east of Western Avenue, which includes some higher intensities in Koreatown; Sixth and Third streets, Beverly Boulevard and Melrose Avenue between Hoover Street and Western Avenue; Temple Street which consists largely of zero-setback blank wall buildings; and Vermont and Western avenues. Corridors west of Hancock Park include the following: Third Street, Beverly Boulevard, Melrose Avenue and Robertson Boulevard which consist primarily of one-story, pedestrian-oriented storefronts; La Brea Avenue which consists largely of

one-story, pedestrian-oriented storefronts north of Wilshire Boulevard; and La Cienega and Pico Boulevards which include a mix of building types. Larchmont Avenue is a three-block shopping district within Hancock Park of which the southernmost block consists of pedestrian-oriented storefronts; Larchmont Avenue includes one mid-rise office tower just north of Beverly Boulevard.

There are only a few small centers in the Wilshire District.

Project Impacts

Use	Locations	Urban Form Impacts[1]					
		Relation-ship	Differen-tiation	Scale	Pedes-trian	Height Relation	Linkages
Single Family		1	4	7	12	14	17
Multi-Family		1	4	7	12	14	17
Commer-cial	Neighborhood Districts Various Locations	2	5, 6	7, 10	13	14	17
	Community Centers Pico-San Vicente Vermont-Beverly 8th-Western/ Normandie Pico-Robertson La Cienega (portion) Crenshaw-Olympic	2, 3	5	8, 9, 10	13	15	18
	Regional Centers Wilshire-Western/ Hoover Wilshire-San Vicente/ La Brea Beverly Center-Cedars	1	4	7	12	14	18
	Regional Centers Western-Olympic CBS-Farmers Market	2, 3	5, 6	8, 10	13	15	18
	General Commercial	1	4	7	12	14	17
	Mixed Use Boulevards Whittier, Chavez, & 1st (portions)	2, 3	5	8, 9, 10	13	15	18
	Multi-Family Boulevards 4th Street (portion)	3	5	8, 11	13	16	17

[1] Refer to Table UF-4

2.2.5 *Mitigation Measures*

A diversity of policies are defined by the General Plan Framework to mitigate potential urban form impacts, as described in the preceding sections. Additional

measures are proposed to mitigate the impacts that will not be reduced below a level of significance by the Framework. These include the following:

- Identify appropriate methods to establish clear transitions between districts, centers, boulevards, and neighborhoods that differ substantially in their height and bulk (generally, where building heights in one area are at least double the adjoining area). These may include transitional height zones, buffers, modified uses, or other appropriate techniques. The transitions shall be determined by the Community Plans.

2.2.6 *Level of Significance*

The significant impacts on urban form resulting from the implementation of the General Plan Framework will largely be mitigated by adherence to the policies defined by the Framework and the City's existing ordinances, as discussed in the Project Impacts section. However, there will be residual impacts due to the following conditions:

- Significant increases in building height and bulk in some Community Centers, Regional Centers, Mixed Use Boulevards, and Multi-Family Boulevards.

These impacts are considered as significant and cannot be mitigated below a level of significance by the policies of the General Plan Framework or mitigation measures prescribed by this EIR. As such, they represent a Class I environmental impact.