2.2 URBAN FORM

2.2.1 *Introduction*

This section of the Environmental Impact Report documents the existing urban form of the City of Los Angeles and evaluates the changes and impacts that would result from the implementation of the General Plan Framework. The City's urban form is a function of the pattern and relationship among uses, the massing and interrelationships among buildings as they relate to the creation of places that establish a high quality environment, the interface of areas of differing building type and scale, the design character of the public realm, and the elements that physically and visually provide continuity and linkages throughout the City.

The evaluation of urban form impacts is organized as follows:

a. Description of the thresholds of significance used to evaluate urban form impacts.

b. Citywide Analysis

   (1) Description of existing urban form

   (2) Evaluation of the impacts of the General Plan Framework; including consideration of Framework policies that mitigate potential impacts

c. Community Plan Analysis (separate evaluation for each)

   (1) Description of existing urban form

   (2) Evaluation of the impacts of the General Plan Framework; including consideration of Framework policies that mitigate potential impacts

d. Identification of measures to mitigate significant impacts

e. Level of impact significance

2.2.2 *Thresholds of Significance*

In many respects, the quality of urban form and the impacts of the General Plan Framework are a subjective, rather than objective analysis. Measurements of their change may be debated. While most may perceive enhanced pedestrian environments to be a beneficial impact, there are some who would argue that such activity conflicts with the desire to retain a "low-density" environment. Consequently, the impacts that are defined herein are measured by standards and perceptions that are normally used by professional planners, urban designers, and architects and reflect the most frequently stated visions and objectives expressed by residents in public workshops and forums. The following summarizes the thresholds of significance that are used to evaluate the Framework's impacts on urban form.

a. Changes in Land Use Inter-Relationships

The structure and relationships among the City's principal land use districts are evaluated. Generally, any pattern of development that necessitates extensive vehicle miles traveled is considered to be a significant impact. The "segregation" of residential neighborhoods from local services is an example. Patterns of use that minimize vehicle trip lengths are considered to be a beneficial impact. Examples include the integration of small local services within walking distance of housing and the clustering of commercial uses to facilitate pedestrian access from a single parking place to multiple businesses. Significant impacts can occur when there is an intermixing of uses that results in a functional or physical conflict. As an example, an auto body shop in a residential neighborhood would represent a significant impact.

b. Homogeneity Versus Differentiation of Land Uses

The overall structure of use within the City and each Community Plan Area is evaluated according to its ability to respond to the diverse needs of the residents and businesses. An undifferentiated pattern of land use, that maintains a limited number of uses and spreads them uniformly throughout the City, such as the continuous "sprawl" of single family units, is considered to be a significant impact. Such a pattern does not reflect the diverse characteristics or need of the City's residents. The population's varying ages, ethnicities, social structures, and visions would be benefited by a physical fabric that contains a diversity of places, differentiated by function, physical form, and experience.

c. Scale of Development

Substantial changes from the existing scale of development may represent a significant urban form impact. For example, areas that are currently characterized by one story low rise buildings with extensive on-site landscape, changing to a high-rise development covering the majority of a site may be considered to be a significant impact.

d. Pedestrian Environment

Buildings can be sited and designed to either facilitate or inhibit pedestrian activity. Areas characterized by a high level of pedestrian activity are normally considered to be urban form assets, while those the demand vehicular use and access are not. The former would provide opportunities for social interactions, promote the sense of local identity, increase business opportunities, and reduce the number and distance of vehicle trips are associated air pollution. Cumulatively, these contribute to a high quality of urban "experience" that characterize such places in the City as Larchmont Village, Fairfax District, Melrose, Broadway (in the Central City), and Leimert Park. Forms of development that disperse uses and require automobile access to individual business result in social anonymity and high levels of vehicle trips. The extent to which the Framework impacts benefits or inhibits pedestrian activity is evaluated in this EIR.

e. Relationships Among Districts

The abutting of development characterized by significantly different building mass and scale (e.g., one story single family adjoining mid-rise office structures) is considered to be a significant urban form impact. The relationships of the scale and density of the Framework's principal districts, centers, and boulevards with surrounding land uses is evaluated in this EIR.

g. Citywide and Community Linkages

Elements that provide linkages among the City's neighborhoods and communities are considered to be urban form assets. Such may include linear land use districts, transit, and/or open spaces. The extent to which these may or not occur is evaluated in this EIR.

2.2.3 *Citywide Urban Form*

2.2.3.1 Existing

The physical structure of Los Angeles, or its "urban form," has evolved primarily in response to the natural environmental setting and the private automobile (**Figure UF 1**). The City consists of relatively flat basins that are defined by the San Gabriel Mountains in the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean in the west, and Pacific Ocean in the south. The Santa Monica Mountains bisects the City, separating the San Fernando Valley from the Los Angeles metropolitan basin. Its eastern edge is defined by the Verdugo Mountains and San Rafael Hills. These subdivide the eastern end of the San Fernando Valley, with the communities of Sunland and Tujunga located to the north.

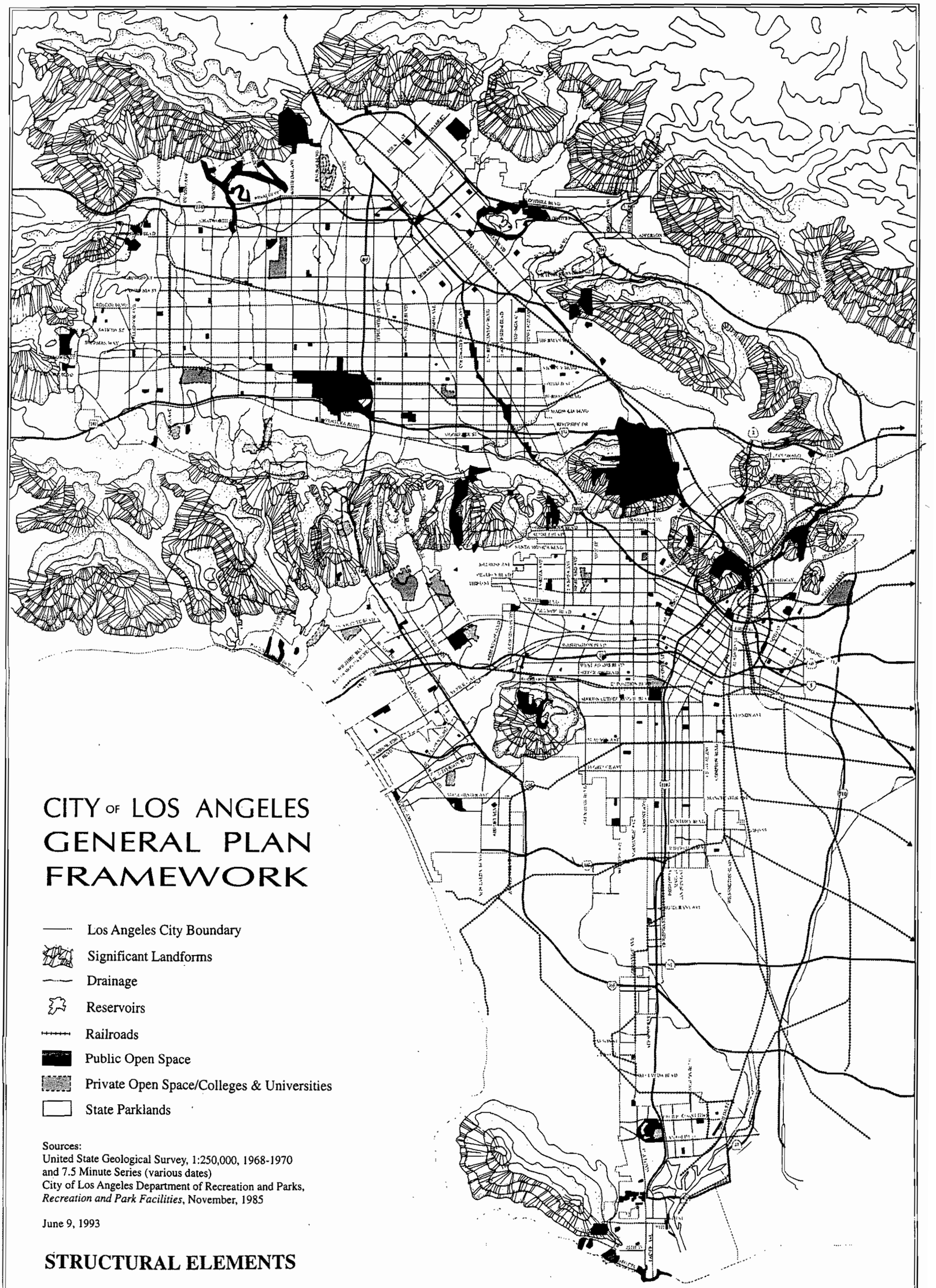
Within the basins, the City's development pattern can be characterized as polycentric, consisting primarily of low-density single family residential areas or low-rise apartment districts interspersed with higher density commercial centers. This is in contrast to the traditional development pattern of American cities, which usually feature highly concentrated downtowns surrounded by concentric circles of decreasing development. If most East Coast cities were shaped by rail transit, Los Angeles was primarily influenced by its freeways which connect its many centers and enable residents to live relatively far from their places of work. One of the consequences of the City's automobile-oriented development pattern is a scarcity of pedestrian-focused plazas and shopping districts.

Freeways and Streets

The principal form-giver of the urban pattern are its network of freeways and streets (**Figure UF-2**). These generally follow long-established transportation corridors, regionally connecting Los Angeles to the Central Valley to the north, Ventura and Santa Barbara Counties to the west, the "Inland Empire" (Riverside and San Bernardino Counties) to the east, and Orange and San Diego Counties to the south.

The City's boulevards (or arterials) provide a finer grained network that provides structure for the City. The major arterials are those thoroughfares with the greatest traffic capacity and on which most commercial development is located. Secondary arterials carry less traffic and usually are developed with residential uses.

The flatland portions of the San Fernando Valley are generally developed with a one-half mile by one-half mile grid, oriented on compass points. On this grid, arterials are located at one-mile intervals for north-south running streets and at one-half mile intervals for east-west streets, except older areas of the City (such as North Hollywood) where they are at one-half mile intervals in both directions. Multi-family development is located along most arterials with commercial centers developed at their intersections. Notable exceptions to this pattern are a single east-



CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK

- Los Angeles City Boundary
- Significant Landforms
- Drainage
- Reservoirs
- Railroads
- Public Open Space
- Private Open Space/Colleges & Universities
- State Parklands

Sources:
United State Geological Survey, 1:250,000, 1968-1970
and 7.5 Minute Series (various dates)
City of Los Angeles Department of Recreation and Parks,
Recreation and Park Facilities, November, 1985

June 9, 1993

STRUCTURAL ELEMENTS

1 mile 4 miles 2 miles

LOS ANGELES DEPARTMENT OF CITY PLANNING

Figure UF-1

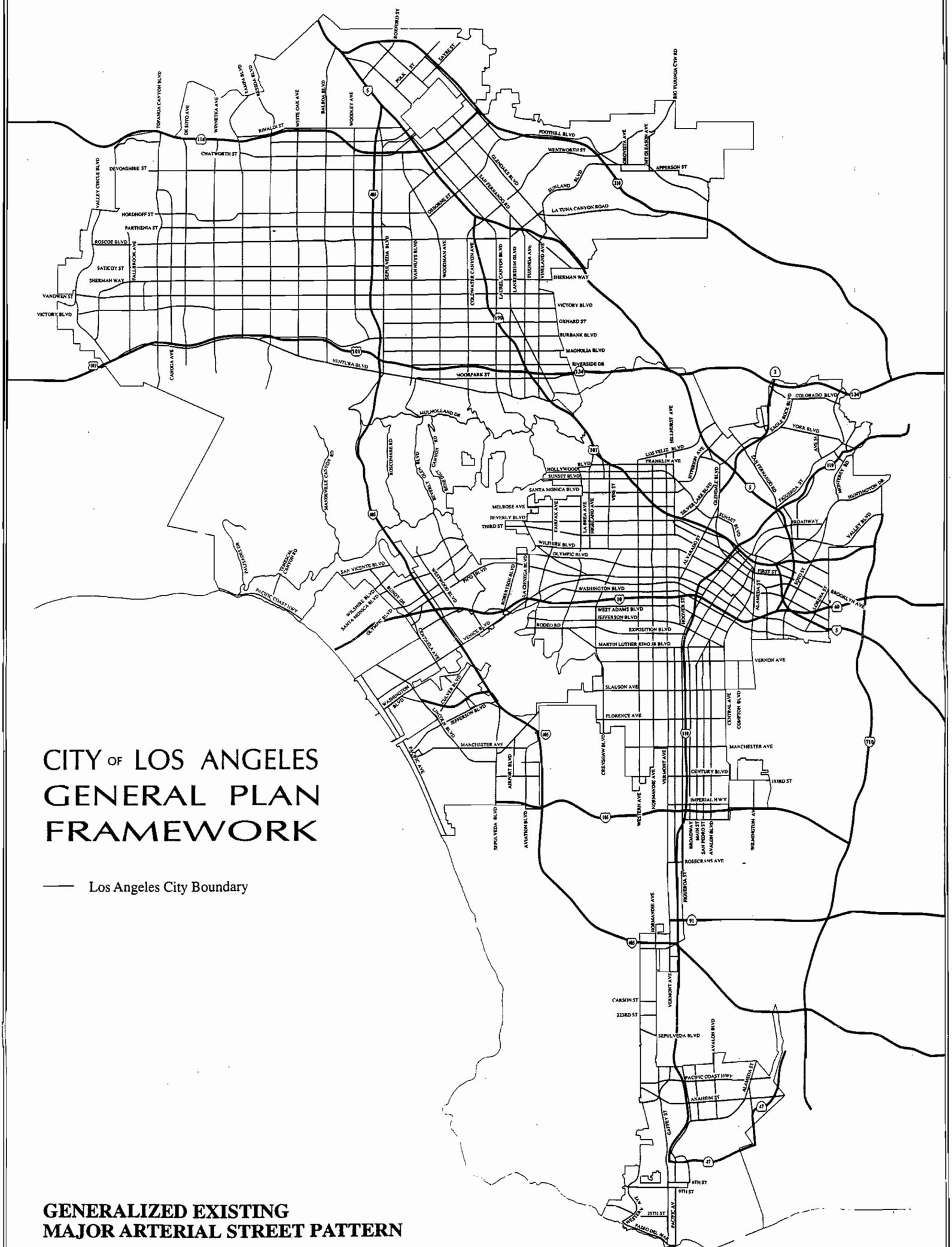

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
GENERALIZED EXISTING
MAJOR ARTERIAL STREET PATTERN
north
1 mile
2 miles
4 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-2

west boulevard (Ventura Boulevard) and several north-south boulevards (Lankershim, Laurel Canyon, Van Nuys, Sepulveda, and Reseda) on which commercial development is relatively continuous, particularly in the south Valley.

In the northeast portion of the Valley (Sylmar, Pacoima, and Arleta), the grid shifts 45 degrees to an irregular spacing of more than one mile by one mile. Major arterials in both mountain ranges run north to south with no east-west intersecting roads except Mulholland Drive which traverses the ridge of the Santa Monica Mountains.

In the Los Angeles Basin, the grid in the original Pueblo de Los Angeles (generally, the Central City area) is shifted slightly more than 30 degrees off the primary compass points. Most of the streets in the downtown area are arterials.

The original grid was extended at a slightly modified diagonal between Hoover Street in the west, Alameda Street in the east, Martin Luther King Boulevard in the south, and the hills in what is now Echo Park and Silverlake to the north, and is picked up again in Boyle Heights.

From Hoover west to Beverly Hills and Hollywood Boulevard south to Jefferson, the arterial grid shifts to the primary compass points, with one-half mile between east-west running streets and one mile between north-south streets. In this area, with the exception of arterials in Hancock Park, most east-west arterials are commercial. Other north-south arterials include intermittent commercial segments.

At about La Brea Avenue, the grid shifts approximately 35 degrees off primary compass points, directed toward Santa Monica. The arterial grid becomes more widely spaced and irregular, with commercial development primarily on the northeast-southwest oriented streets.

South of Jefferson Boulevard the north-south running arterials are one-half mile apart, while east-west arterials are spaced at a one mile interval. Most of the north-south arterials, as well as many secondary highways, are continuous commercial corridors. The east-west arterials are intermittently commercial.

The grid remains on primary compass points through Harbor Gateway and in San Pedro and Wilmington. Commercial development is concentrated in San Pedro and Wilmington's downtown districts and along segments of north-south arterials in San Pedro and east-west arterials in Wilmington.

Topography defines the arterial grid pattern in Northeast Los Angeles, following the base of the hills, with commercial development concentrated along segments of the arterials to serve the various communities.

Within the arterial grid, residential streets are developed in three principal forms. These include (1) continuous grid pattern, (2) arterial grid with curvilinear collector and local street patterns, and (3) curvilinear arterials and collector and local streets. **Figure UF-3** depicts the distribution of these patterns throughout the City.

The addition of fixed-rail transit systems will influence the future pattern of development in the City. **Figure UF-4** depicts the existing and funded Metrorail and Metrolink System, including the Blue line from downtown to Long Beach and Pasadena, Green Line to Los Angeles International Air along the Century Freeway, and Red line from downtown to North Hollywood. Also depicted are a number of candidate corridors and stations.

Land Use and Built Urban Form

Single Family Residential

Single family dwelling units are distributed throughout the City (**Figure UF-5**). Generally, they occur as the infill within the grid pattern of streets on which are developed commercial or multi-family residential uses. In hillside areas, they fill the bottom of the canyons and follow the natural topography. Interrupting this pattern are large areas developed with commercial, industrial, or multi-family housing (such as downtown, Century City, Warner Center, Hollywood, the Port, LAX, the Burbank-Chandler corridor) and major open spaces (Griffith Park, Sepulveda basin, and the Santa Monica Mountains).

Mixed Density Residential

Mixed density residential areas consisting of single family homes and low-rise multi-family housing are generally located in older areas of the City (**Figure UF-6**). Extensive areas of mixed density occur in Hollywood and Boyle Heights. In addition, there are considerable mixed density areas in Wilshire, South Central Los Angeles, Southeast Los Angeles, Northeast Los Angeles, North Hollywood, Westlake, Venice, San Pedro, Wilmington, and West Adams-Baldwin Hills-Leimert. Extensive duplex areas are located in the western portion of the Wilshire District and on the hillsides north of Sunset Boulevard in Silverlake.

Multi-Family Residential

Multi-family housing is distributed throughout the City, with major concentrations in its oldest neighborhoods (**Figure UF-7**). Significant concentrations of two-story multi-family housing are found in most Community Plan Areas (refer to discussion of each CPA). Three to four story multi-family housing are located primarily in Westlake, Wilshire, and Hollywood. Most five to eight story multi-family housing are located in Wilshire, Westlake, and Hollywood. Three locations in the City have significant concentrations of multi-family residential exceeding eight stories in height. These include Wilshire Boulevard between the Los Angeles Country Club

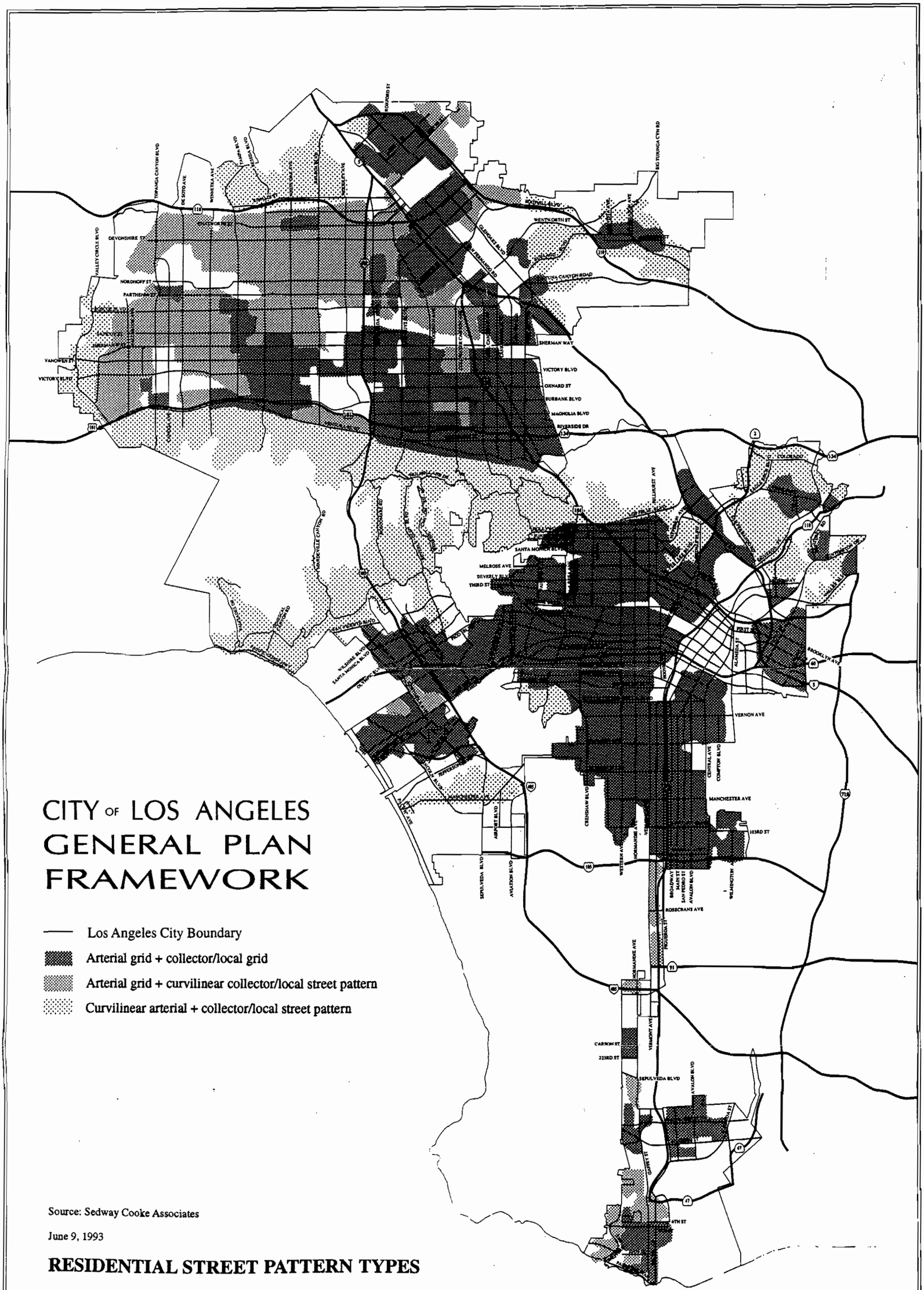

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
Arterial grid + collector/local grid
Arterial grid + curvilinear collector/local street pattern
Curvilinear arterial + collector/local street pattern
Source: Sedway Cooke Associates
June 9, 1993
RESIDENTIAL STREET PATTERN TYPES
1 mile
2 miles
4 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-3

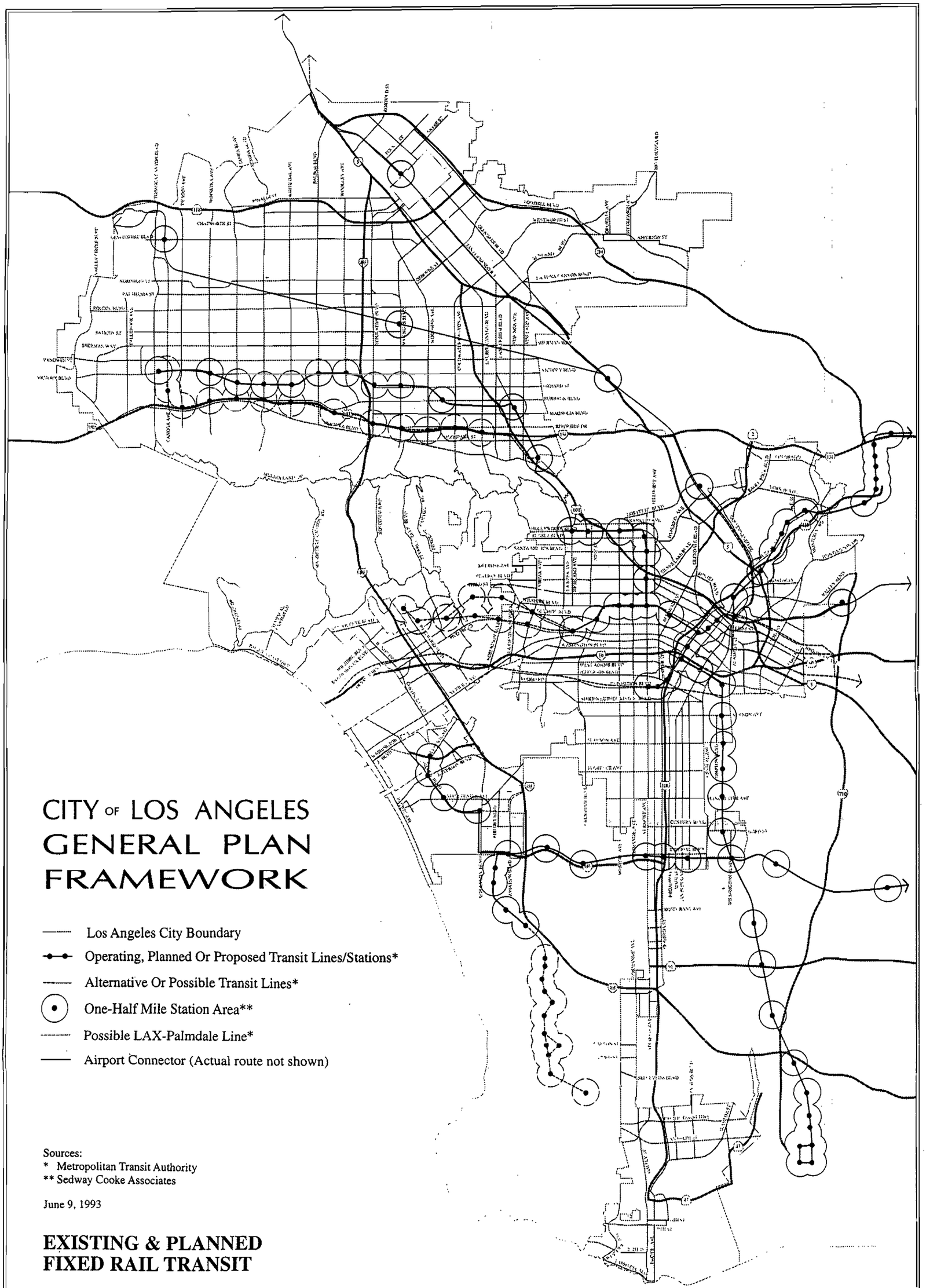

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
Operating, Planned Or Proposed Transit Lines/Stations*
Alternative Or Possible Transit Lines*
One-Half Mile Station Area**
Possible LAX-Palmdale Line*
Airport Connector (Actual route not shown)
Sources:
* Metropolitan Transit Authority
** Sedway Cooke Associates
June 9, 1993
EXISTING & PLANNED
FIXED RAIL TRANSIT
north
1 mile
4 miles
2 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-4

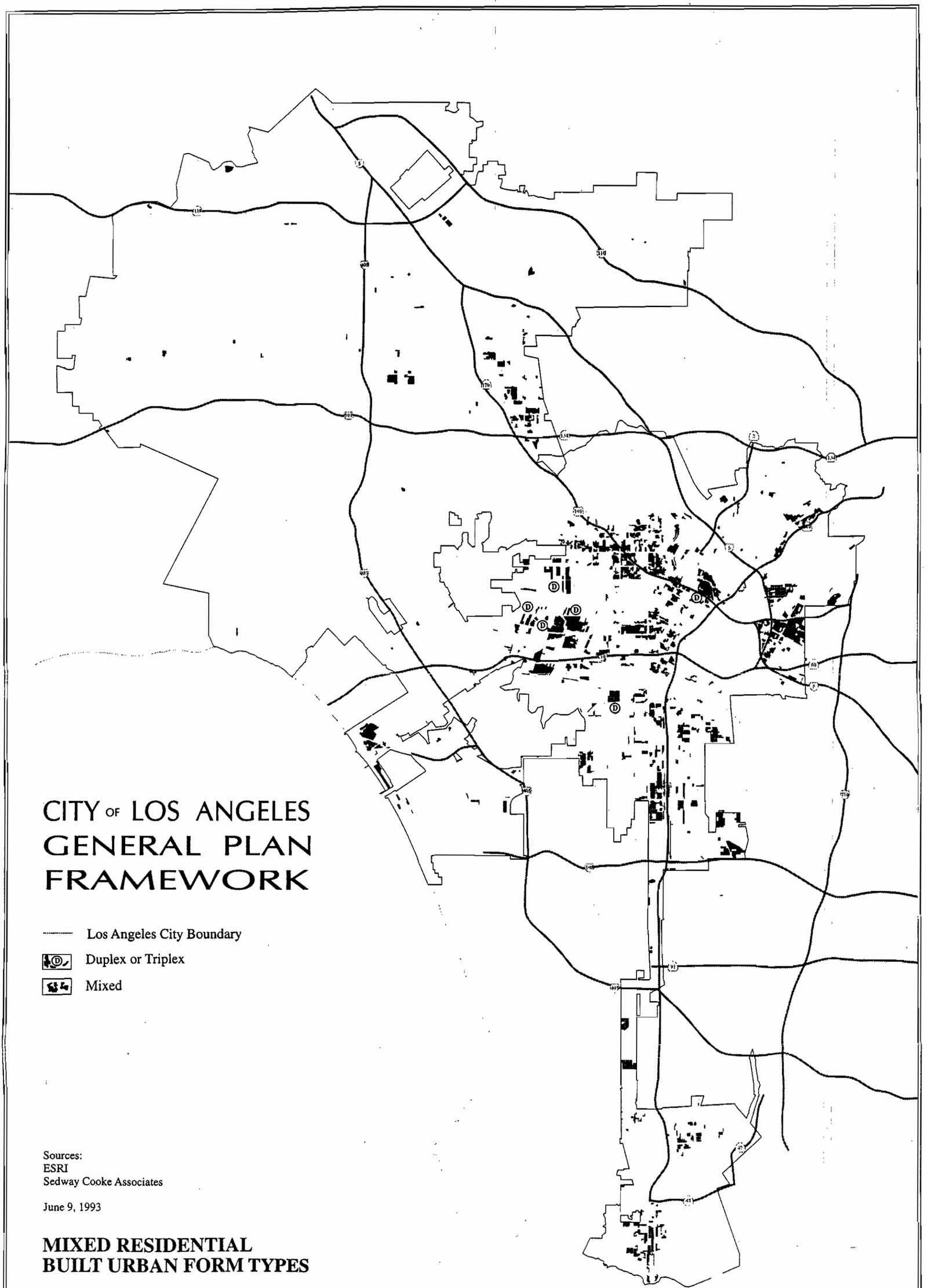
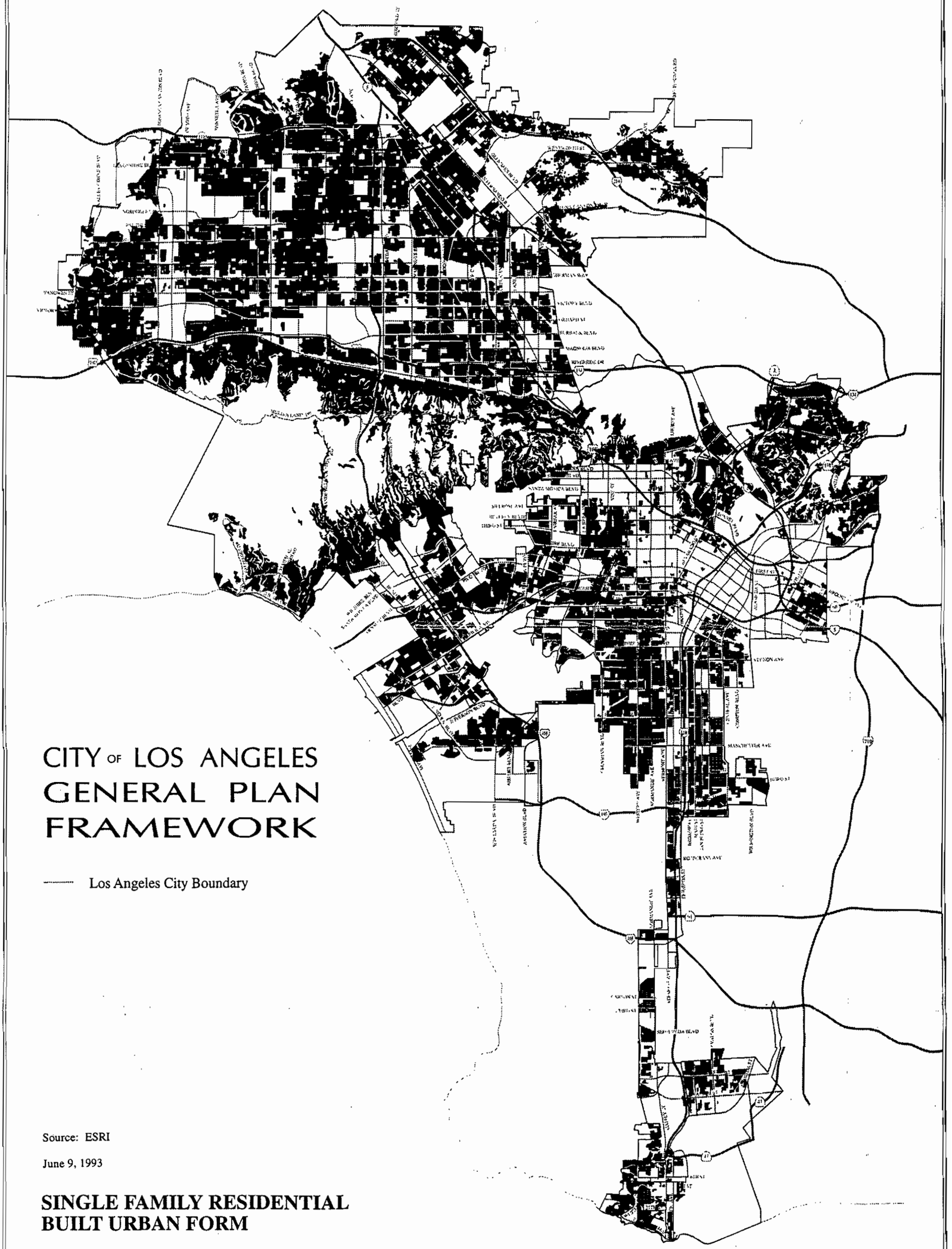

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
Duplex or Triplex
Mixed
Sources:
ESRI
Sedway Cooke Associates
June 9, 1993
MIXED RESIDENTIAL
BUILT URBAN FORM TYPES
1 mile
2 miles
4 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-5



CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK

Los Angeles City Boundary

Source: ESRI

June 9, 1993

SINGLE FAMILY RESIDENTIAL BUILT URBAN FORM

LOS ANGELES DEPARTMENT OF CITY PLANNING

Figure UF-6

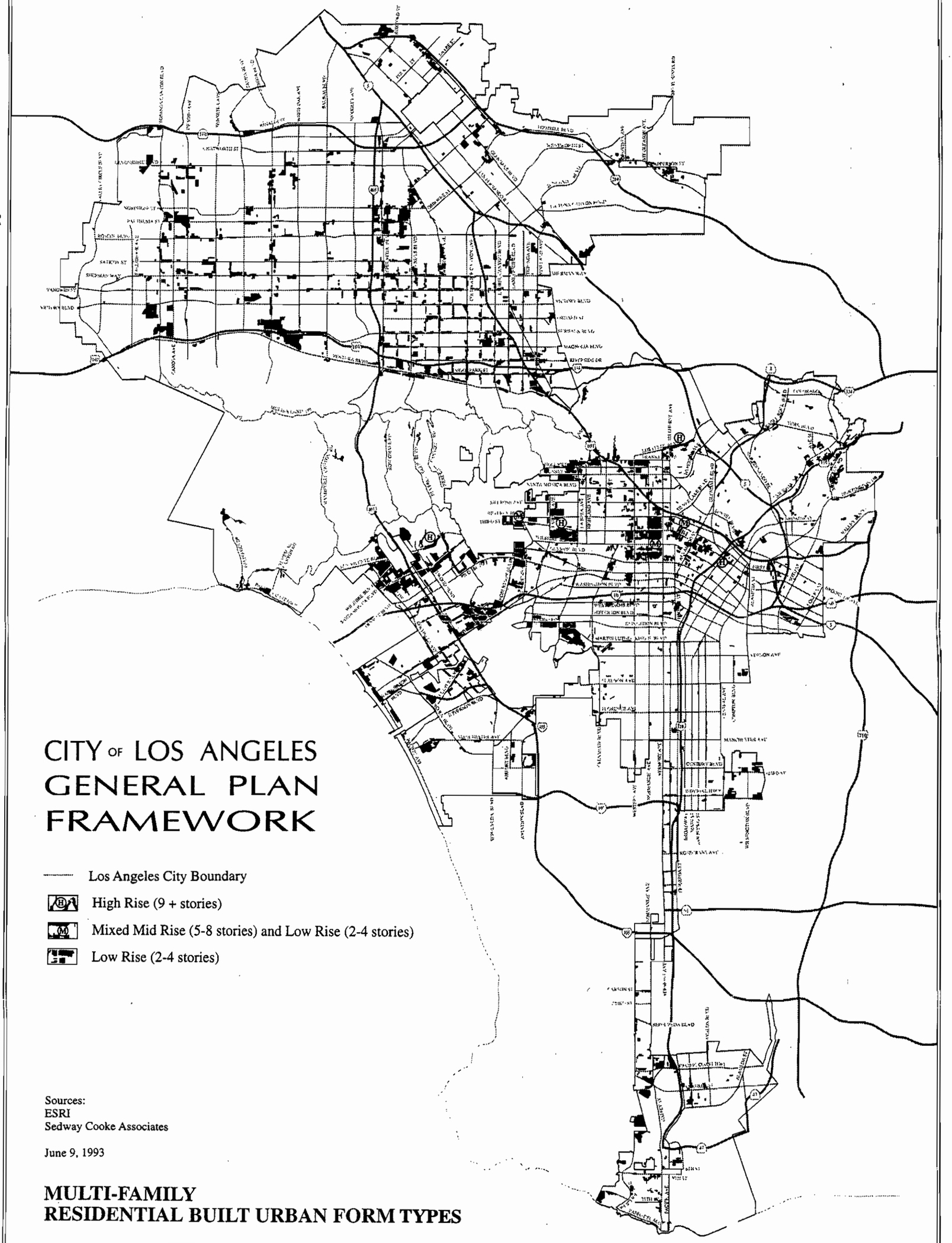
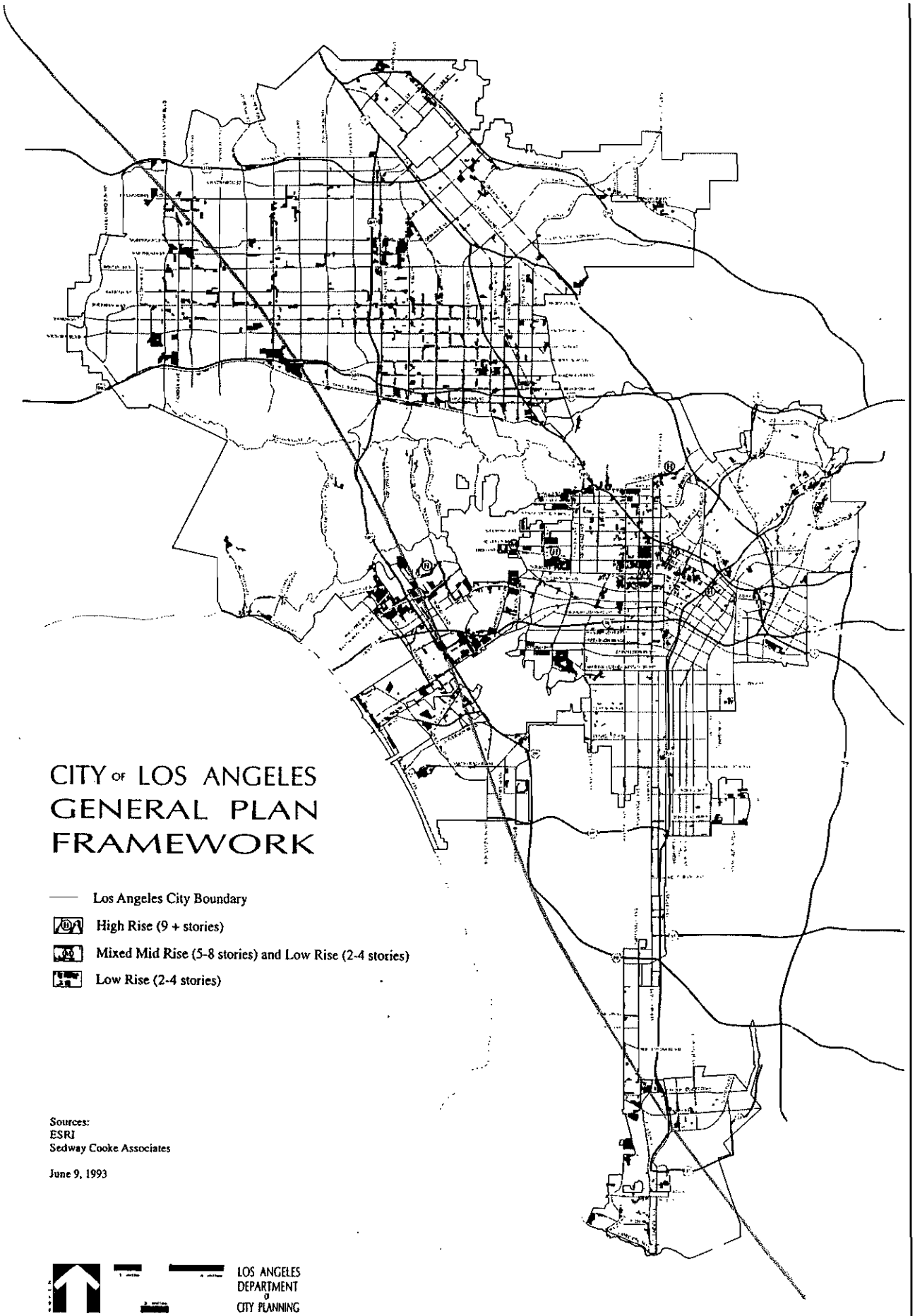

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
High Rise (9 + stories)
Mixed Mid Rise (5-8 stories) and Low Rise (2-4 stories)
Low Rise (2-4 stories)
Sources:
ESRI
Sedway Cooke Associates
June 9, 1993
MULTI-FAMILY
RESIDENTIAL BUILT URBAN FORM TYPES
1 mile
2 miles
4 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-7



LOS ANGELES
CITYWIDE GENERAL PLAN
FRAMEWORK EIR

Multi-Family Residential Built Urban Form

FIGURE UF-7

and Malcolm Avenue in Westwood, Park La Brea in the Wilshire District, and the Central City. A few buildings with more than nine stories are scatted in other locations including Los Feliz Boulevard and the west end of Hollywood Boulevard in Hollywood.

Commercial

The urban form of the City's commercial districts are characterized by the bulk, height, and siting of buildings. Generally, commercial uses are located in centers (large lots or aggregate of lots developed with an integrated development project), districts (areas in which similar uses are concentrated), and corridors (boulevards along which uses are sited)[1]. **Table UF-1** indicates the physical forms of commercial development and typical types of use that occur within these areas. The distribution of commercial development and built form characteristics are depicted on **Figure UF-8.**

Generally, high rise commercial development, exceeding 13 stories occurs in the following areas:

- Central City (downtown)
- Westlake: directly west of the Harbor Freeway
- Century City
- Wilshire Boulevard between Veteran and Malcolm Avenue in Westwood
- Portions of Warner Center
- Adjacent to Universal City
- Scattered throughout Harbor Gateway
- San Pedro Redevelopment Area
- Sherman Oaks on Ventura Boulevard

Mid-rise commercial buildings (5 to 13 stories) are scattered throughout the City (refer to discussion of each Community Plan Area). In most cases, mid-rise buildings are interspersed with low-rise structures.

Industrial

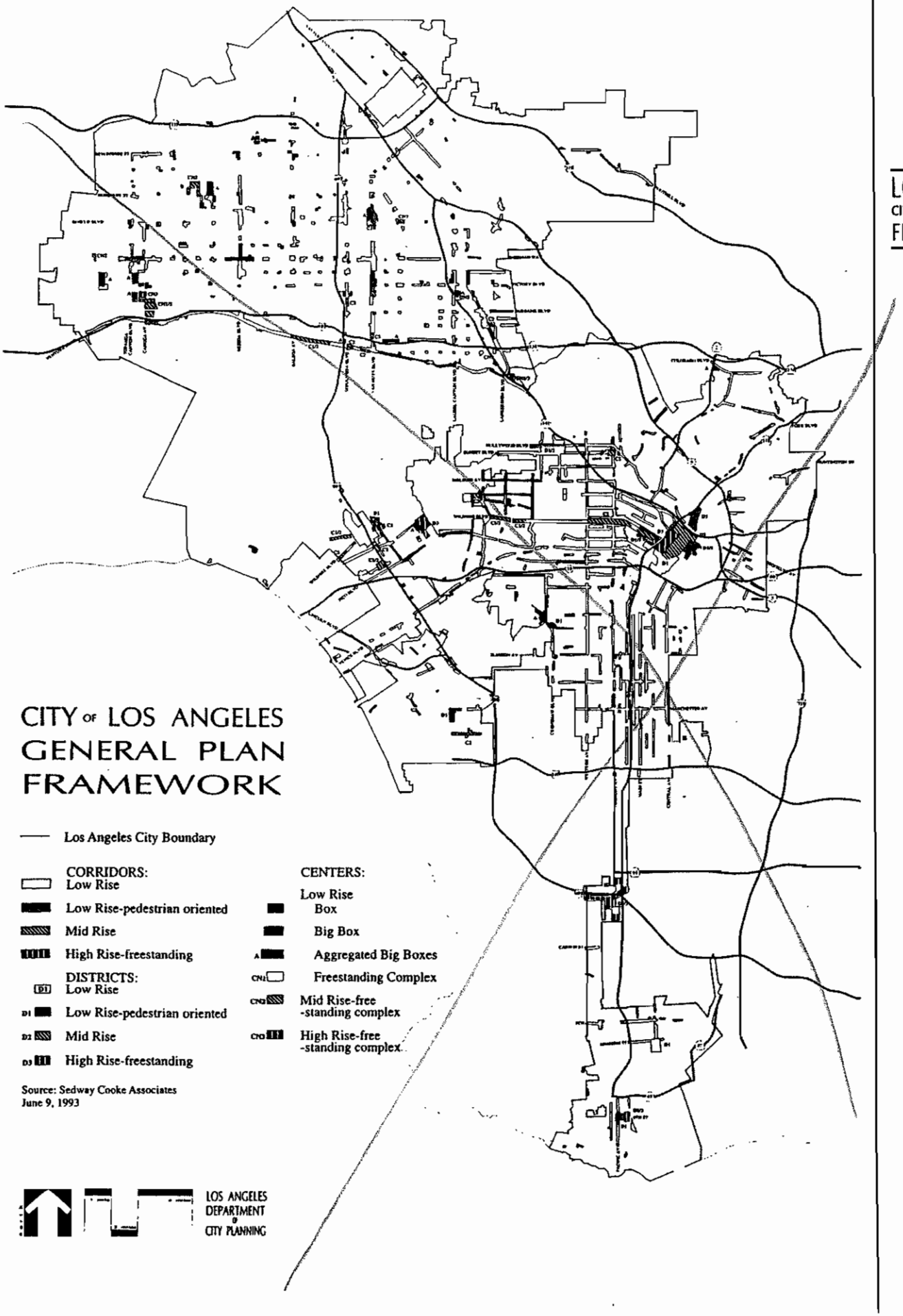
Industrial uses are concentrated in four large clusters, a linear corridor along the railroad right of way, smaller centers dispersed throughout the City, and along some arterial streets (**Figure UF-9**). The four principal centers include areas abutting the Central City (south, east, and northeast), Sun Valley, Port of Los Angeles, and Los Angeles International Airport. The linear corridor crosses the San Fernando Valley along the Southern Pacific railroad right-of-way from Chatsworth to the Burbank-Glendale-Pasadena Airport. Among the smaller industrial clusters are Warner

[1] Classifications of centers, districts, and corridors do not correspond with land use and urban form categories defined by the General Plan Framework. Refer to the Land Use Section of the EIR for a clarification of the terminology used.

TABLE UF-1

Summary of Existing Urban Form Types
City of Los Angeles

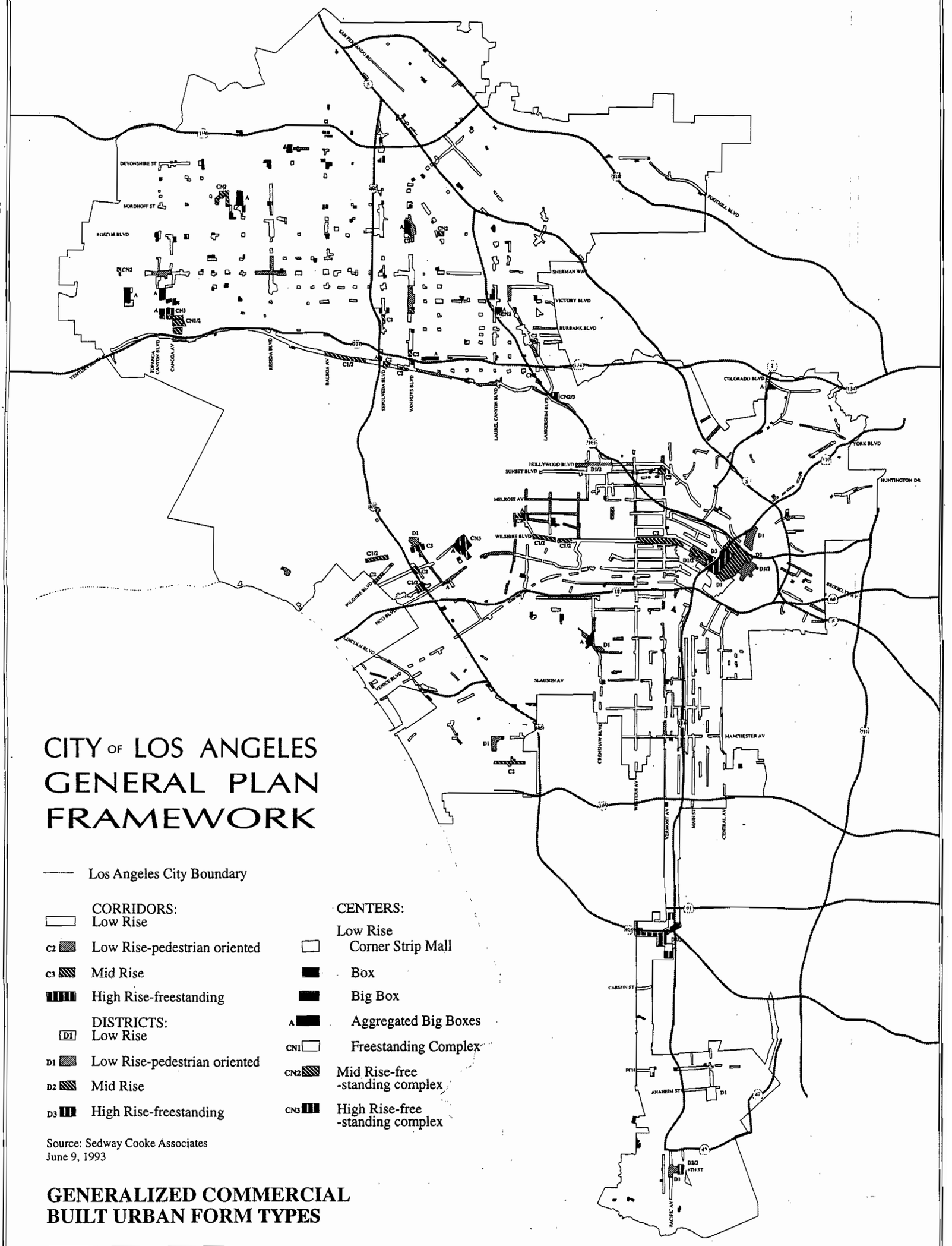
COMMERCIAL	
Corridors	
Low Rise (one to four stories)	
Zero Setback	
Storefront	Retail, service
Blank Wall	Wholesaling, commercial service
Strip Mall	Retail, service
Freestanding	Retail, service, wholesaling, commercial service
Mid Rise (five to 13 stories)	
Zero Setback	Office with ground floor service, retail
Podium	Office with ground floor service, retail
Freestanding	Office
High Rise (14-plus stories)	
Freestanding	Office
Districts	
Low Rise 0-Setback Storefronts	Retail with office above
Mid Rise 0-Setback	Office with ground floor retail, service
High Rise Freestanding	Office
Centers	
Low Rise	
Aggregated Big Box (variations based on relationship of center to parking and street)	Regional retail
Big Box	Discount retail or office
Box	Supermarket and/or super-drug
Oriented to street	
Isolated from street	
Aggregated Strip Center	Specialty retail
Freestanding Complex	Business Park
Mid Rise	
Super Big Box	Beverly Center
Freestanding Complex	Business Park
High Rise	
Freestanding Complex	Business Park
RESIDENTIAL	
Single Family	
Mixed single family, duplex and low-rise	
Low Rise (2 stories)	
Low Rise (three to four stories)	
Mixed low-rise (three to four stories) and mid-rise (five to eight stories)	
High Rise (more than eight stories)	



LOS ANGELES
CITYWIDE GENERAL PLAN
FRAMEWORK EIR

Generalized Commercial Built Urban Form

FIGURE UF-8



CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK

Los Angeles City Boundary

CORRIDORS:
- Low Rise
- C2 Low Rise-pedestrian oriented
- C3 Mid Rise
- High Rise-freestanding

DISTRICTS:
- D1 Low Rise
- D1 Low Rise-pedestrian oriented
- D2 Mid Rise
- D3 High Rise-freestanding

CENTERS:
- Low Rise Corner Strip Mall
- Box
- Big Box
- A Aggregated Big Boxes
- CN1 Freestanding Complex
- CN2 Mid Rise-free -standing complex
- CN3 High Rise-free -standing complex

Source: Sedway Cooke Associates
June 9, 1993

GENERALIZED COMMERCIAL BUILT URBAN FORM TYPES

LOS ANGELES DEPARTMENT OF CITY PLANNING

Figure UF-8

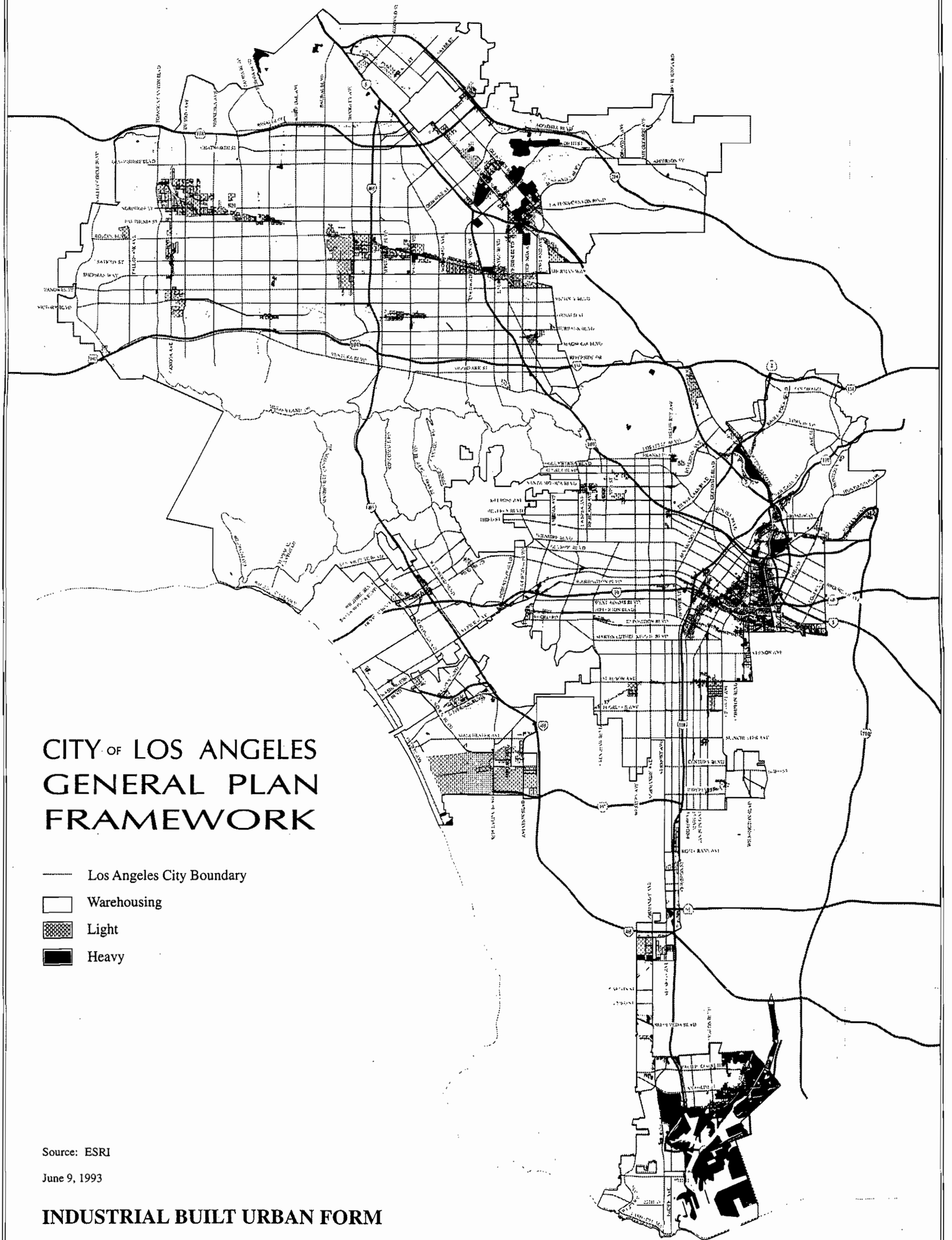
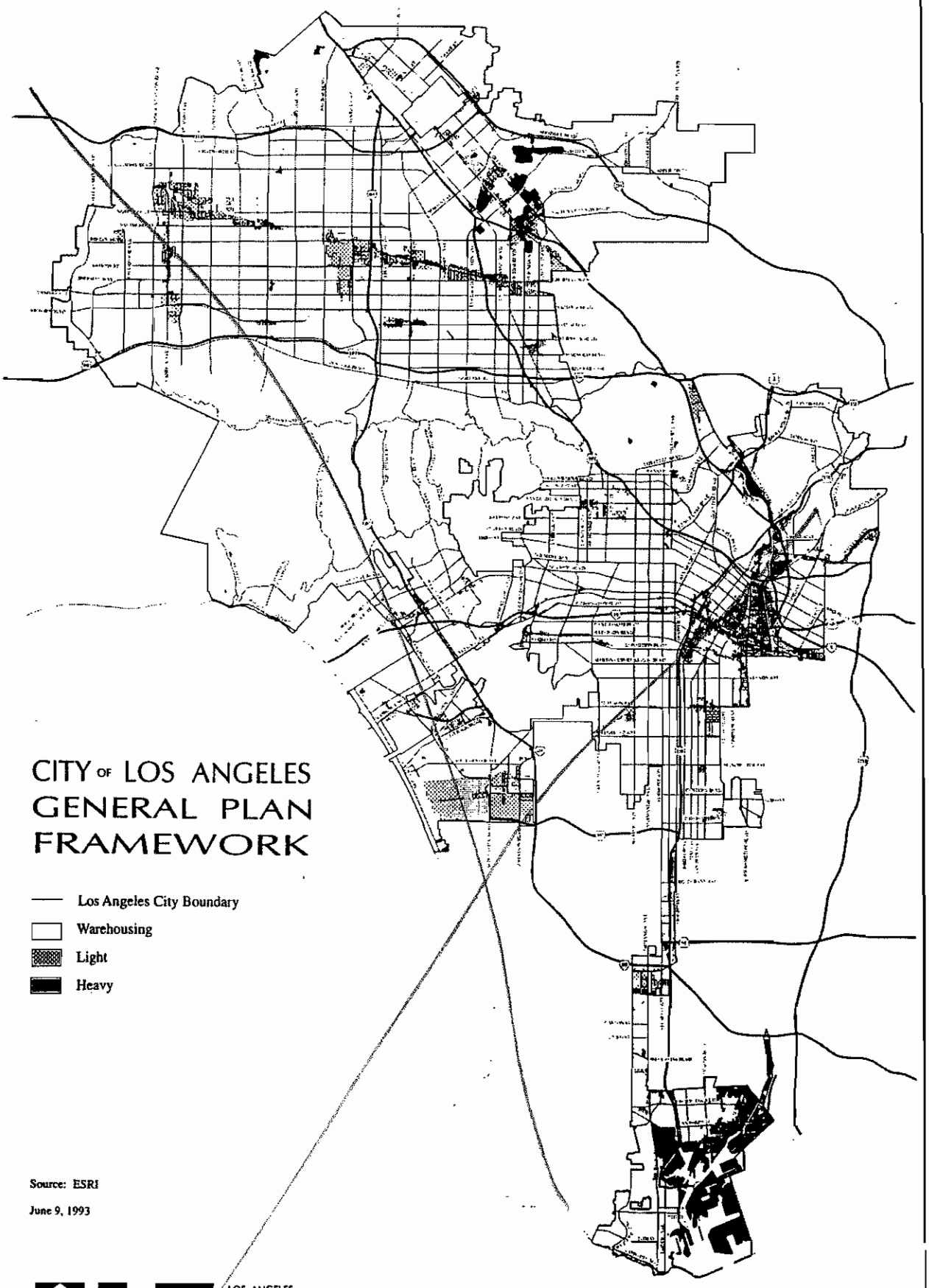

CITY OF LOS ANGELES
GENERAL PLAN
FRAMEWORK
Los Angeles City Boundary
Warehousing
Light
Heavy
Source: ESRI
June 9, 1993
INDUSTRIAL BUILT URBAN FORM
north
1 mile
2 miles
4 miles
LOS ANGELES
DEPARTMENT
OF
CITY PLANNING

Figure UF-9



LOS ANGELES
CITYWIDE GENERAL PLAN
FRAMEWORK EIR

Industrial Built Urban Form

FIGURE UF-9

Center, Harbor Gateway, Studio City, and Sylmar. Additionally, industrial occurs on numerous small sites and arterials throughout the City. Virtually, all industrial development is low rise.

Drainage Channels and Reservoirs

Potentially affecting the City's urban form are its network of drainage channels and reservoirs (refer to **Figure UF-1**). Most reservoirs have been developed as major open space components of the City and are focal points of community recreation. On the other hand, the drainage channels have been largely ignored. Generally, these have been "improved" with concrete bottoms and sides and uniform patterns of development has straddled them.

In the San Fernando Valley, the drainage channels run north to south, from the San Gabriel Mountains to the Los Angeles River. The River runs west to east at the base of the Santa Monica Mountains to their eastern terminus and follows that edge south to downtown Los Angeles. From downtown, the River continues south through neighboring communities east of the City until it flows into the Pacific Ocean in Long Beach.

Another major drainage corridor is the Arroyo Seco, which extends from the San Gabriel Mountain foothills in Pasadena through Northeast Los Angeles, generally parallel to the Pasadena Freeway, to the northern edge of downtown Los Angeles. Here it joins the Los Angeles River. Portions of the Arroyo Seco have been developed with linear parks that serve as a recreational amenity for surrounding neighborhoods.

A number of drainage channels cross the City west to the Pacific Ocean, including Ballona Creek. A bike trail has been integrated with this channel, serving adjacent neighborhoods.

In some cases, reservoirs are major visual or recreational elements that contribute to the identity of their surrounding communities. Silverlake, the Hollywood Reservoir, Hansen Dam, and the Sepulveda Basin provide substantial open space amenity and regional recreation facilities.

Railroad Rights-of-Way

The railroad rights-of-way that cross the City have attracted industrial development since their construction. As many of the lines have been acquired by the Los Angeles Metropolitan Transportation Authority (MTA) for the development of fixed-rail transit, they will serve to attract additional development in the future and, in some cases, provide a network for open space improvements.

Public Parks and Private Recreational Open Space

About half of the City-owned park land in Los Angeles is natural open space that are not intensively developed for recreational activities, including portions of Griffith Park, Sepulveda Basin, and Hansen Dam. These, and the surrounding mountains and coastline, provide visual relief from the pattern of urban development that dominates the City.

Summary of Urban Form Elements

Table UF-2 summarizes the urban form elements and **Table UF-3** summarizes the form and character of development. Based on the "thresholds of significance" defined in section 3.2.2, the following characterizes the City's existing urban form>

Land Use Inter-Relationships

The City's urban form is largely characterized by the segregation of residential neighborhoods from commercial and industrial uses and recreational amenities. In many respects, this is a "legendary" characterization of the City. Such a pattern necessitates a high level of vehicular trips and inhibits the development of effective public transit. It occurs throughout most of the City, particularly in the San Fernando Valley, the west side, South Central and Southeast Los Angeles, and the Port area. There are a number of exceptions, particularly in the older neighborhoods of the City. For example, Boyle Heights concentrates residential density in proximity to commercial services and industrial districts and results in one of the few communities that exhibits a jobs-housing balance. Other areas that exhibit these characteristics include Hollywood, Westlake, Echo Park, and smaller scale areas dispersed throughout the City.

Differentiation

The City's key districts are differentiated, to some extent, by function and physical form and scale. The Central City area, Century City, Warner Center, mid-Wilshire, Hollywood, Brentwood, and a number of smaller centers are distinguishable by their massing of high density development (refer to preceding section). Some of the City's districts are further differentiated by their cultural character, as examples are Chinatown, Little Tokyo, Koreatown, Leimert Park, Boyle Heights, and Broadway.

Development Scale

As discussed in the preceding section, the City is characterized as a predominantly low rise environment, in which are scattered a number of higher density centers and boulevards. Most neighborhood "places" are one or two stories in height, with higher density areas developed for office commercial uses.

Pedestrian Environment

A number of the City's districts exhibit a high level of pedestrian activity. Generally, these are characterized by the siting of buildings along street frontages to create a

COMMUNITY PLAN AREAS	MULTI-FAMILY RESIDENTIAL High Rise (9+ stories)	Mixed Mid-/Low-Rise (2-8 stories)	Low Rise (3-4 stories)	Low Rise (2 stories)	Mixed Single-Family/Multi-Family	Duplex/Triplex	SINGLE-FAMILY RESIDENTIAL Grid - Grid	Grid - Curvilinear	Curvilinear	COMMERCIAL Corridors	Centers	Districts	INDUSTRIAL Narrow Corridors	Broad Corridors	Districts	Centers
1. Northeast Los Angeles			✓	✓	✓				1	1	2		✓			
2. Boyle Heights				✓	✓		1			1	2			✓		
3. Southeast Los Angeles				✓	✓		1			1	2			✓	✓	
4. West Adams-Baldwin Hills-Leimert Park				✓	✓				2	1	2	3	✓			
5. South Central Los Angeles				✓	✓		1			1	2	3			✓	
6. Wilshire	✓	✓	✓	✓	✓	✓	1			1(MR)	2					
7. Hollywood	✓	✓	✓	✓	✓		2		1	1	3	2(MR)	✓		✓	
8. Silver Lake-Echo Park				✓	✓				1	1	2					
9. Westside		✓	✓	✓	✓	✓	1			1(MR)		2(HR)	✓			
10. Central City				✓								1(MR/HR)			✓	
11. Central City North			✓	✓	✓					2		1		✓	✓	
12. Sherman Oaks-Studio City-Toluca Lake			✓	✓	✓		2		1	1	2					
13. North Hollywood				✓	✓		1	2		1	2			✓	✓	
14. Arleta-Pacoima							1	2		1	2				✓	
15. Van Nuys-North Sherman Oaks				✓	✓		1	2		1	2			✓		
16. Mission Hills-Panorama City-North Hills				✓				1		1	2			✓		
17. Sun Valley				✓			2	1	3	2	1			✓	✓	
18. Sylmar							3	1	2	1	2		✓		✓	✓
19. Granada Hills-Knollwood				✓			3	2	1		1				✓	
20. Canoga Park-Winnetka-Woodland Hills			✓	✓			3	2	1	2	1(HR/MR)			✓	✓	
21. Chatsworth-Porter Ranch				✓			3	1	2	2	1			✓	✓	
22. Northridge			✓	✓			2	1		2	1			✓		
23. Reseda-West Van Nuys				✓			2	1		2	1				✓	
24. Encino-Tarzana				✓				2	1	1(MR)	2		✓			
25. Sunland-Tujunga-Lakeview Terrace-Shadow Hills				✓			2	3	1	1					✓	✓
26. Westwood	✓		✓	✓				2	1	1(HR)	3	2				
27. West Los Angeles				✓			2		1	1(MR)	2(HR)		✓			
28. Palms-Mar Vista-Del Rey			✓	✓	✓		1	2			1				✓	
29. Venice				✓	✓		1	2		2	1					✓
30. Westchester-Playa Del Rey				✓				1		1(MR/HR)	2			✓	✓	
31. Brentwood-Pacific Palisades			✓	✓					1	1	2	3				
32. Bel Air-Beverly Crest									1							
33. Wilmington-Harbor City				✓	✓		1			1	3	2			✓	
34. San Pedro				✓	✓		1	2	3	1	3	2(MR/HR)	✓			
35. Harbor Gateway				✓	✓		2	1		2	1(MR/HR)				✓	✓

Symbol Key:

✓ = Occurs

Frequency:
1 = Most Common
2 = Less Common
3 = Least Common

Frequency:
1 = Most Common
2 = Less Common
3 = Least Common

Significant amount of:
HR = High Rise
MR = Mid Rise

✓ = Occurs

Urban Design Structures

Built Urban Form
Typology Characteristics by Community Plan Area

TABLE UF-2

LOS ANGELES
CITYWIDE GENERAL PLAN
FRAMEWORK EIR

LOS ANGELES
CITYWIDE GENERAL PLAN
FRAMEWORK EIR

Urban Design
Structures
Structural Elements by Community Plan Area

TABLE UF-3

COMMUNITY PLAN AREAS	EXISTING ELEMENTS									TRANSIT	DESIGNATED CENTERS			MAJOR ACTIVICTY CENTERS					
	Landforms	Drainage Corridors	Reservoirs	Railroads	Freeways	Open Space Major Public	Minor Public	Private	Operating, Planned or Proposed Stations	Centers	Redevelopment Areas	Enterprise Zones	University/College	Regional Shopping	Medical	Sports/Entertainment	Cultural/Other	Employment
1. Northeast Los Angeles	S	S		M	S	M	S	S	5	2	1		2	1	1		1	
2. Boyle Heights		M		B/M	S		M		•	1								
3. Southeast Los Angeles				S	B/S		M		10	1	1	2						
4. West Adams-Baldwin Hills-Leimert Park	S			M	S													
5. South Central Los Angeles				M	S		M	S	6	2	2	1	3			2	1	1
6. Wilshire					M		M	S	7	3				1	1		3	2
7. Hollywood	S	B/M	S		S	S	M		5	2	1				1	4	2	1
8. Silverlake-Echo Park	S	B/M			S	S	S									1		
9. Westlake					B/S		S		1	1	1			2		1	4	1
10. Central City					B/S		S		5	1	1						1	
11. Central City North		S		S	B/S		M		1	1	1			1		1		
12. Sherman Oaks-Studio City-Toluca Lake	S	S			S	M	M		1+(5)	2				2				
13. North Hollywood		B/M		S	S		S		1	1	1							
14. Arleta-Pacoima		S	S	S	S	S	M					1						
15. Van Nuys-North Sherman Oaks		B/S		S	M		M		4 or (5)	1			1	1		1		
16. Mission Hills-Panorama City-North Hills		B/S			S		M		1	1					2			
17. Sun Valley	S	S		S	S	M	M											
18. Sylmar	B/S	M		S	B/S	M	M		1									
19. Granada Hills-Knollwood	B/S	B/S			S	S	M	S										
20. Canoga Park-Winnetka-Woodland Hills	B/S	S		S	S		S		2 or (4)	1			1	3			1	
21. Chatsworth-Porter Ranch	B/S	S	S	S	S	S	S		1					1				
22. Northridge		S		S	B/M		M	S	5 or (0)				1					
23. Reseda-West Van Nuys																		
24. Encino-Tarzana	S	S	S	B/M	S	S		S	5 or (5)									1
25. Sunland-Tujunga-Lakeview Terrace-Shadow Hills	S	S	S		S	S	M											
26. Westwood					S		M	S	2				1	1	1	1	1	2
27. West Los Angeles				M	B/S	M	M		1 or 2	1				2		1	1	2
28. Palms-Mar Vista-Del Rey		M		B/M	S		M		1	1				1				
29. Venice	S					S	M										1	
30. Westchester-Playa Del Rey	S	B/S		M	B/S		M	S	4	3			1				1	2
31. Brentwood-Pacific Palisades	S	S	S		B/S	S	M	S									1	1
32. Bel Air-Beverly Crest	S	S			B/S	M	M	S										
33. Wilmington-Harbor City			S	S	S	S	M	S		1	1		1		1			1
34. San Pedro	B/S			S	B/M		S			1	1						1	
35. Harbor Gateway				S	S		M			1								1

Symbol Key: B = Boundary
S = Significant
M = Minor

Number of Stations (alternate route)
• = Line

Number of Centers by Type

Number of Centers by Type

common "wall" along the street, design of building facades to promote pedestrian interest (e.g., extensive windows), incorporation of outdoor-oriented uses (e.g., street cafes, newsstands, and flower shops), and, critically, uses that act as "magnets" to attract customers. Places such as Larchmont Village, Melrose, Fairfax, Studio City, Tarzana, Boyle Heights, Venice, Westwood Village, Highland Park, Westlake, and Echo Park exhibit these characteristics. In some cases, individual uses or buildings have been clustered around common pedestrian areas in larger scale development projects, such as Century City Shopping Center, Beverly Center, and the regional retail malls throughout the City.

Relationship Among Districts

A number of higher density residential and commercial districts directly abut low rise residential neighborhoods. Examples are found throughout the City, such as areas along Ventura Boulevard, in Westwood, and near Century City.

Citywide Linkages

Currently, there are few improved elements that provide linkages among the City's neighborhoods and communities. While the Los Angeles River, other drainage channels, and railroads provide a citywide network, there are few improvements which visually tie the City together. In many respects, development straddles these corridors, as if they did not exist. Recent Metrorail and Metrolink landscaping programs have begun to enhance their role as positive elements of urban form. In addition, there are a number of utility easements that have been landscape, that provide visual relief from the pattern of development.

2.2.3.2 Project Impacts

Implementation of the General Plan Framework will result in a pattern and form of development that is more diverse and differentiated than existing. It will establish a landscape of low intensity residential neighborhoods and commercial districts on which is superimposed a hierarchy of higher density districts, centers, and boulevards. These areas are characterized by a concentrated massing of buildings and high level of pedestrian activity. They range from low density, low-rise neighborhood districts, to moderate density community-serving centers and boulevards, to high density, high rise regional urban centers. In many respects, the Framework will result in an urban form that reflects the intentions of the City's adopted Centers Concept, which establishes two basic forms of development (high density Centers and low density neighborhoods/communities), but expands on it by differentiating the Centers (by density, mass, and form of development) into Neighborhood Districts and Community, Regional, and Downtown Centers and adds mixed-use linear boulevards. The Framework provides for the interconnection of the Districts, Centers, and Boulevards by a network of public transit (bus, paratransit, and rail).

In most cases, the urban form builds on basic patterns of development that exist by modest infill and intensification (areas that are one story will become two story, those that are two stories will become three or four, and so on). Exceptions include the highest density Regional Centers and built and funded Metrorail transit stations locations, where the densities and building mass will be increased more significantly. Potentially, the mass and scale of development of the more intense Districts, Centers, and Boulevards may impact adjacent land uses. However, these impacts can be mitigated by application of the City's Transitional Height Ordinance, incorporation of transitional density housing (as prescribed by the Land Use Section), and use of property setbacks.

Development in accordance with the Framework will establish pedestrian-oriented districts throughout many areas of the City. All Neighborhood Districts and Community Centers and portions of the Regional Centers and mixed-use boulevards will be characterized by the siting of buildings in proximity to the sidewalk on their primary street frontage, incorporation of uses that stimulate pedestrian interest and activity, and addition of streetscape amenities. The increased pedestrian activity would reduce vehicular trips and air emissions and enhance the City's quality of life.

The Framework would result in the establishment of a citywide open space network. This would encompass greenbelts, trails, parks, and other similar elements along the City's flood control channels, including the Los Angeles River, transit corridors, and railroad rights-of-way.

A cumulative result of the Framework's policies and standards will be an urban from that considerably enhances the sense of identity and place for each of the City's neighborhoods, districts, centers, and boulevards and quality of life for the City's residents. There will be a significant reduction in the sense of physical sprawl and sameness that characterizes many areas of the City. This is considered to be a beneficial impact.

The following describes the characteristics of the Framework's citywide urban form and its impacts, based on the thresholds of significance defined in 2.2.2.

Single Family Residential Neighborhoods

The Framework will, generally, result in the retention of areas currently developed and zoned for single family housing for such uses. Any units removed would be replaced with comparable development.

Land Use Inter-Relationships, Differentiation, Development Scale, Pedestrian Environment

As existing residential neighborhoods would be preserved, there would be no urban form impacts on land use relationships, differentiation of districts, development scale, or the pedestrian environment due to the Framework.

Relationship Among Districts

The Framework may result in the intensification of some existing single family residential with duplex or higher density units in areas where there is a significant difference of the scale of abutting uses (e.g., one story units adjacent to six story commercial). Such changes would be a beneficial urban form impact.

Linkages: not appropriate

Multi-Family Residential Neighborhoods

The Framework will retain the form and character of existing multi-family residential neighborhoods that are developed at or approximate the permitted densities. Those areas characterized by a mix of existing unit types and densities would (a) intensify to the maximum densities currently permitted by the Community Plans, increasing their building mass and bulk, or (b) be preserved at their present scale and form, where permitted densities are reduced by amendments to the Community Plans (Policy 4.6.2).

Land Use Inter-Relationships, Differentiation, Pedestrian Environment

The Framework would not alter the relationship of existing multi--family neighborhoods to other uses, their differentiation, or their pedestrian environment, as no significant change in use would occur.

Development Scale,

Multi-family areas currently containing a mix of residential units and densities would, either, evolve to the higher densities permitted by zoning, increasing the overall bulk and height of development, or be retained at their average prevailing However, such changes would not be significant, as such areas would evolve to a homogeneous scale and density. Where the existing scale is maintained, there would be no significant impacts.

The Framework establishes design guidelines that would improve the physical character of multi-family development and its relationship to surrounding land uses. This is considered to be a beneficial impact.

Relationships Among Districts

Implementation of the Framework would not result in an increase in the incidence of high density multi-family units adjacent to low density single family housing or other low intensity uses.

Linkages: not appropriate

Commercial Areas

The Framework would result in the differentiation of existing commercial areas by function, density, scale, and physical form and character. The following indicates the diversity of urban forms and places that would result.

a. General Commercial

Land Use Inter-Relationships, Differentiation, Development Scale, Pedestrian Environment, Relationships Among Districts

The Framework will result in the retention of the scale and form of many low intensity, low-rise commercial districts, including highway-oriented corridors and low rise development nodes at arterial intersections. As a consequence, there would be no changes of or significant impacts on their urban form inter-relationships, differentiation, development scale, pedestrian environment, or relationship of their scale and mass with other districts.

Linkages: not appropriate

b. Neighborhood Districts

The Framework would result in the establishment of low density Neighborhood Districts throughout the City. These will assume two basic urban forms. The first will be characterized by a three to six block concentration of one and two story buildings along an arterial or secondary highway. The structures would be directly located on the frontage and sidewalk, visually and physically forming a common building wall that defines the public space. Parking would be located to the rear of the building, on surface or in parking structures. Buildings would be designed to enhance pedestrian activity along the sidewalk, through the extensive use of windows, articulation of the facade, and well-defined entries. Areas for outdoor dining and other activity will be provided. Streetscape amenities will be provided along the sidewalk, including the use of street trees, benches, trash receptacles, and pedestrian-oriented lighting.

The second form would involve the infill of some existing neighborhood shopping centers that contain an anchor grocery store and supporting shops with additional uses and structures of comparable height. There will be an emphasis on the orientation of the new structures to the principal street frontage(s) and inclusion of common pedestrian areas. Some parking would continue to be located on the site's periphery.

Land Use Inter-Relationships

The potential inclusion of a broader range of local-serving uses in the Neighborhood Districts and increased pedestrian activity would improve their relationship to surrounding residential neighborhoods and decrease vehicular trips. This is considered to be a beneficial impact on the City's urban form.

Differentiation

Neighborhood Districts would result in a series of places that are functionally and physically differentiated from other commercial and mixed use districts of the City. They afford the opportunity for the introduction of uses that uniquely reflect the cultural heritage of the community in which they are located. Their development represents a significant benefit on the City's urban form.

Development Scale,

Areas that are designated as Neighborhood Districts, contain buildings that are largely one story in height and have site coverages of 35 to 70 percent. Implementation of the Framework would result in a maximum height of two stories. This is considered to be an insignificant urban form impact. Where located along street frontages, buildings would be sited to form a common building wall along the sidewalk. In most designated Neighborhood Districts, buildings currently occur as strip development, forming a common "wall" along the street, and, consequently, there would be no significant change or impacts. In other areas, where buildings are currently dispersed as independent structures or in an intermittent pattern, there would be an increase in overall site coverage and building mass. While this may be a significant change, it is considered to be beneficial impact on the City's urban form, as it facilitates the creation of distinct places. In existing shopping centers, new buildings would be sited as infill around common pedestrian areas. Such increases in development mass represents a benefit in the City's urban form.

Pedestrian Environment,

As indicated above, areas that are designated as Neighborhood Districts would be developed with buildings located directly on sidewalks or other common pedestrian areas. This, coupled with Framework requirements for building design and the mix of uses to be accommodated (retail, restaurant, and other customer-intensive), would enhance the area's pedestrian activity. This is considered to be a beneficial impact on the character of the City and would improve the quality of life of the City's residents.

Relationships Among Districts

Development of the Neighborhood Districts at a maximum of two stories would not result in significant impacts where adjacent to areas of lesser scale.

Linkages: not appropriate.

c. Community Centers

The Framework will result in the establishment of moderate density Community Centers throughout the City. Similar to the Neighborhood Centers, these will be characterized by the concentration of buildings along the frontage of one or more arterial or secondary highways, creation of common building walls, location of

parking to the rear or in structures, design of building elevations to foster pedestrian activity, and incorporation of streetscape amenities. The principal difference will be their scale, ranging from three to eight stories, and the inclusion of structures integrating housing with commercial uses. The ground floor of mixed-use structures will be limited to retail uses that promote pedestrian activity. It is anticipated that there will be a greater concentration of streetscape amenities than the Neighborhood Districts, as these areas will be characterized by a high level of pedestrian activity.

Land Use Inter-Relationships

The potential inclusion of a broader range of local-serving uses in the Community Centers and increased pedestrian activity would improve their relationship to surrounding residential neighborhoods and decrease vehicular trips. In particular, the inclusion of housing (in mixed-use structures) would functionally "extend" the neighborhood into the center promoting a higher level of integration of neighborhood and center. These changes are considered to be beneficial impacts on the City's urban form.

Differentiation

The development of Community Centers would result in a series of places that are functionally and physically differentiated from other commercial and mixed use districts of the City. This represents a significant benefit on the City's urban form.

Development Scale,

Areas that are designated as Community Centers, predominately contain buildings that are one to two stories in height and have site coverages of 35 to 70 percent. Implementation of the Framework would increase their height to three to four stories for sites developed exclusively for commercial uses and four to eight stories for sites developed with mixed-use structures. The change in scale represents a significant impact on the City's urban form.

Where located along street frontages, buildings would be sited to form a common building wall along the sidewalk. In most designated Community Centers, buildings currently occur as strip development, forming a common "wall" along the street, and, consequently, there would be no significant change or impacts. In other areas, where buildings are currently dispersed as independent structures or in an intermittent pattern, there would be an increase in overall site coverage and building mass. While this may be a significant change, it is considered to be beneficial impact on the City's urban form, as it facilitates the creation of distinct places.

Pedestrian Environment,

Most Community Centers would be developed with buildings located directly on sidewalks or other common pedestrian areas. This, coupled with Framework

requirements for building design and the mix of uses to be accommodated (retail, restaurant, and other customer-intensive), would enhance the Center's pedestrian activity. This is considered to be a beneficial impact on the character of the City and would improve the quality of life of the City's residents.

Relationships Among Districts

Development of the Community Centers with three to eight story buildings would result in significant urban form impacts where they abut low density, one and two story residential neighborhoods. Adherence to the City's Transitional Height Ordinance, which requires setbacks to ensure adequate height transitions between residential and commercial districts would mitigate these impacts.

Linkages

Inclusion of transportation hubs within the Community Centers would improve their linkage with other districts, centers, boulevards, and neighborhoods of the City. This is considered to be a beneficial impact on the City's urban form.

d. Regional Centers

Development in accordance with the Framework would result in three forms of Regional Centers. The first is characterized by high rise buildings primarily located along the City's arterial frontages (e.g., downtown, Westlake, Wilshire Boulevard, and Westwood). In general, they tend to visually and physically form a common building wall along the frontage, similar to the Neighborhood Districts and Community Centers. Though offices are the predominant use in these areas, there is an emphasis on the inclusion of retail activity in the ground floor of the structures to promote pedestrian activity. This will be further enhanced by the incorporation of streetscape amenities, plazas, and small parks.

The second form is characterized by concentrations of free-standing, physically independent high rise structures located on large sites (e.g., Century City and Warner Center). Generally, such areas would contain high level of landscaping and property setbacks. The independence of the structures will minimize the pedestrian activity. The Framework does provide for the development of a "core" area for pedestrian-oriented uses.

The third form is characterized as the regional retail malls in which anchor department stores and supporting shops are concentrated in buildings oriented to a common, usually internal, pedestrian core. The Framework would result in the addition of uses and buildings of comparable height in some of these areas, particularly those with large surface parking lots. There will be an emphasis on the orientation of the new structures to the principal street frontage(s). Some parking would continue to be located on the site's periphery.

Land Use Inter-Relationships

Where housing is introduced in mixed-use structures and additional community-serving uses are developed, there will be an improved relationship by extending the surrounding residential neighborhood. Otherwise, the Framework will not significantly modify the relationships of the Regional Centers with surrounding land uses.

Differentiation

The development of Regional Centers would result in a series of places that are functionally and physically differentiated from other commercial and mixed use districts of the City. This represents a significant benefit on the City's urban form.

Development Scale,

Areas that are designated as Regional Centers are currently developed at a variety of scales. Some, such as Wilshire Boulevard, Century City, and portions of Warner Center, contain high rise structures. Implementation of the General Plan Framework would not change their overall scale, and, consequently, there would be no significant impacts on their urban form. Others, such as North Hollywood and Panorama City are predominately low rise and the introduction of high rise structures would significantly impact their scale and urban form. The intensification of regional retail malls would be at comparable scales and not result in significant impacts.

In portions of the Regional Centers, the Framework would result in the siting of buildings forming a common "wall" along street frontages and other pedestrian areas. In Centers that are located on boulevards (e.g., Wilshire and Hollywood) this is the prevailing form of development, and there would be no significant change or impacts. In other areas, where buildings are currently dispersed as independent structures or in an intermittent pattern, there would be an increase in overall site coverage and building mass. While this may be a significant change, it is considered to be beneficial impact on the City's urban form, as it facilitates the creation of distinct places.

Pedestrian Environment,

Portions of the Regional Centers would be developed with buildings located directly on sidewalks or other common pedestrian areas. This, coupled with Framework requirements for building design, mix of uses to be accommodated (retail, restaurant, and other customer-intensive), and the encouragement of the incorporation of plazas and parks, would enhance the Center's pedestrian activity. This is considered to be a beneficial impact on the character of the City and would improve the quality of life of the City's residents.

Relationships Among Districts

Development of the Regional Centers with high rise structures would result in significant urban form impacts where they abut lower density residential neighborhoods and commercial areas. Adherence to the City's Transitional Height Ordinance, which requires setbacks to ensure adequate height transitions between residential and commercial districts would mitigate these impacts.

Linkages:

Inclusion of transportation hubs within the Regional Centers would improve their linkage with other districts, centers, boulevards, and neighborhoods of the City. This is considered to be a beneficial impact on the City's urban form.

e. Downtown Center

The Downtown Center is characterized by high rise buildings primarily located along the street frontages, visually and physically forming a common building wall that defines the public space on the sidewalks. Certain areas, such as Broadway, would contain a high level of retail uses in the ground floor of the buildings, which would be sited and designed to foster pedestrian activity. Throughout the commercial areas, streetscape amenities, plazas, and small parks would be provided to support the high level of pedestrian activity.

Downtown's industrial areas are and would continue to be characterized by large scale, warehouse and manufacturing buildings that occupy large portions of their sites.

Land Use Inter-Relationships

The Framework would not significantly modify the relationship of the Downtown Center with surrounding land uses.

Differentiation

The continued development of the Downtown Center as a place that is functionally and physically differentiated from other commercial and mixed use districts of the City represents a significant benefit on the City's urban form.

Development Scale,

The Downtown Center would be intensified with development of comparable scale and not result in significant impacts. Generally, there would be an increase in the siting of buildings forming common "walls" along primary street frontages and other pedestrian areas. This is considered to be beneficial impact on the City's urban form.

Pedestrian Environment,

Commercial and mixed-use portions of the Downtown Centers would continue to be developed with buildings located directly on sidewalks or other common pedestrian areas. This, coupled with Framework requirements for building design, mix of uses to be accommodated (retail, restaurant, and other customer-intensive), and the encouragement of the incorporation of plazas and parks, would enhance the Center's pedestrian activity. This is considered to be a beneficial impact on the character of the City.

Relationships Among Districts

Development of the Regional Centers with high rise structures would result in significant urban form impacts where they abut lower density residential neighborhoods and commercial areas. Adherence to the City's Transitional Height Ordinance, which requires setbacks to ensure adequate height transitions between residential and commercial districts would mitigate these impacts.

Linkages:

Continued development of transportation hubs within the Downtown Center would improve its linkage with other districts, centers, boulevards, and neighborhoods of the City. This is considered to be a beneficial impact on the City's urban form.

f. Mixed Use Boulevards

Three forms of development would occur in areas designated as Mixed Use Boulevards, with the specific locations of each to be determined by the Community Plans. Many would be developed comparable to the Community Centers, wherein commercial or mixed-use (integrating housing) buildings would be concentrated along the frontage of one or more arterial or secondary highways, creation of common building walls, location of parking to the rear or in structures, design of building elevations to foster pedestrian activity, and incorporation of streetscape amenities. The ground floor of mixed-use structures would be limited to retail uses to promote pedestrian activity. Typically, buildings would range in scale from two to eight stories.

Some areas would be developed as a continuation of the prevailing pattern of free-standing commercial buildings in a strip or nodes at key intersections. The third would be characterized by the development of multi-family housing in single or multiple structures along the boulevard.

Land Use Inter-Relationships

Locations in the Mixed Use Boulevards in which housing (in mixed-use structures or free-standing) and community services (e.g., day care and community meeting rooms) are integrated with commercial uses would functionally "extend" the neighborhood into the boulevard promoting a higher level of integration and

relationship. These changes are considered to be beneficial impacts on the City's urban form. Where areas exclusively developed with commercial uses, there would be no change in the relationship with adjacent land uses and no significant impacts on urban form would occur.

Differentiation

The development of Mixed Use Boulevards that contain housing and mixed use structures would result in a series of places that are functionally and physically differentiated from other districts and corridors of the City. This represents a significant benefit on the City's urban form.

Development Scale,

Areas that are designated as Mixed Use Boulevards, predominately contain buildings that are one to two stories in height and have site coverages of 35 to 70 percent. Implementation of the Framework would increase their height to two to four stories for sites developed exclusively for commercial uses and four to eight stories for sites developed with mixed-use structures, depending on location. The urban form of areas where new development results in buildings of four stories and higher would be significantly impacted.

In many areas, buildings would be sited to form a common building wall along the sidewalk. In some of these locations, buildings currently occur as strip development, forming a common "wall" along the street, and, consequently, there would be no significant change or impacts. In other areas, where buildings are currently dispersed as independent structures or in an intermittent pattern, there would be an increase in overall site coverage and building mass. While this may be a significant change, it is considered to be beneficial impact on the City's urban form, as it facilitates the creation of distinct places.

Pedestrian Environment,

The development of structures integrating housing with commercial uses in Mixed-Use Boulevards would enhance the area's pedestrian activity. This is considered to be a beneficial impact on the character of the City and would improve the quality of life of the City's residents.

Relationships Among Districts

Areas designated as Mixed Use Boulevards largely are located adjacent to multi-family residential areas and the development of three to eight story buildings would not result in significant urban form impacts on these uses. Where they abut low density, one and two story residential neighborhoods, there would be significant impacts. Adherence to the City's Transitional Height Ordinance, which requires setbacks to ensure adequate height transitions between residential and commercial districts would mitigate these impacts.

Linkages

Development of Mixed Use Boulevards along major bus and rail transit corridors would improve their linkage with other districts, centers, boulevards, and neighborhoods of the City. This is considered to be a beneficial impact on the City's urban form.

g. Multi-Family Boulevards

The Framework would result in the conversion of some commercial boulevards for multi-family housing. Generally, the densities will serve as a transition from adjacent residential neighborhoods. Community Character Standards established by the Framework provide for a greater orientation of the multi-family residential structures to the street and improved articulation and modulation of facades.

Land Use Inter-Relationships

The introduction of housing in existing commercial corridors would functionally "extend" the neighborhood into the boulevard promoting a higher level of integration and relationship. This is considered to be a beneficial impact on the City's urban form.

Differentiation

The development of Multi-Family Boulevards would result in a series of places that are functionally and physically differentiated from other districts and corridors of the City. This represents a significant benefit on the City's urban form.

Development Scale,

Areas that are designated as Multi-Family Boulevards, predominately contain buildings that are one to two stories in height and have site coverages of 35 to 70 percent. Implementation of the Framework would, generally, increase their height to three to six stories, depending on location. The urban form of areas developed with buildings of four stories and higher would be significantly impacted.

Pedestrian Environment,

The development of housing in Multi-Family Boulevards would enhance the area's pedestrian activity. This is considered to be a beneficial impact on the character of the City and would improve the quality of life of the City's residents.

Relationships Among Districts

Where Multi-Family Boulevards abut low density, one and two story residential neighborhoods, there would be significant urban form impacts due to the difference in building heights.

Linkages: not appropriate.

h. Industrial

Generally, the form and scale of industrial areas will be maintained. However, the replacement of existing with new industrial structures, accompanied by increased landscaping, will result in the improvement of the visual and physical quality of these areas.

Land Use Inter-Relationships, Differentiation, Development Scale, Pedestrian Activity, and Relationships Among Districts

Continuation of the City's existing industrial areas would not impact the City's urban form land use relationships, differentiation, development scale, pedestrian activity, or relationships with adjacent districts.

Linkages: not appropriate.

i. Open Space Network

The Framework would result in the establishment of a network of common open spaces along the Los Angeles River, other drainages, railroad rights-of-way, and transit corridors.

Land Use Inter-Relationships, Differentiation, Development Scale, and Relationships Among Districts

Development of the open space network would not impact the City's urban form land use relationships, differentiation, development scale, pedestrian activity, or relationships with adjacent districts.

Pedestrian Activity

Development of the open space network would enhance pedestrian activity throughout the City, by the inclusion of trails and recreational facilities, benefiting the City's urban form.

Linkages

The development of the open space network would enhance the linkages among the City's neighborhoods, districts, centers, and boulevards. This is considered to be a beneficial impact on the City's urban form.

2.2.4 *Community Plan Area Urban Form*

The following summarizes the existing urban form characteristics of each Community Plan Area and analysis of the General Plan Framework impacts. Table UF-4 summarizes the character of urban form impacts that may occur for each General Plan Framework land use designation.. These are referenced by the evaluation of impacts for each CPA.

Table UF-4
Summary of Urban Form Impacts

Threshold of Significance	Refer-ence	Urban Form Impact Characteristic
Land Use Relationship	1	Maintenance of existing patterns and relationships among land uses--no significant impacts.
	2	Inclusion of broader range of local-serving uses, improves relationship to surrounding residential neighborhoods--beneficial urban form impact.
	3	Inclusion of housing and community-serving uses (day care, community meeting rooms, etc.) functionally extends the surrounding community into the center/district/boulevard--beneficial urban form impact.
Differentiation	4	No change--no significant impact.
	5	Establishes a distinct "place" due to function and/or form, scale, and mass of development--beneficial urban form impact.
	6	Reflects area's cultural heritage--beneficial urban form impact.
Development Scale	7	Maintains existing scale of development-no significant urban form impact.
	8	Increases building height and bulk--significant urban form impact.
	9	Forms common building wall along street frontage or other common area, increasing development mass--no significant impact where this is the prevailing character.
	10	Forms common building wall along street frontage or other common area, increasing development mass--significant impact where existing development is intermittent.
	11	Improvement of physical design quality--beneficial urban form impact.
Pedestrian Environment	12	No change from existing condition.
	13	Increases pedestrian activity due to the siting and design of structures and uses, reducing vehicle trips and air pollution and improving quality of life--beneficial urban form impact.
Height Relationships	14	No change from existing conditions--no significant urban form impacts.
	15	Increases in building height adjacent to lower density/height areas--significant urban form impact; potential mitigation with Transitional Height Ordinance.
	16	Increases in building height adjacent to lower density/height areas--significant urban form impact.
Linkages	17	Not applicable or no changes.
	18	Inclusion of transportation hub or siting of development on major transit corridor--beneficial urban form impact.

Arleta-Pacoima

Existing Setting

The Arleta-Pacoima plan area is comprised primarily of a full grid pattern. The majority of housing units are single family, located on 91 percent of the residential land at an average net density of six units per acre. Multi-family housing is concentrated along Van Nuys Boulevard northeast of San Fernando Road and on Glenoaks and Foothills Boulevards between Van Nuys Boulevard and Osbourne Street at an average net density of 15 units per acre. The net density for all housing types is seven units per acre.

Commercial development is located primarily in two low-rise corridors comprised of a mix of building types—Van Nuys Boulevard and San Fernando Road—as well as a number of centers located at the intersections of major arterials.

Industrial development is located in a series of districts northeast of the rail line that parallels San Fernando Road and, in some cases, extends north to Glenoaks 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 Van Nuys-Laurel Canyon Van Nuys-Woodman Laurel Canyon-Osborne Woodman-Osborne	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 and railroad/transit corridor	1			13		18

[1] Refer to Table UF-4

Bel Air-Beverly Crest

Existing Setting

The street pattern in the hillside Beverly Crest-Bel Air plan area is curvilinear. Housing is almost entirely (95 percent) single family on 98 percent of the residential land, at an average net density of four units per acre. The few multi-family clusters are at an average net density of ten units per acre, with the overall net residential density at four units per acre. A small commercial center is located along Sepulveda Boulevard, north of Sunset 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	Community Centers Sepulveda-Moraga	2, 3	5	8, 9	13	15	18
	General Commercial	1	4	7	12	14	17
Open Space	Mulholland Scenic Corridor and major open spaces	1			13		18

[1] Refer to Table UF-4

Boyle Heights

Existing Setting

As one of the earliest Los Angeles communities, Boyle Heights' street pattern consists of a grid running at almost the same diagonal as downtown. According to U.S. Census, approximately half of housing is single-family. Single family homes are generally on small lots. Mixed residential areas occur north of Brooklyn Avenue and west of Soto Street, with low-rise multi-family areas along the west side of the Santa Ana Freeway (5). The average new density for all housing types is 34 units per acre.

Community-serving commercial corridors are located along Brooklyn Avenue, which includes a pedestrian-oriented storefront segment, and Whittier Boulevard (mixed building types).

Industrial development is located primarily in a district south of Olympic Boulevard that extends south into the City of Vernon.