



Breakout Session #2:
Room #1, PMVDR
Commercial GPLU

Facilitator: Jonathan | **Notetaker:** Dominick | **Screen Sharer:** Brenden

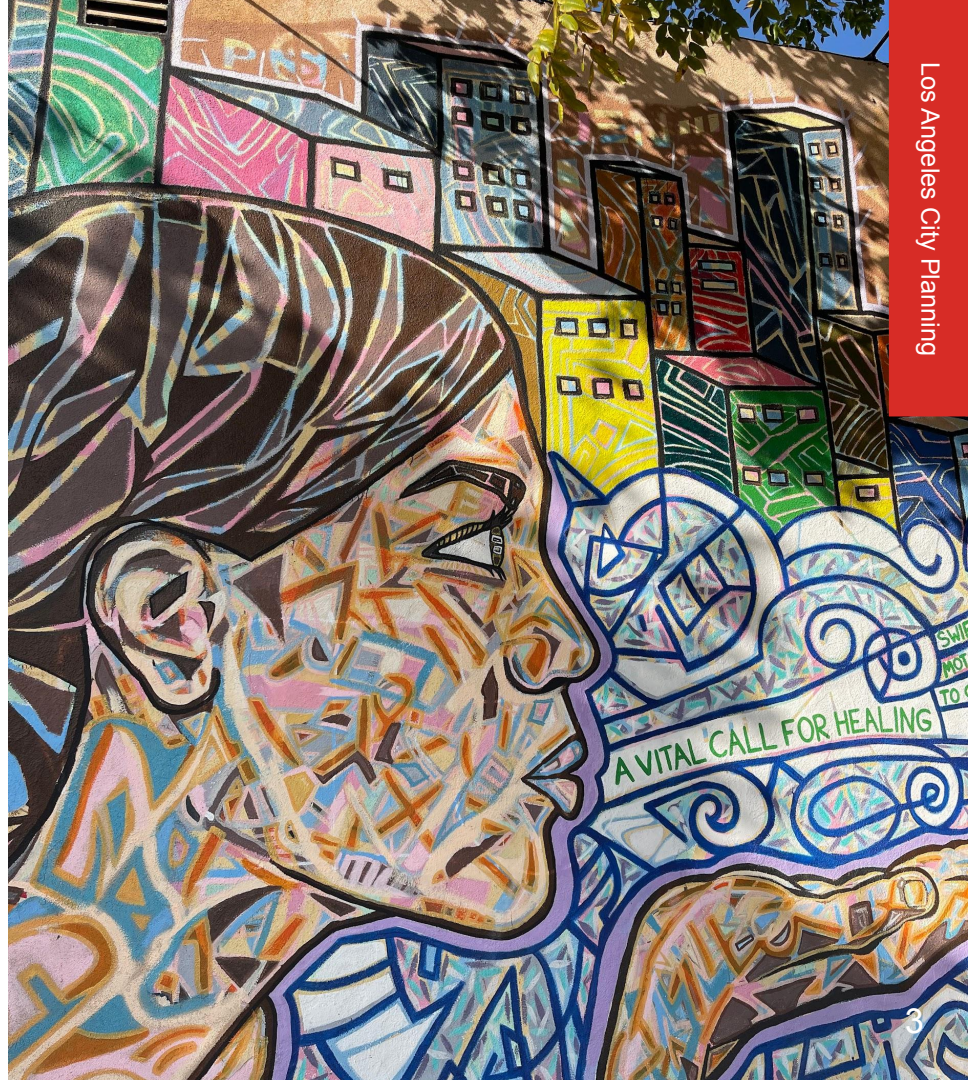
Agenda

- **Breakout Session Overview**
- **New Commercial GPLUs**
 - *Designations*
 - *Maps*
 - *Correspondence Table*
- **Discussion**
- **Report Back**



Report Back and Feedback Structure

- Select 1 member to report back
- Summarize highlights of what the small group discussed to the larger group
- Focus on one area or topic at a time before moving on to the next



New Commercial GPLU: Designations

NEIGHBORHOOD CENTER

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form ranges from Very Low Rise to Low Rise, and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

VILLAGES

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Very Low Rise, Low Rise, or Mid Rise, and typically includes a height limit for uniform building mass. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Villages that are close to transportation hubs and/or Regional Centers may be limited by FAR.

New Commercial GPLU: Designations

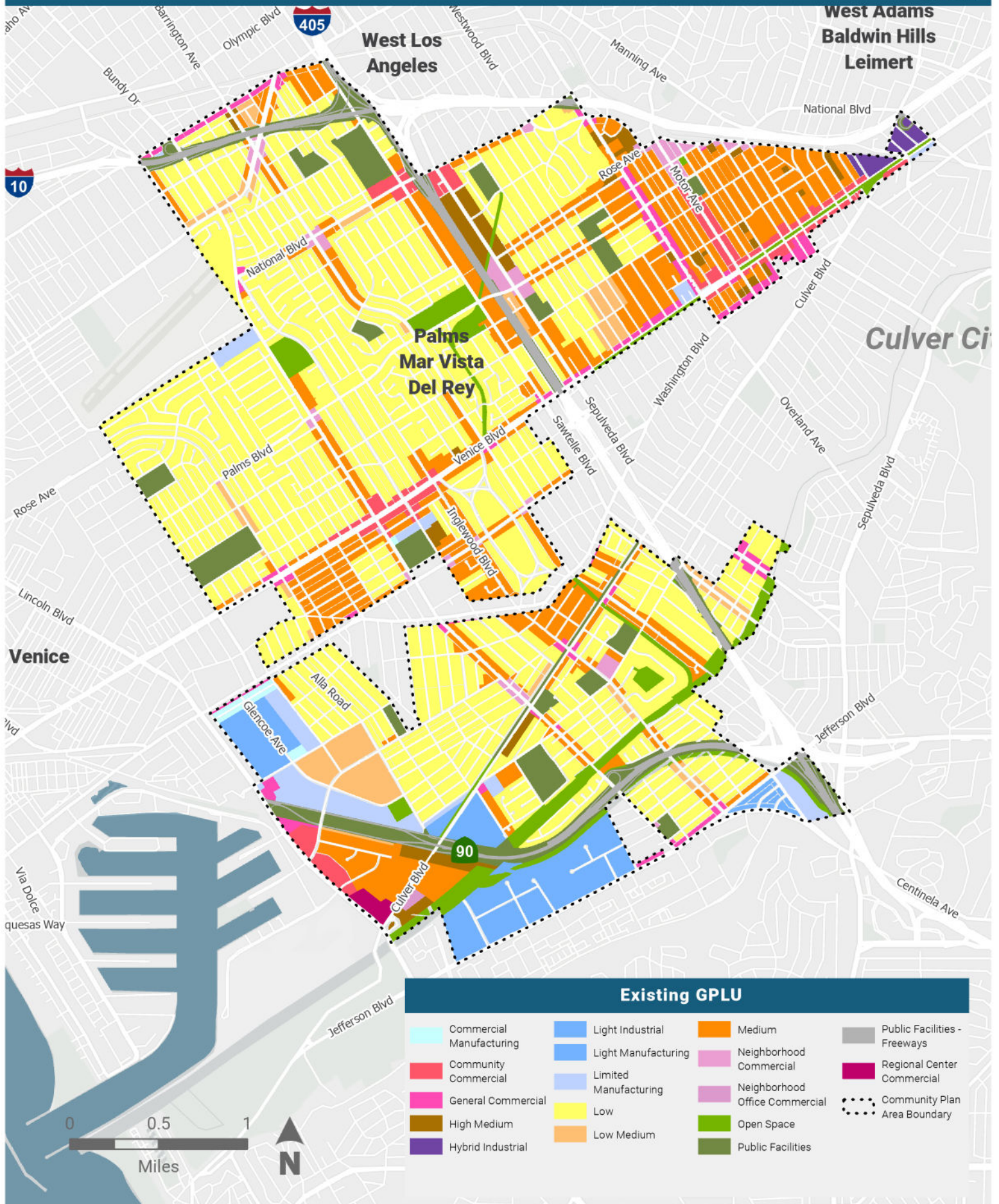
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Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Rise to Mid Rise, and may extend to Moderate Rise in the Downtown Community Plan. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area.

REGIONAL CENTER

Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to High Rise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by FAR.

Palms - Mar Vista - Del Rey

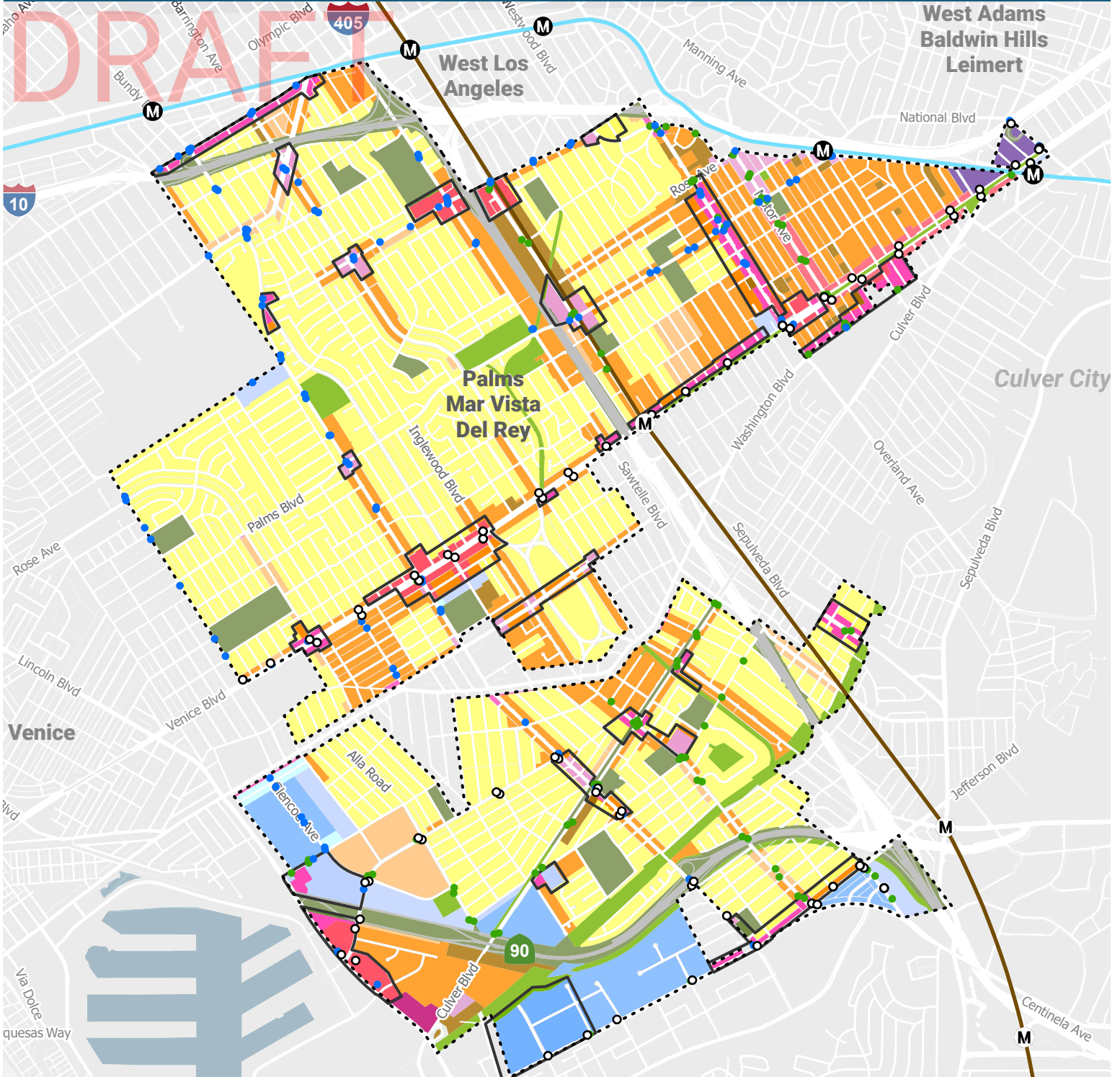


Existing GPLU

Commercial Manufacturing	Light Industrial	Medium	Public Facilities - Freeways
Community Commercial	Light Manufacturing	Neighborhood Commercial	Regional Center Commercial
General Commercial	Limited Manufacturing	Neighborhood Office Commercial	Community Plan Area Boundary
High Medium	Low	Open Space	
Hybrid Industrial	Low Medium	Public Facilities	



Palms - Mar Vista - Del Rey



Existing GPLU

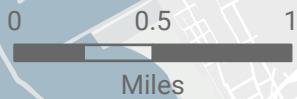
	Commercial Manufacturing		Limited Manufacturing		Open Space
	Community Commercial		Low		Public Facilities
	General Commercial		Low Medium		Public Facilities - Freeways
	High Medium		Medium		Regional Center Commercial
	Hybrid Industrial		Neighborhood Commercial		Draft Proposed Commercial Subareas
	Light Industrial		Neighborhood Office Commercial		Community Plan Area Boundary
	Light Manufacturing				

Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

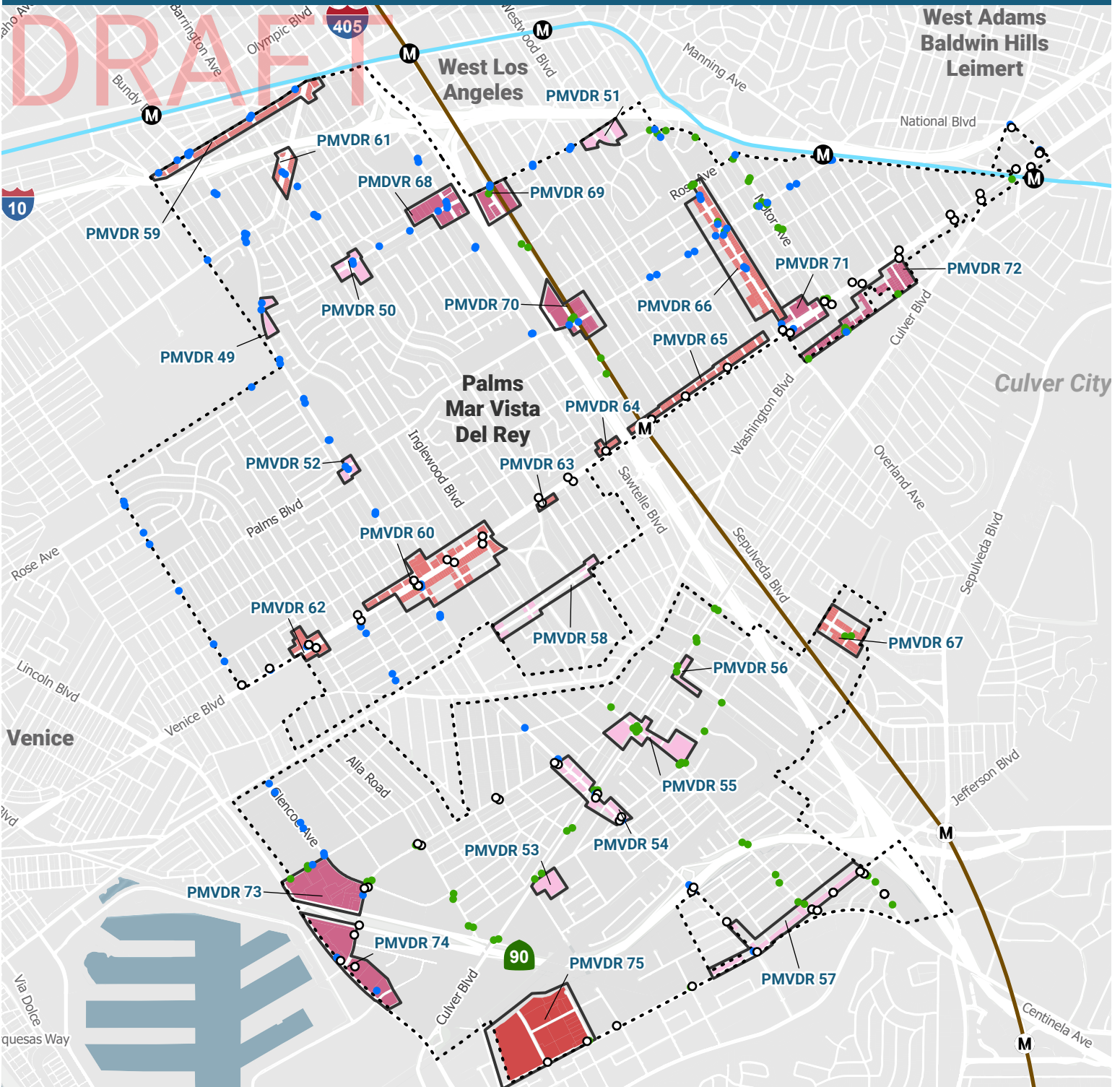
- Operational
- Proposed
- E Line (Expo)
- Sepulveda Transit Corridor (Proposed)



Palms - Mar Vista - Del Rey

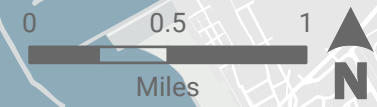


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Proposed Commercial GPLU

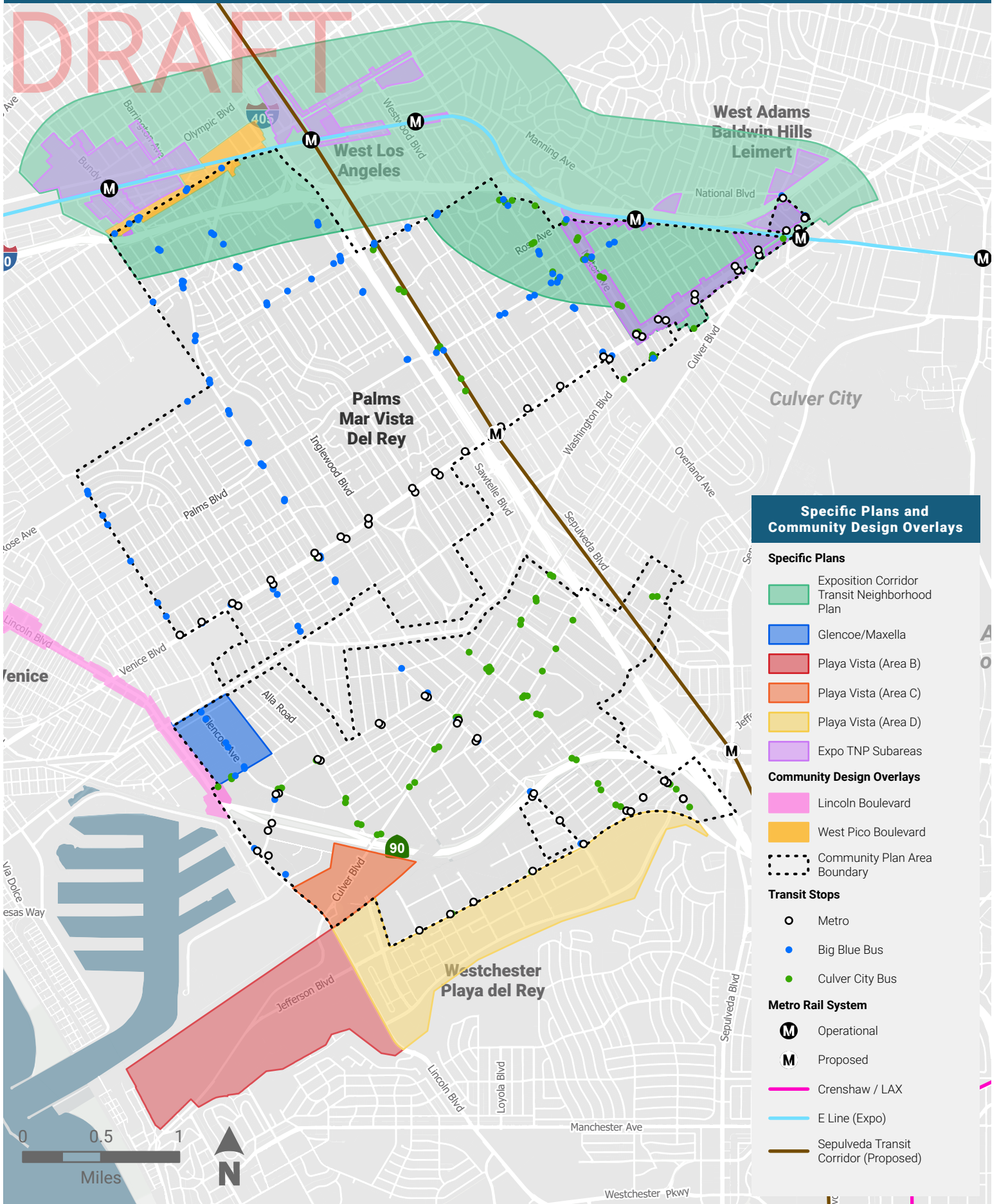
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> Regional Center Community Center Villages Neighborhood Center Draft Proposed Commercial Subareas Community Plan Area Boundary | <p>Transit Stops</p> <ul style="list-style-type: none"> Metro Big Blue Bus Culver City Bus | <p>Metro Rail System</p> <ul style="list-style-type: none"> Operational Proposed E Line (Expo) Sepulveda Transit Corridor (Proposed) |
|---|--|---|



Palms - Mar Vista - Del Rey

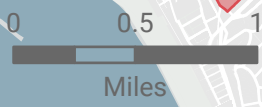


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Specific Plans and Community Design Overlays

- Specific Plans**
 - Exposition Corridor
 - Transit Neighborhood Plan
 - Glencoe/Maxella
 - Playa Vista (Area B)
 - Playa Vista (Area C)
 - Playa Vista (Area D)
 - Expo TNP Subareas
- Community Design Overlays**
 - Lincoln Boulevard
 - West Pico Boulevard
 - Community Plan Area Boundary
- Transit Stops**
 - Metro
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 - Culver City Bus
- Metro Rail System**
 - M Operational
 - M Proposed
 - Crenshaw / LAX
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Westchester Pkwy

PALMS- MAR VISTA-DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
PMVDR: 49, 50, 51, 52, 53, 54, 55, 56, 57, 58	8	3	5	1.5	3.0
Villages					
PMVDR: 59, 60, 61, 62, 63, 63, 64, 65, 66, 67	4	3	8	1.5	5.0
Community Center					
PMVDR: 68, 69, 70, 73	4	6	8	3.5	5.0
PMVDR: 71, 72, 74	FA	7	15	4.5	6.0
Regional Center					
PMVDR: 75	FA	Unlimited	Unlimited	6.0	8.5

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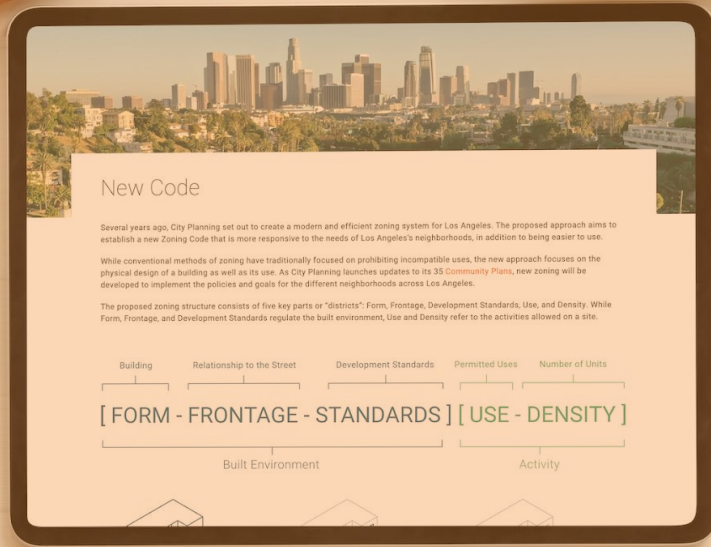
GPLU COMMERCIAL MAPS

What do we like?

What should be reconsidered?

Other considerations?

Additional Resources



Draft Zoning Strategies Mixed-Use Districts and Corridors Westside Community Plans Update

May 2023

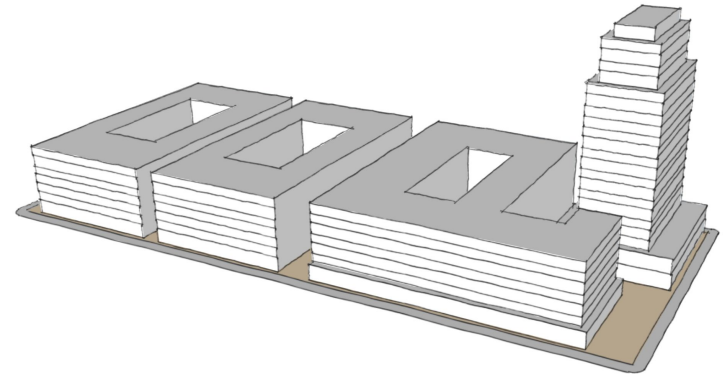
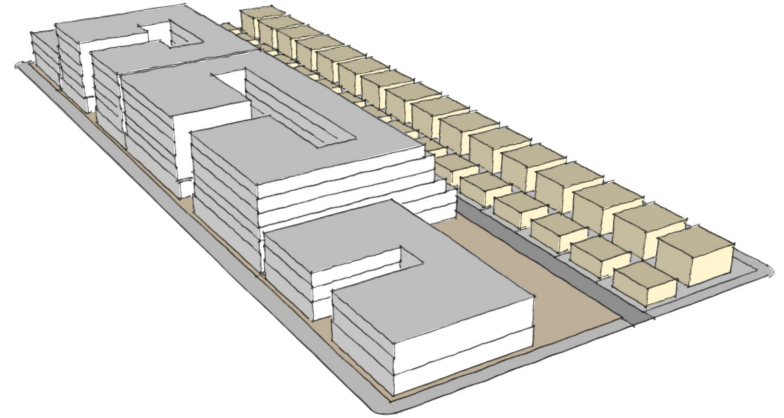
Intent and Considerations

- Accommodate active commercial uses and upper-story housing
- Control building scale with multiple block-breaks
- Property's connection to the street served by an active ground-floor
- Ensure parking is located behind street frontage
- Allow a diverse mix of shops, services, and dining to support neighborhood life



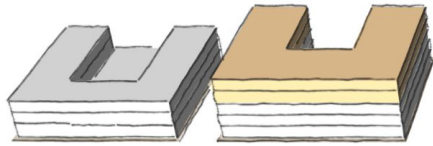
Form District Options:

FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Lot Size	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Lot width, street loaded	30'	30'	30'	30'	30'	30'	30'
Lot width, alley loaded	20'	20'	20'	20'	20'	20'	20'
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited
Building Width Base	140'	160'	160'	210'	210'	210'	210'
Building Width Bonus	160'	210'	210'	280'	280'	280'	280'
Primary st. Setback	6'	6'	6'	6'	6'	6'	6'
Outdoor Amenity Space	15%	15%	15%	15%	15%	15%	15%

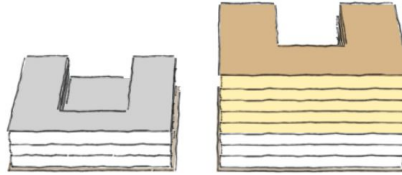


FAR & Height Options:

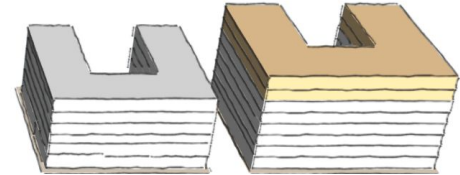
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Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited



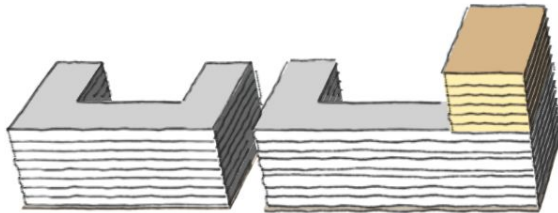
Base: 1.5 FAR, 3 stories
 Bonus: 3.0 FAR, 5 stories



Base: 1.5 FAR, 3 stories
 Bonus: 5.0 FAR, 8 stories



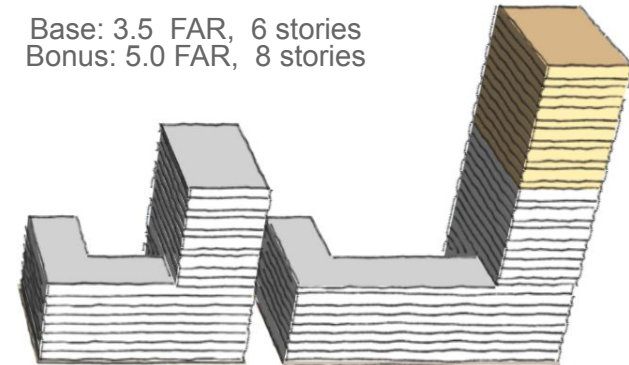
Base: 3.5 FAR, 6 stories
 Bonus: 5.0 FAR, 8 stories



Base: 4.5 FAR, *no story limit*
 Bonus: 6.0 FAR, *no story limit*



Base: 6.0 FAR, *no story limit*
 Bonus: 8.5 FAR, *no story limit*

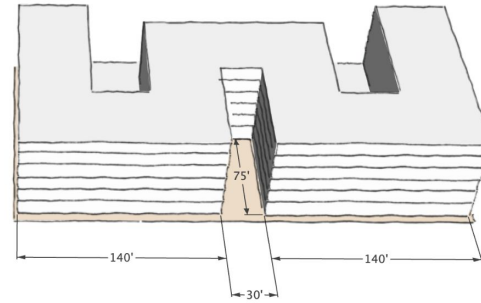
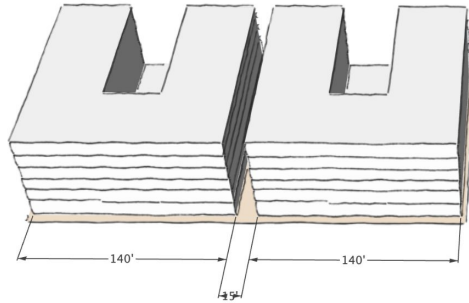


Base: 8.5 FAR, *no story limit*
 Bonus: 10 FAR, *no story limit*

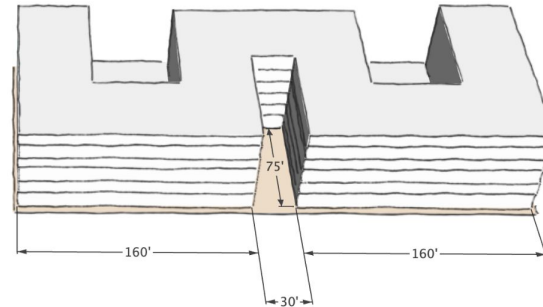
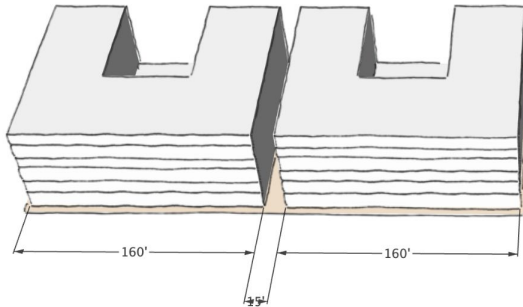
Building Width Options:

FORM			
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

140'



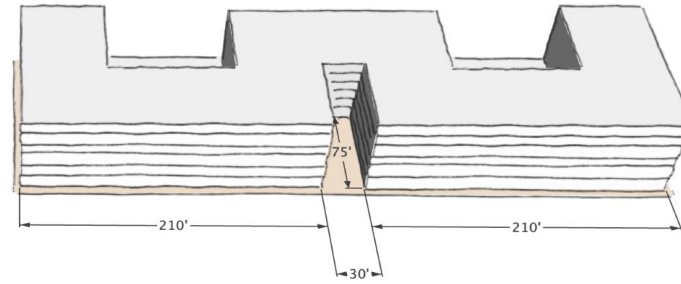
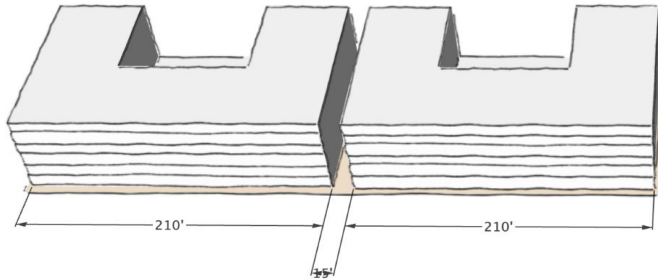
160'



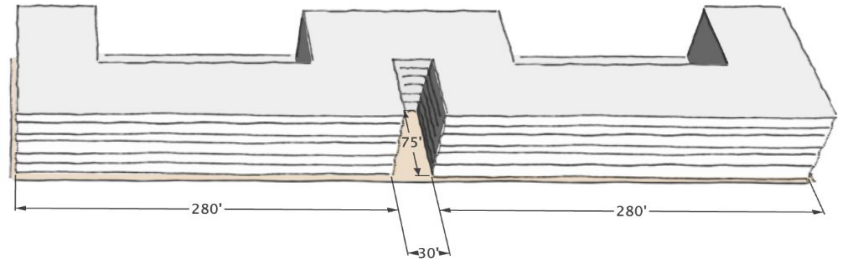
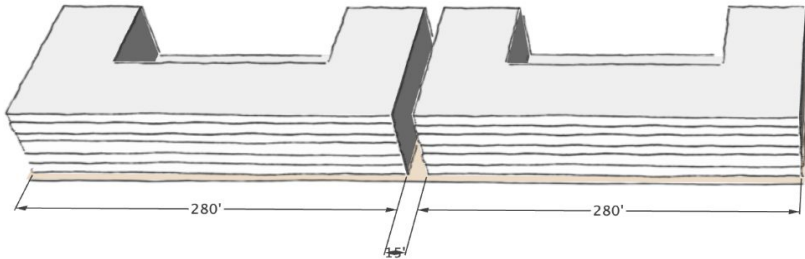
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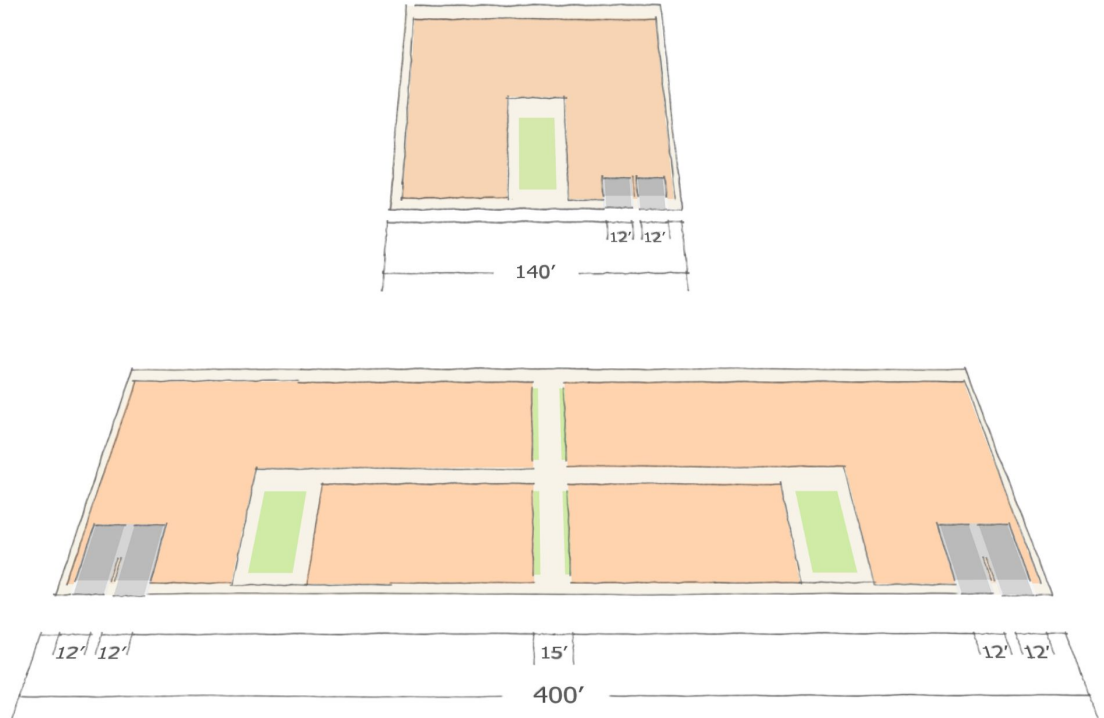


Frontage Options:

FRONTAGE	Shopfront
Build-to depth / width	5' / 80%
Parking setback	25'
Transparency	70%
Entrance spacing	50'
Entry features	Courtyard Shopfront bay Market stall Collonade
Ground story height	14'

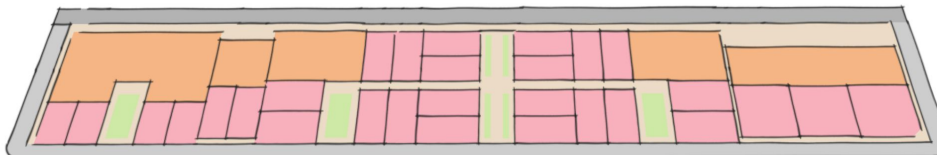


DEVELOPMENT STANDARDS		1
Pedestrian access		Direct
Pedestrian passageway		Required
Pedestrian passageway spacing		350'
Vehicle Access		
Number of automobile access lanes		
<i>Boulevard or Avenue</i>		
0'-400' lot width		2
> 400' lot width		4
<i>Collector or Local</i>		
0'-120' lot width		1
121'- 400' lot width		2
> 400' lot width		4
<i>Alley</i>		Unlimited
Access lane width		
Boulevard or Avenue (min/max)		9' / 12'
Collector or Local (min/max)		8' / 12'



Use District Options:

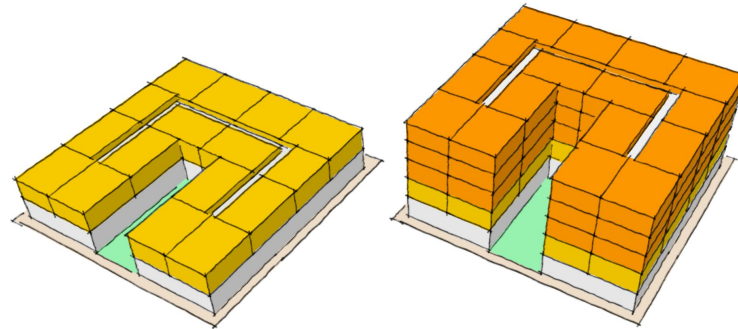
USE	Neighborhood Commercial	Community Commercial	Regional Center	Highway Commercial
Primary use	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Commercial Services (Shops & Services)
Ground floor tenant size	10,000 sf (max)	50,000 sf (max)	<i>none</i>	<i>none</i>
Supporting uses	Upper story multi-family housing Hotels Local entertainment venues Community facilities	Upper story multi-family housing Hotels Local entertainment venues Community facilities Hospital Production workshops	Upper story multi-family housing Hotels Regional entertainment venues Community facilities Hospital Production workshops Large Format Retail	Light Automobile Services Production workshops Large Format Retail Multi-family housing



- Active Commercial
- Upper-story Residential

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



■ Base Density ■ Bonus Density



Breakout Session #2:
Room #2, WPDR
Commercial GPLU



Facilitator: Ben | Notetaker: Andy

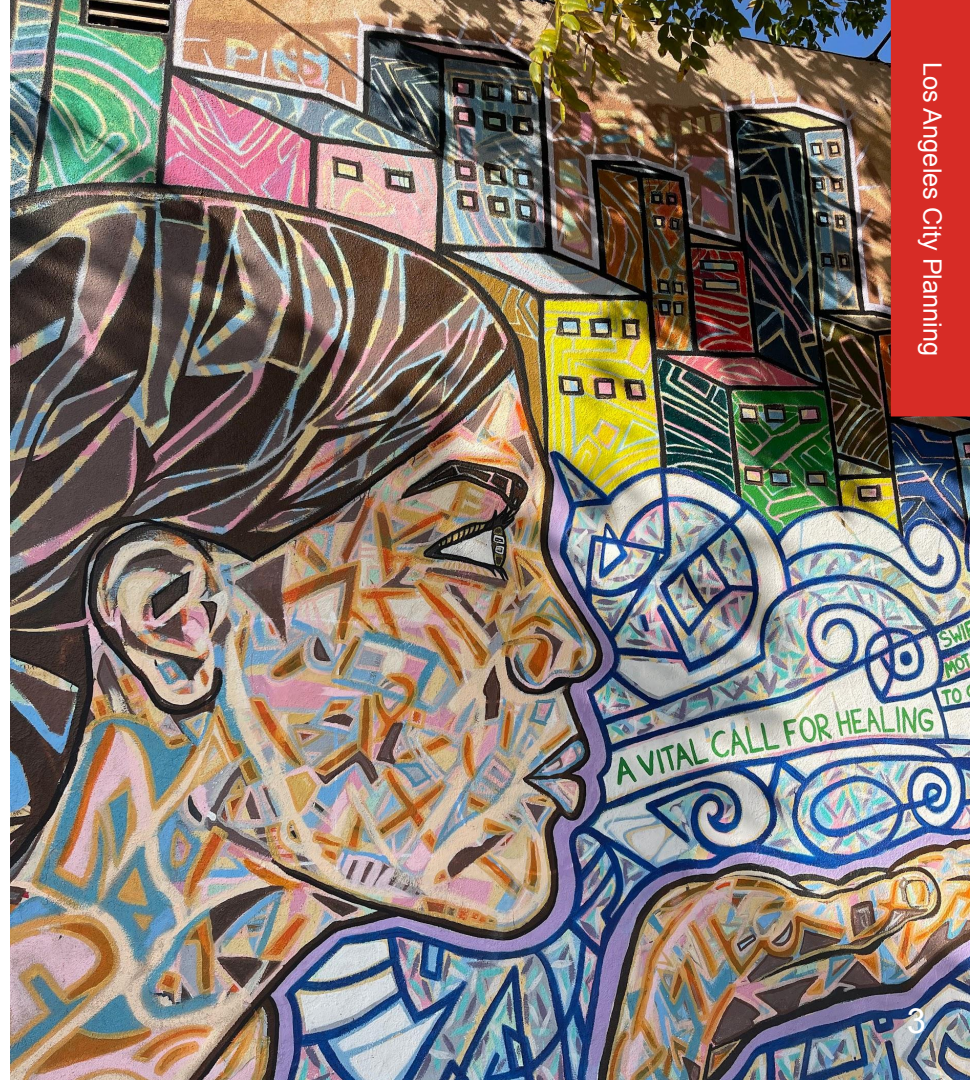
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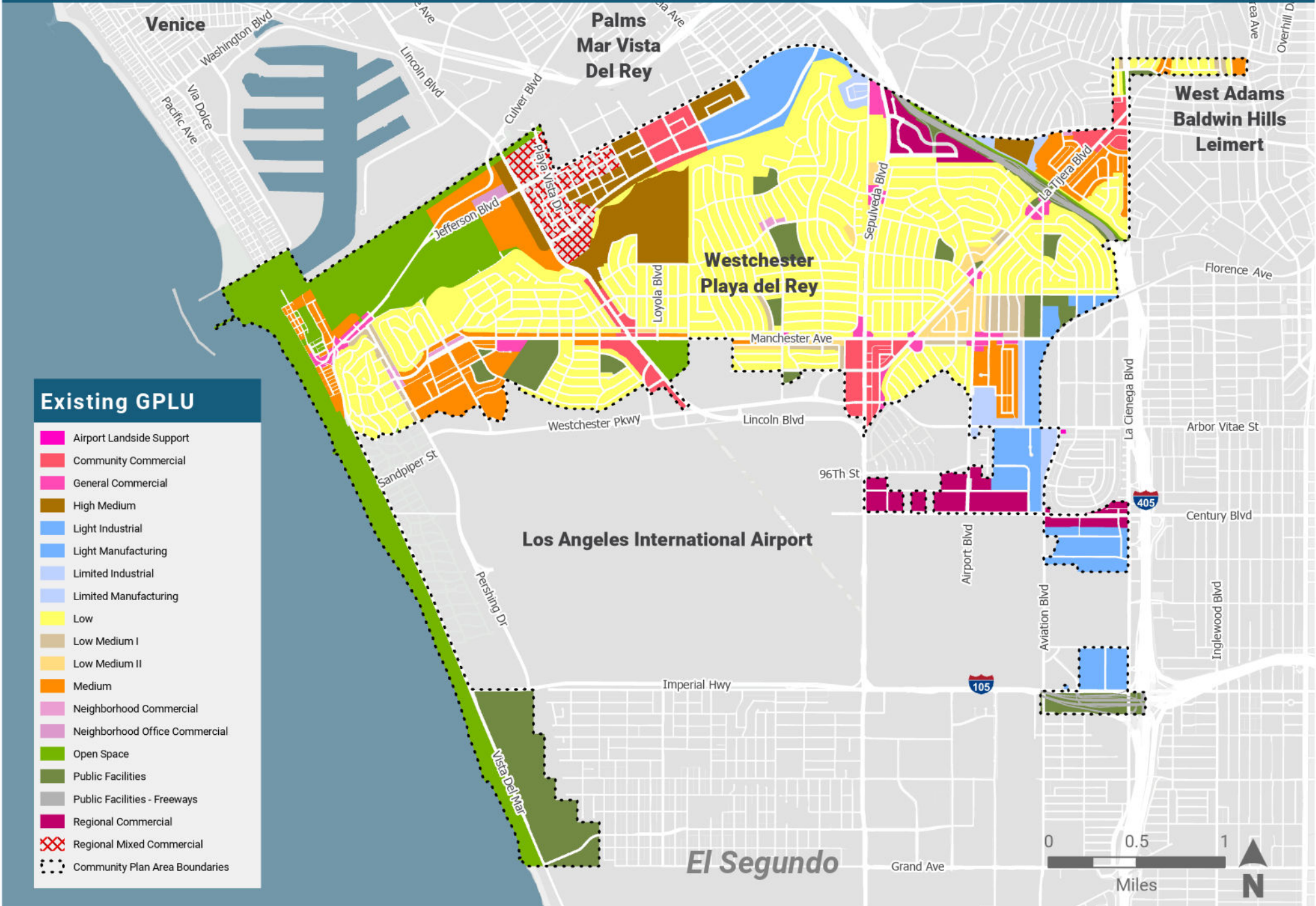
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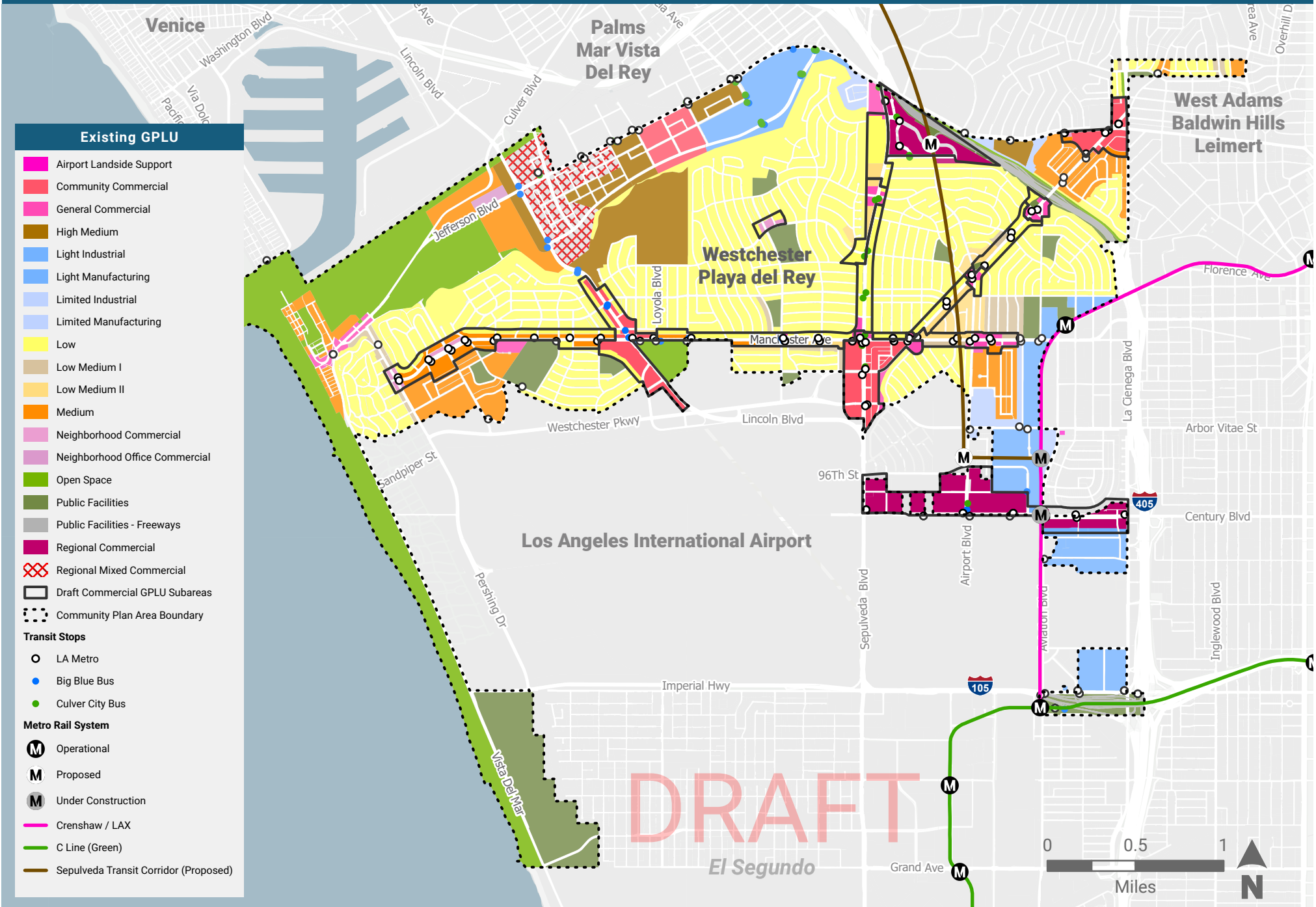
Westchester - Playa Del Rey



Existing GPLU

- Airport Landside Support
- Community Commercial
- General Commercial
- High Medium
- Light Industrial
- Light Manufacturing
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Public Facilities
- Public Facilities - Freeways
- Regional Commercial
- Regional Mixed Commercial
- Community Plan Area Boundaries

Westchester - Playa Del Rey

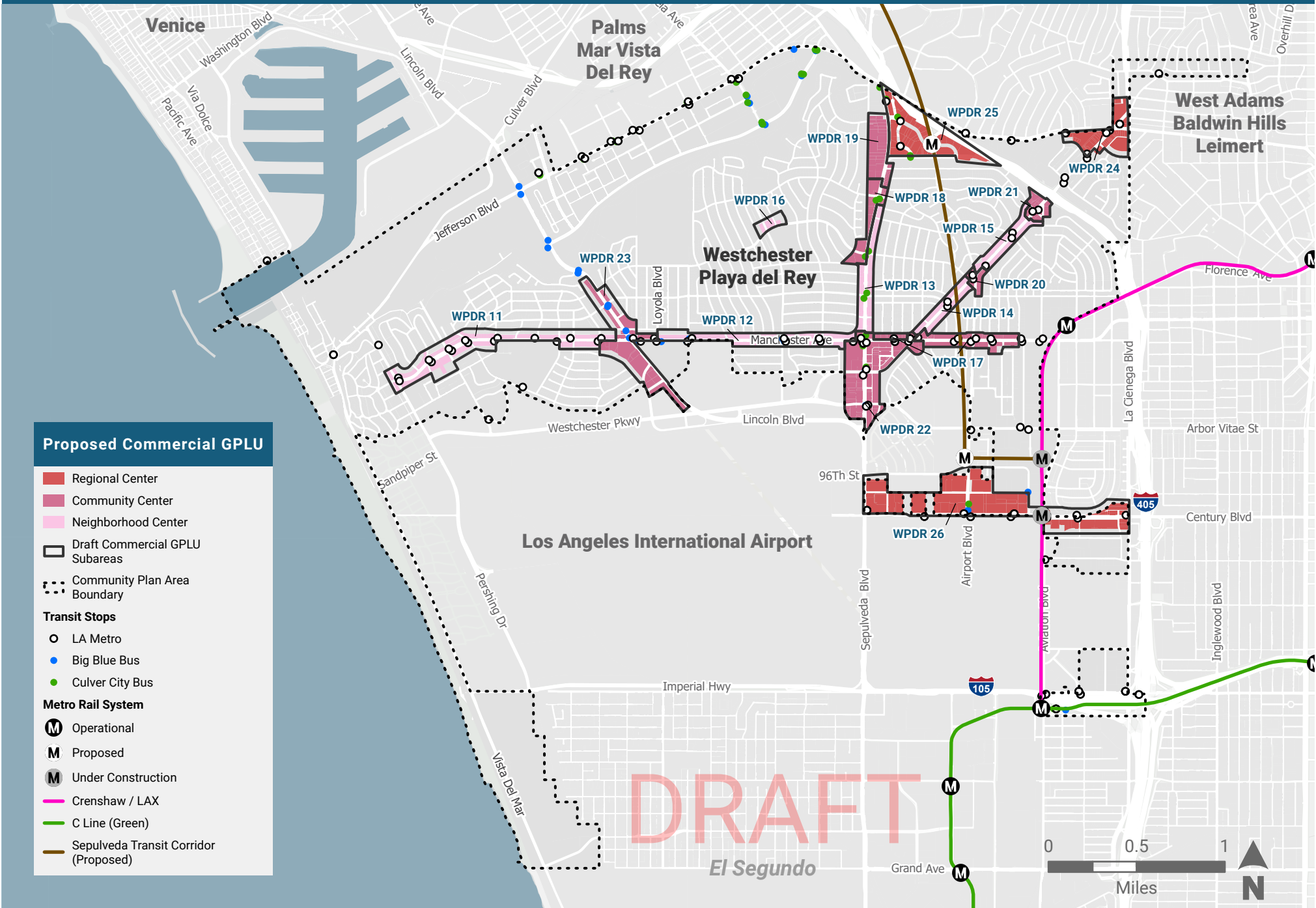


Westchester - Playa Del Rey



Proposed Commercial GPU

- Regional Center
- Community Center
- Neighborhood Center
- Draft Commercial GPU Subareas
- Community Plan Area Boundary
- Transit Stops**
- LA Metro
- Big Blue Bus
- Culver City Bus
- Metro Rail System**
- M Operational
- M Proposed
- M Under Construction
- Crenshaw / LAX
- C Line (Green)
- Sepulveda Transit Corridor (Proposed)



Westchester - Playa Del Rey



Specific Plans

Specific Plans

- Coastal Bluffs
- Del Rey Lagoon
- Loyola Marymount University
- Playa Vista (Area B)
- Playa Vista (Area D)

Community Design Overlays

- Downtown Westchester
- Loyola Village
- Century Blvd Streetscape Plan

Community Plan Area Boundary

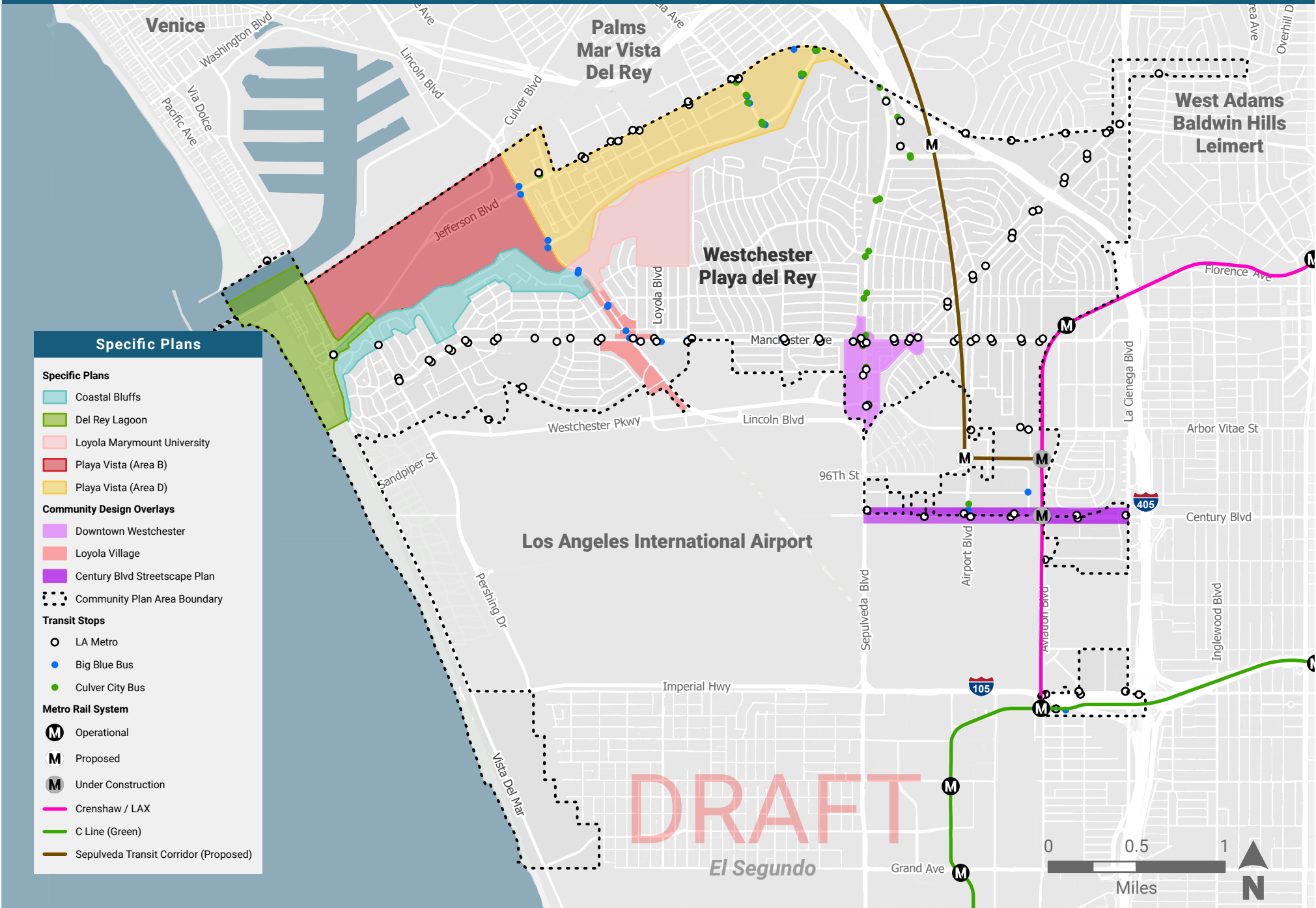
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Transit Stops

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Metro Rail System

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WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
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Community Center					
WPDR: 17, 18, 19, 20, 21, 23	4	5	8	1.5	5
WPDR: 22	3	7	15	4.5	6
Regional Center					
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WPDR: 25, 26	FA	Unlimited	Unlimited	6	8.5

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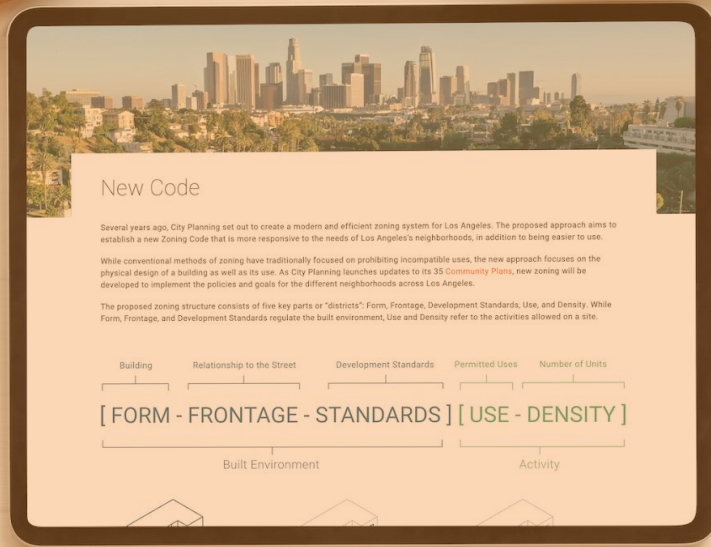
GPLU COMMERCIAL MAPS

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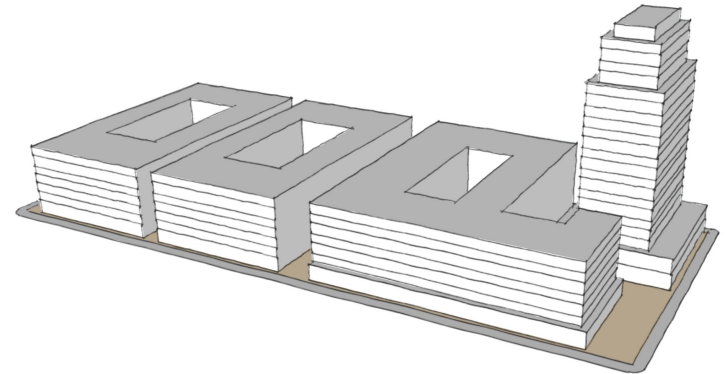
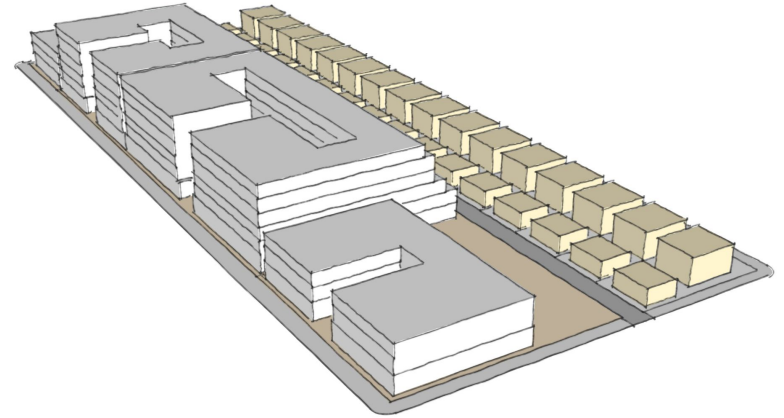
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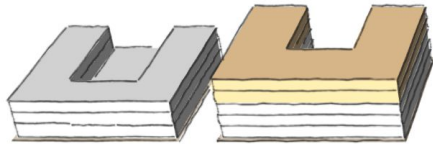
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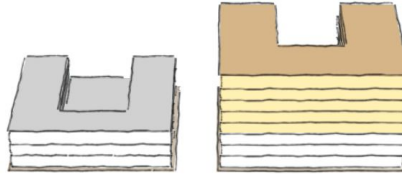


FAR & Height Options:

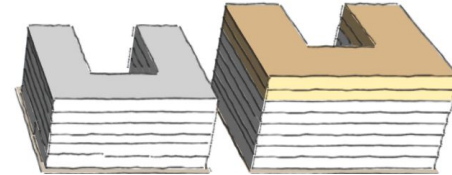
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Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited



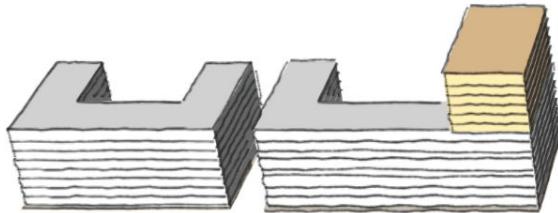
Base: 1.5 FAR, 3 stories
 Bonus: 3.0 FAR, 5 stories



Base: 1.5 FAR, 3 stories
 Bonus: 5.0 FAR, 8 stories



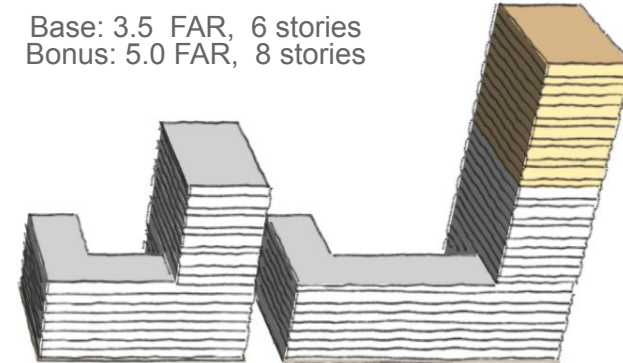
Base: 3.5 FAR, 6 stories
 Bonus: 5.0 FAR, 8 stories



Base: 4.5 FAR, no story limit
 Bonus: 6.0 FAR, no story limit



Base: 6.0 FAR, no story limit
 Bonus: 8.5 FAR, no story limit

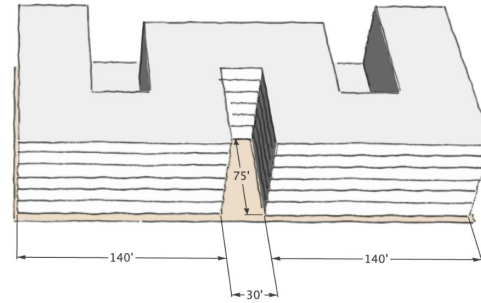
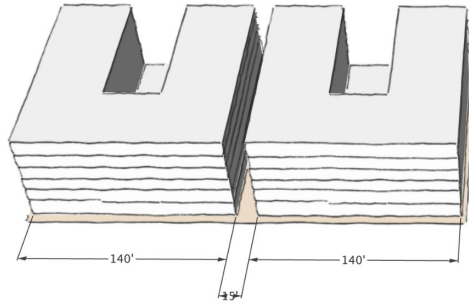


Base: 8.5 FAR, no story limit
 Bonus: 10 FAR, no story limit

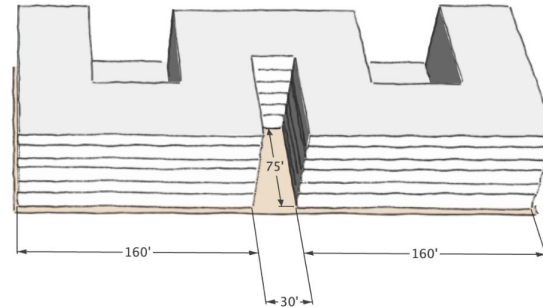
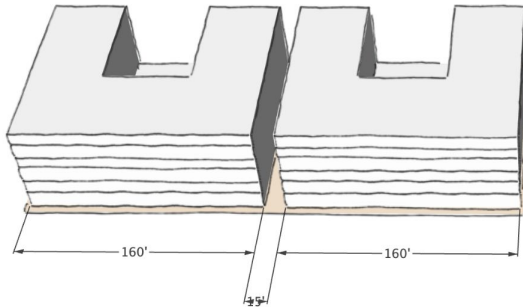
Building Width Options:

FORM			
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

140'



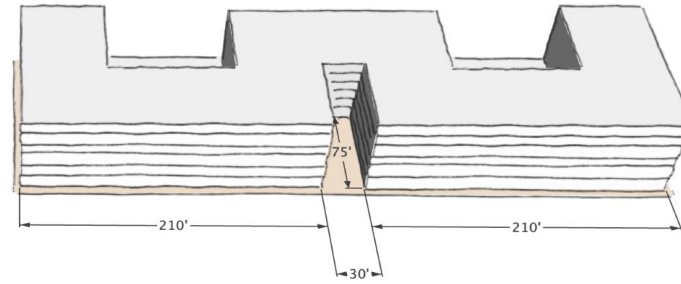
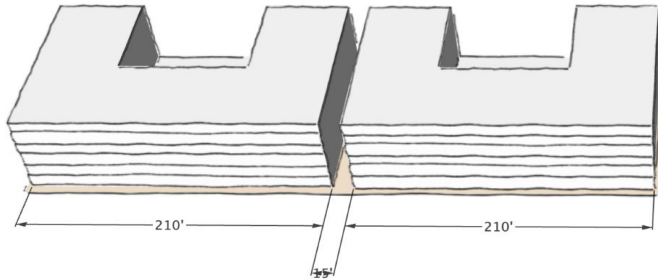
160'



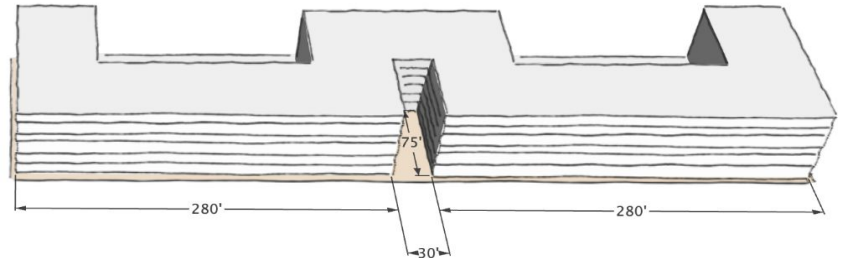
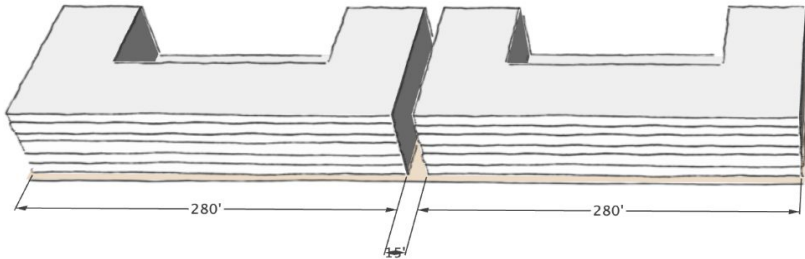
Building Width Options:

FORM			
Building Width Base	140'	160'	210'
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210'



280'

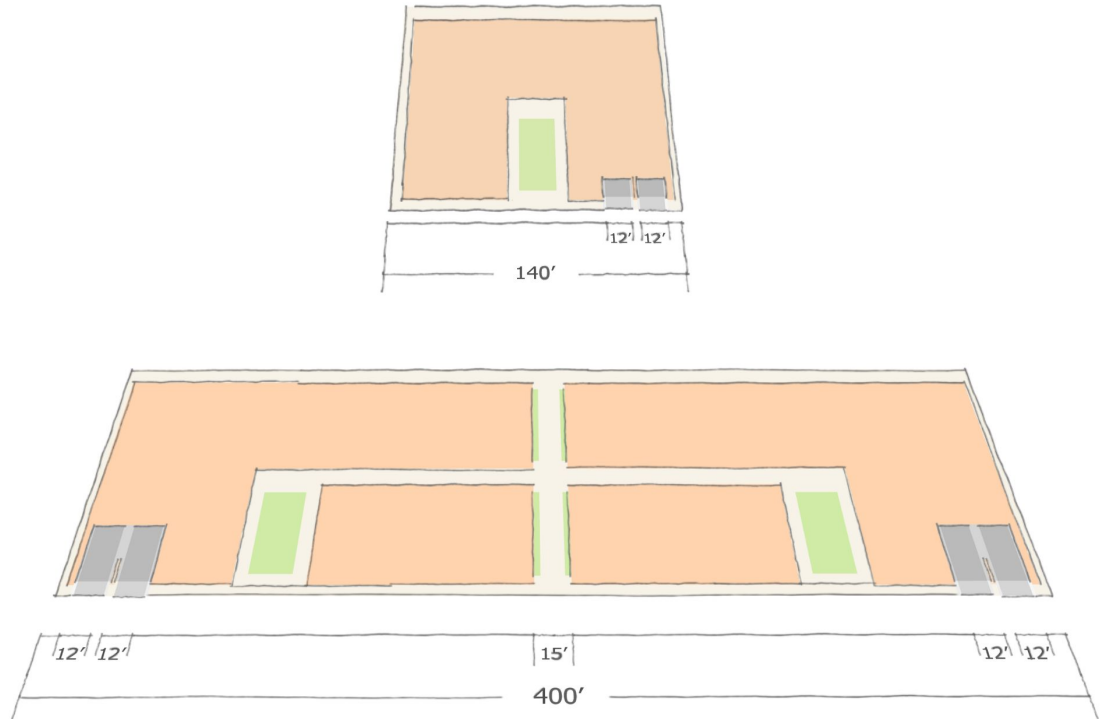


Frontage Options:

FRONTAGE	Shopfront
Build-to depth / width	5' / 80%
Parking setback	25'
Transparency	70%
Entrance spacing	50'
Entry features	Courtyard Shopfront bay Market stall Collonade
Ground story height	14'

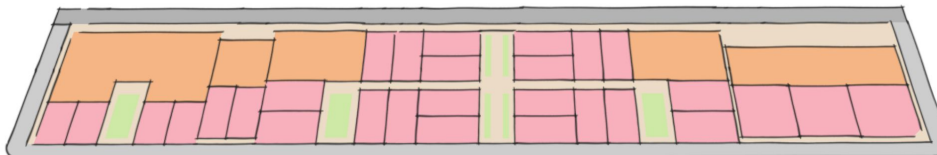
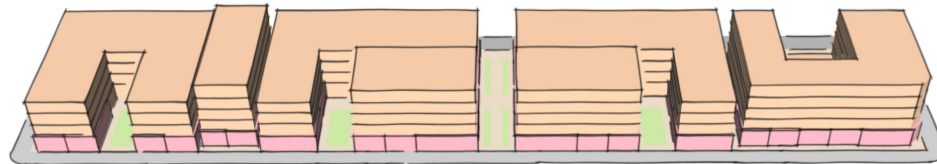


DEVELOPMENT STANDARDS		1
Pedestrian access		Direct
Pedestrian passageway		Required
Pedestrian passageway spacing		350'
Vehicle Access		
Number of automobile access lanes		
<i>Boulevard or Avenue</i>		
0'-400' lot width		2
> 400' lot width		4
<i>Collector or Local</i>		
0'-120' lot width		1
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<i>Alley</i>		Unlimited
Access lane width		
Boulevard or Avenue (min/max)		9' / 12'
Collector or Local (min/max)		8' / 12'



Use District Options:

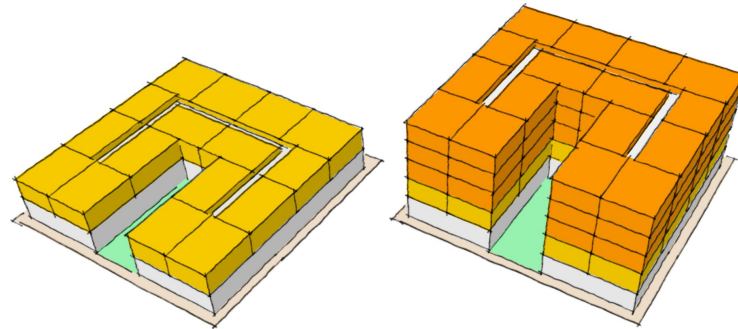
USE	Neighborhood Commercial	Community Commercial	Regional Center	Highway Commercial
Primary use	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Commercial Services (Shops & Services)
Ground floor tenant size	10,000 sf (max)	50,000 sf (max)	<i>none</i>	<i>none</i>
Supporting uses	Upper story multi-family housing Hotels Local entertainment venues Community facilities	Upper story multi-family housing Hotels Local entertainment venues Community facilities Hospital Production workshops	Upper story multi-family housing Hotels Regional entertainment venues Community facilities Hospital Production workshops Large Format Retail	Light Automobile Services Production workshops Large Format Retail Multi-family housing



- Active Commercial
- Upper-story Residential

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
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■ Base Density ■ Bonus Density



Breakout Session #2: Plan Area

Room #3, WLA

Commercial GPLU

Facilitator: Nick | **Notetaker:** Maren | **Screen Sharer:** Caelen

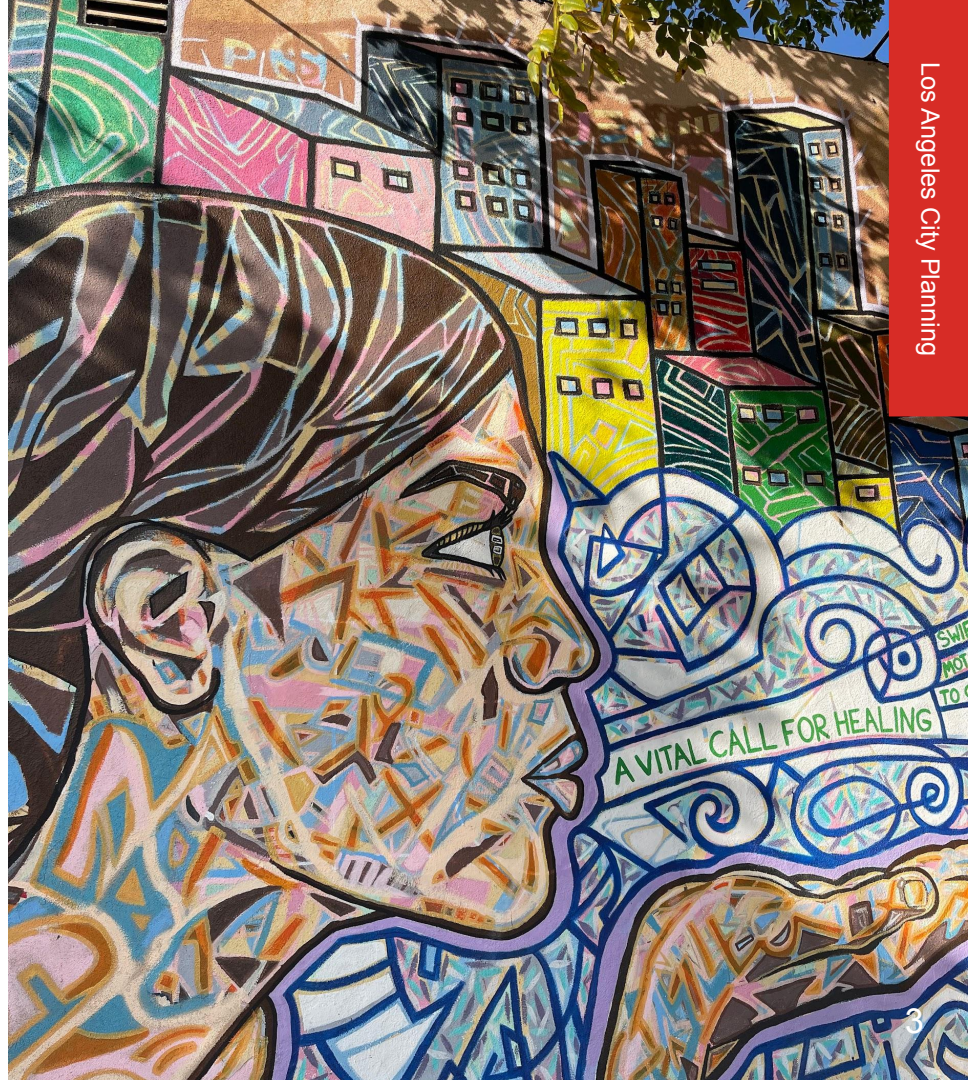
Agenda

- **Breakout Session Overview**
- **New Commercial GPLUs**
 - *Designations*
 - *Maps*
 - *Correspondence Table*
- **Discussion**
- **Report Back**



Report Back and Feedback Structure

- Select 1 member to report back
- Summarize highlights of what the small group discussed to the larger group
- Focus on one area or topic at a time before moving on to the next



New Commercial GPLU: Designations

NEIGHBORHOOD CENTER

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form ranges from Very Low Rise to Low Rise, and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

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New Commercial GPLU: Designations

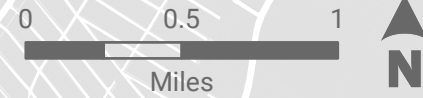
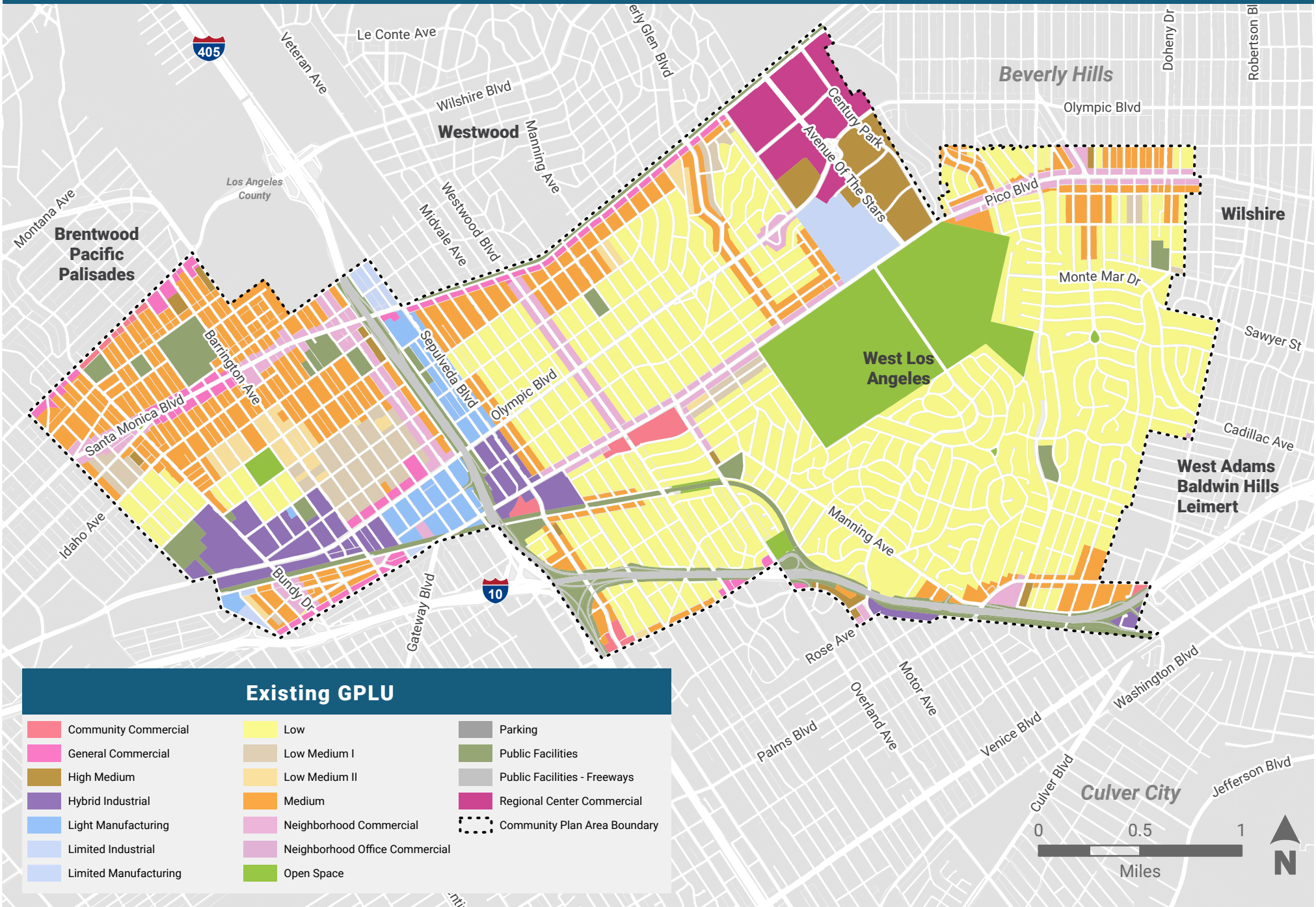
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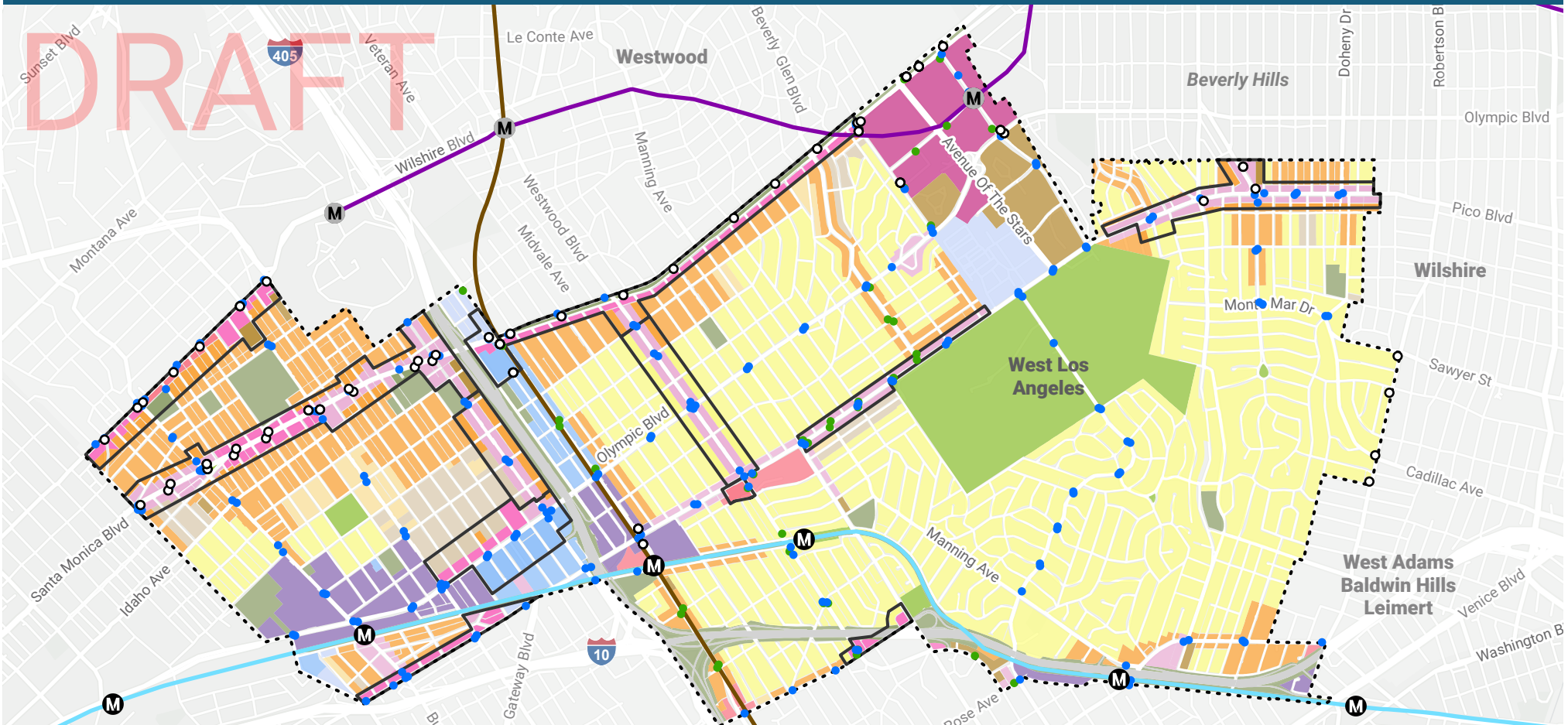
West Los Angeles



West Los Angeles



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Existing GPLU

- | | | |
|-----------------------|--------------------------------|------------------------------------|
| Community Commercial | Low | Parking |
| General Commercial | Low Medium I | Public Facilities |
| High Medium | Low Medium II | Public Facilities - Freeways |
| Hybrid Industrial | Medium | Regional Center Commercial |
| Light Manufacturing | Neighborhood Commercial | Draft Proposed Commercial Subareas |
| Limited Industrial | Neighborhood Office Commercial | Community Plan Area Boundary |
| Limited Manufacturing | Open Space | |

Transit Stops

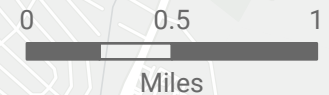
- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- Operational
- Proposed
- Under Construction

- E Line (Expo)
- D Line (Purple)
- Sepulveda Transit Corridor (Proposed)

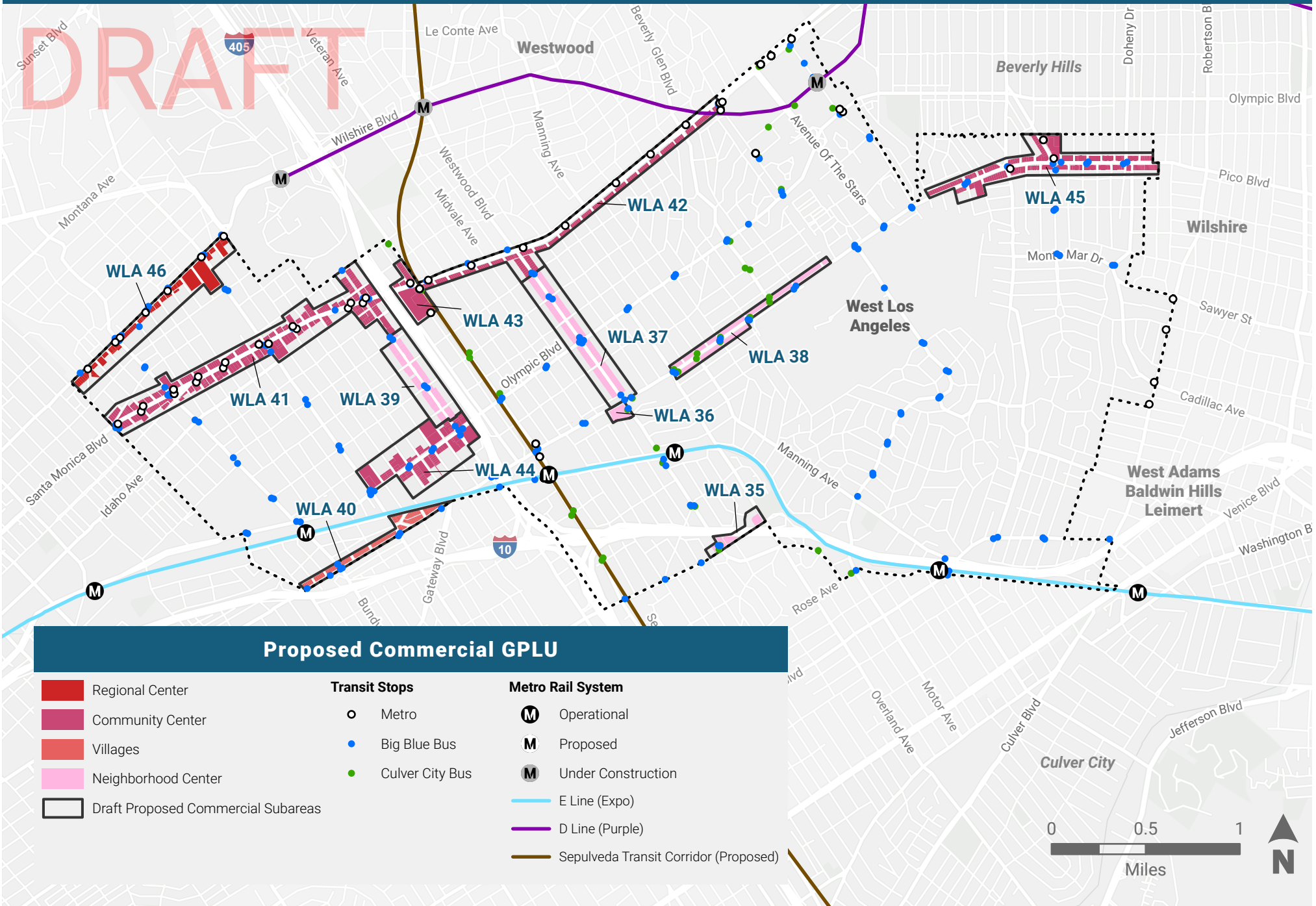
Culver City



West Los Angeles



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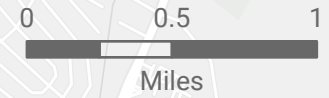


Proposed Commercial GPLU

- Regional Center
- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial Subareas

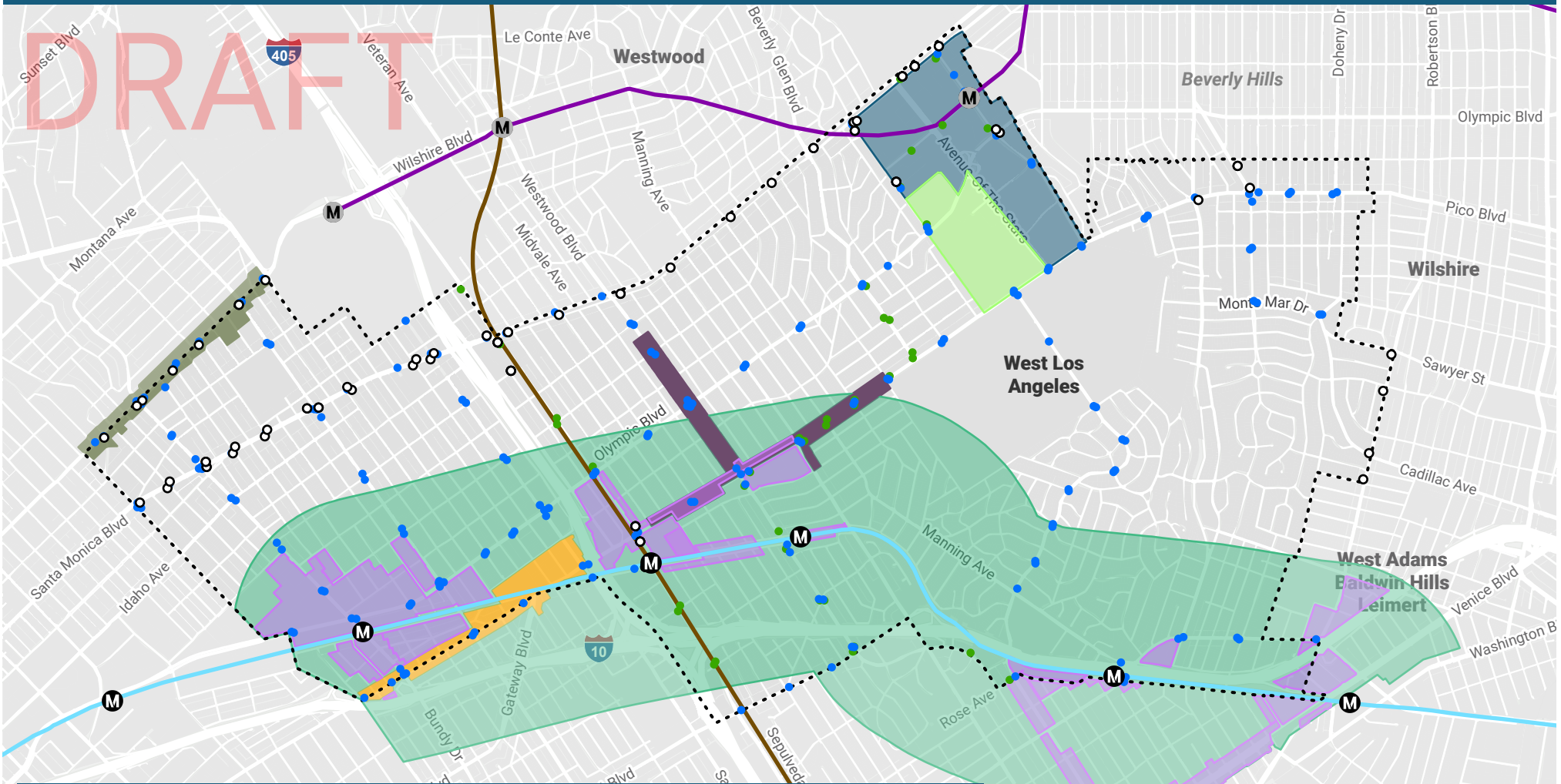
- ### Transit Stops
- Metro
 - Big Blue Bus
 - Culver City Bus

- ### Metro Rail System
- M Operational
 - M Proposed
 - M Under Construction
 - E Line (Expo)
 - D Line (Purple)
 - Sepulveda Transit Corridor (Proposed)



West Los Angeles

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Specific Plans and Community Design Overlay Districts

Specific Plans

- Century City North
- Century City South
- Exposition Corridor Transit Neighborhood Plan
- Expo TNP Subareas

Community Design Overlays

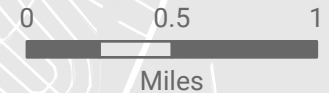
- West Pico Boulevard
- West Wilshire Boulevard
- Westwood - Pico Neighborhood Oriented District

Transit Stops

- Metro
- Big Blue Bus
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Metro Rail System

- Operational
- Proposed
- Under Construction
- E Line (Expo)
- D Line (Purple)
- Sepulveda Transit Corridor (Proposed)



WEST LOS ANGELES Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
WLA: 35, 36, 37, 38, 39	8	3	5	1.5	3.0
Villages					
WLA: 40	4	3	8	1.5	5.0
Community Center					
WLA: 41, 42	4	6	8	3.5	5.0
WLA: 43, 44, 45	4	Unlimited	Unlimited	3.5	5.0
Regional Center					
WLA: 46	FA	Unlimited	Unlimited	6.0	8.5

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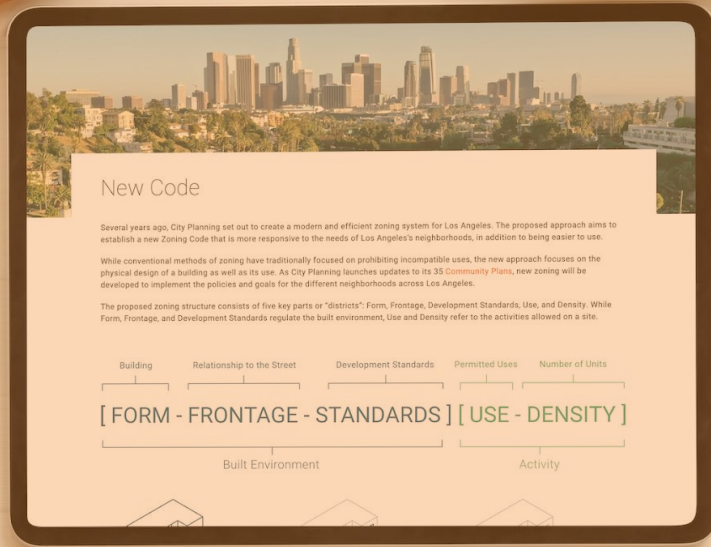
GPLU COMMERCIAL MAPS

What do we like?

What should be reconsidered?

Other considerations?

Additional Resources



Draft Zoning Strategies Mixed-Use Districts and Corridors Westside Community Plans Update

May 2023

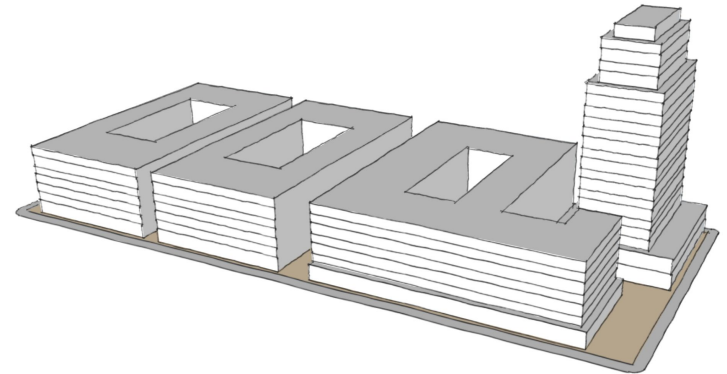
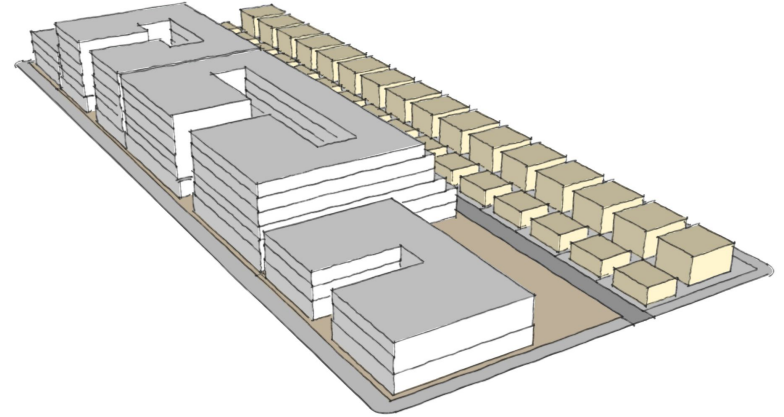
Intent and Considerations

- Accommodate active commercial uses and upper-story housing
- Control building scale with multiple block-breaks
- Property's connection to the street served by an active ground-floor
- Ensure parking is located behind street frontage
- Allow a diverse mix of shops, services, and dining to support neighborhood life



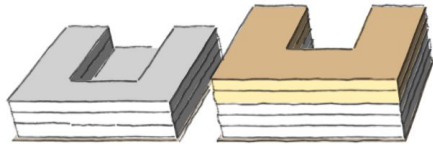
Form District Options:

FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Lot Size	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Lot width, street loaded	30'	30'	30'	30'	30'	30'	30'
Lot width, alley loaded	20'	20'	20'	20'	20'	20'	20'
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited
Building Width Base	140'	160'	160'	210'	210'	210'	210'
Building Width Bonus	160'	210'	210'	280'	280'	280'	280'
Primary st. Setback	6'	6'	6'	6'	6'	6'	6'
Outdoor Amenity Space	15%	15%	15%	15%	15%	15%	15%

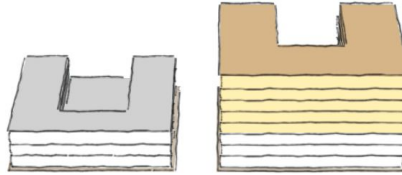


FAR & Height Options:

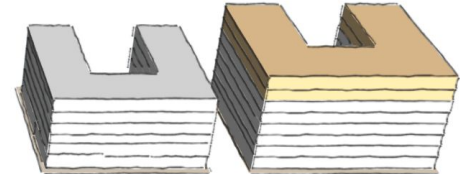
FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
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Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited



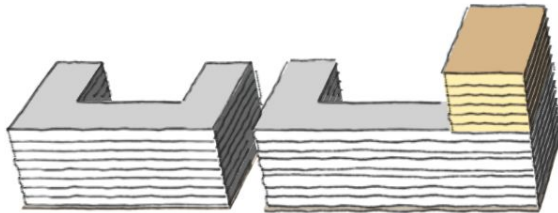
Base: 1.5 FAR, 3 stories
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Base: 1.5 FAR, 3 stories
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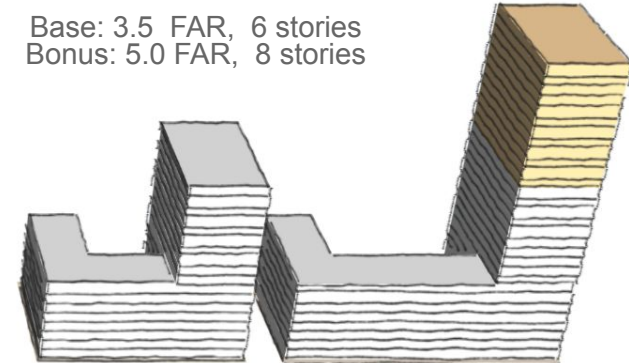
Base: 3.5 FAR, 6 stories
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Base: 4.5 FAR, no story limit
 Bonus: 6.0 FAR, no story limit



Base: 6.0 FAR, no story limit
 Bonus: 8.5 FAR, no story limit

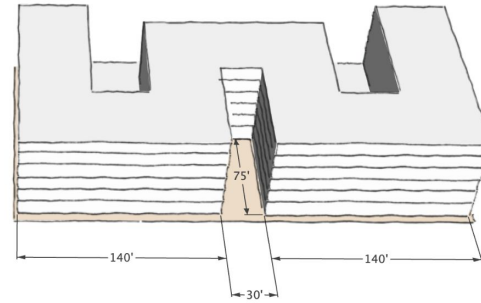
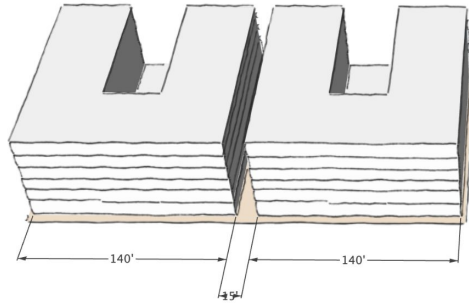


Base: 8.5 FAR, no story limit
 Bonus: 10 FAR, no story limit

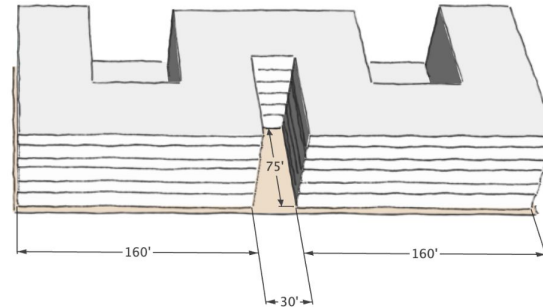
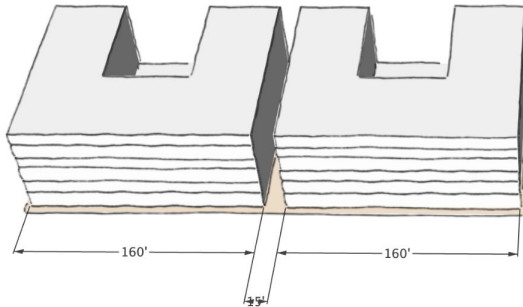
Building Width Options:

FORM			
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140'



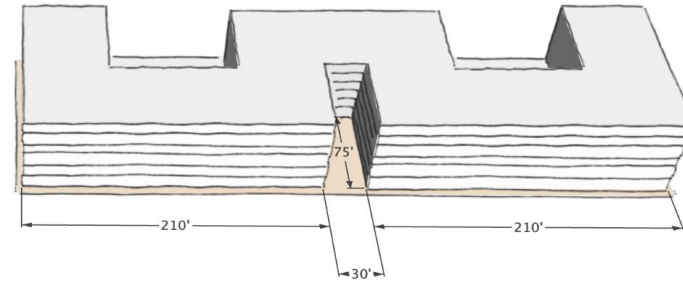
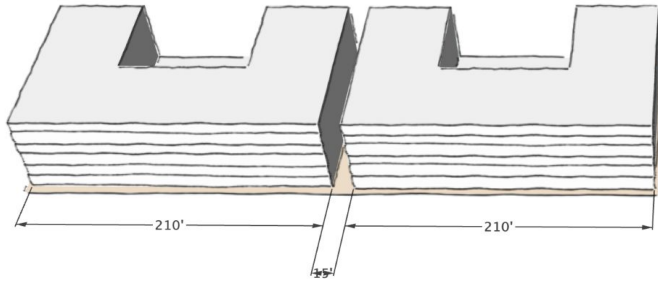
160'



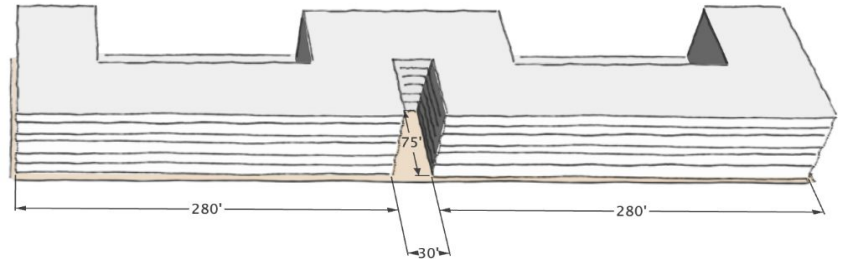
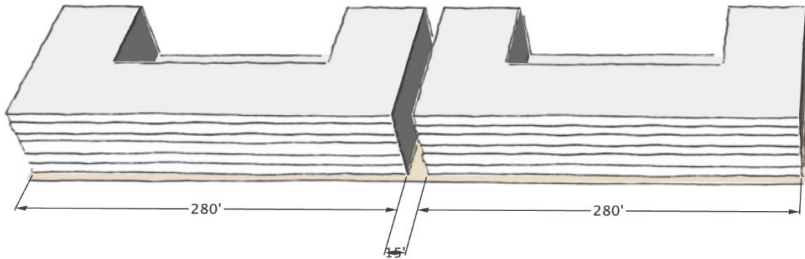
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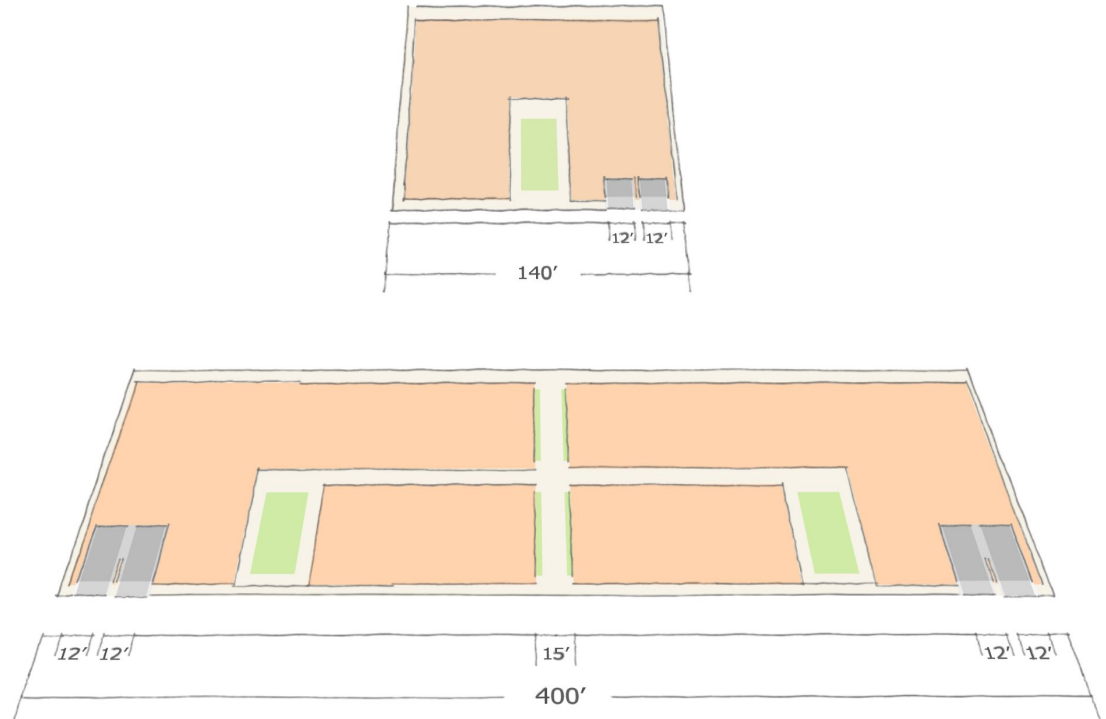


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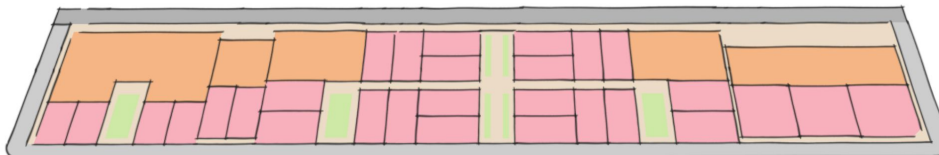
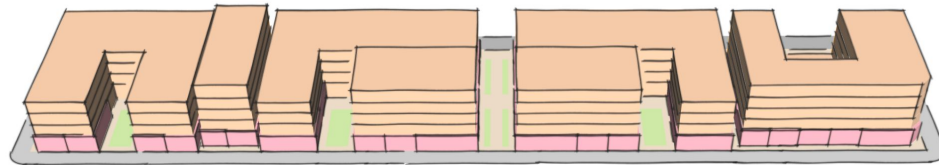


DEVELOPMENT STANDARDS		1
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Pedestrian passageway		Required
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Vehicle Access		
Number of automobile access lanes		
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Use District Options:

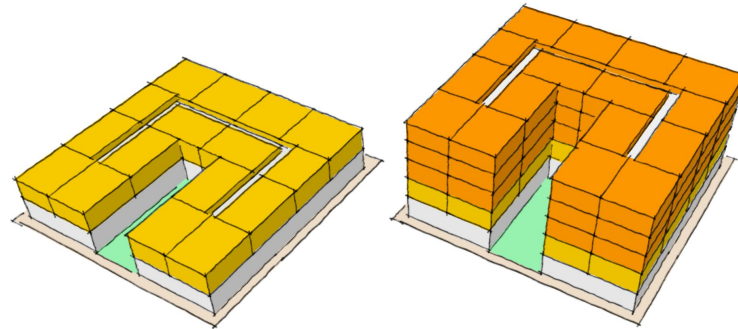
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■ Base Density ■ Bonus Density



Breakout Session #2: Plan Area

Room #4, Venice

Commercial GPLU

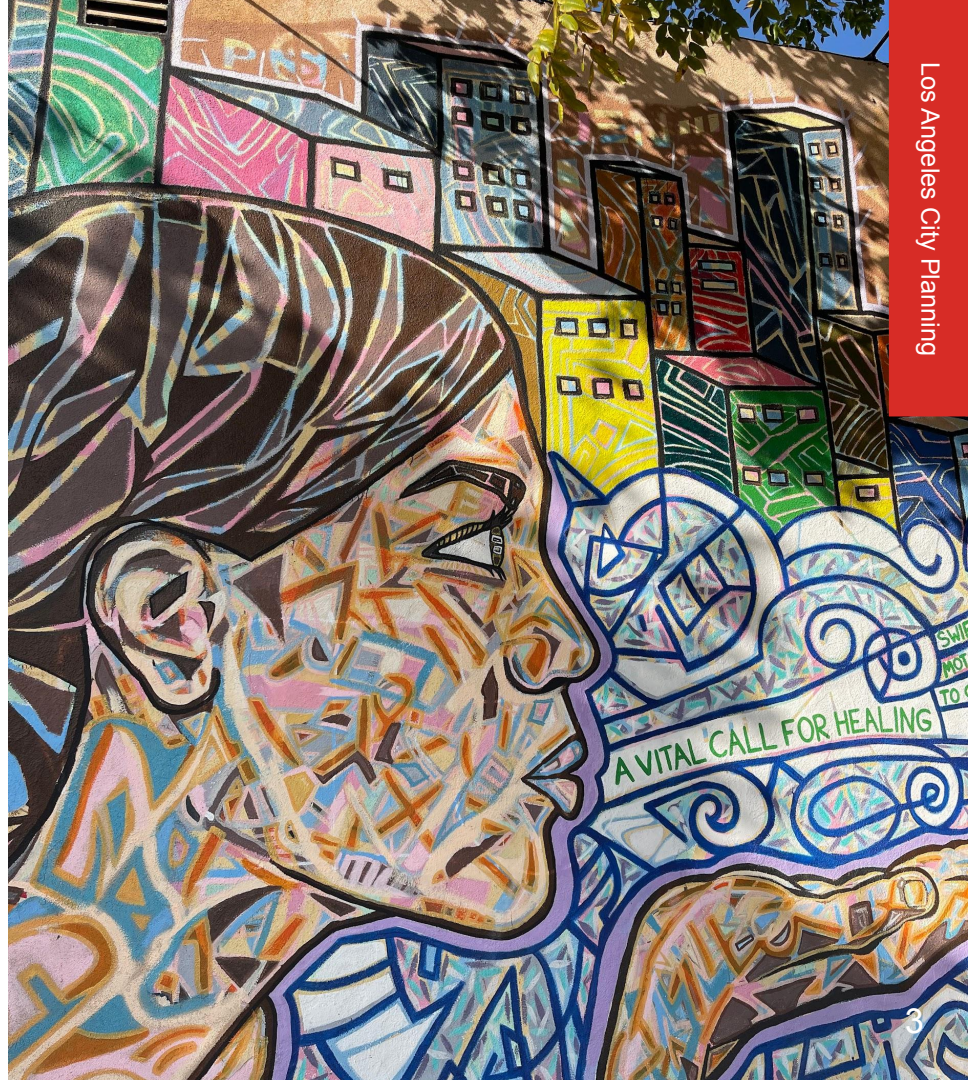
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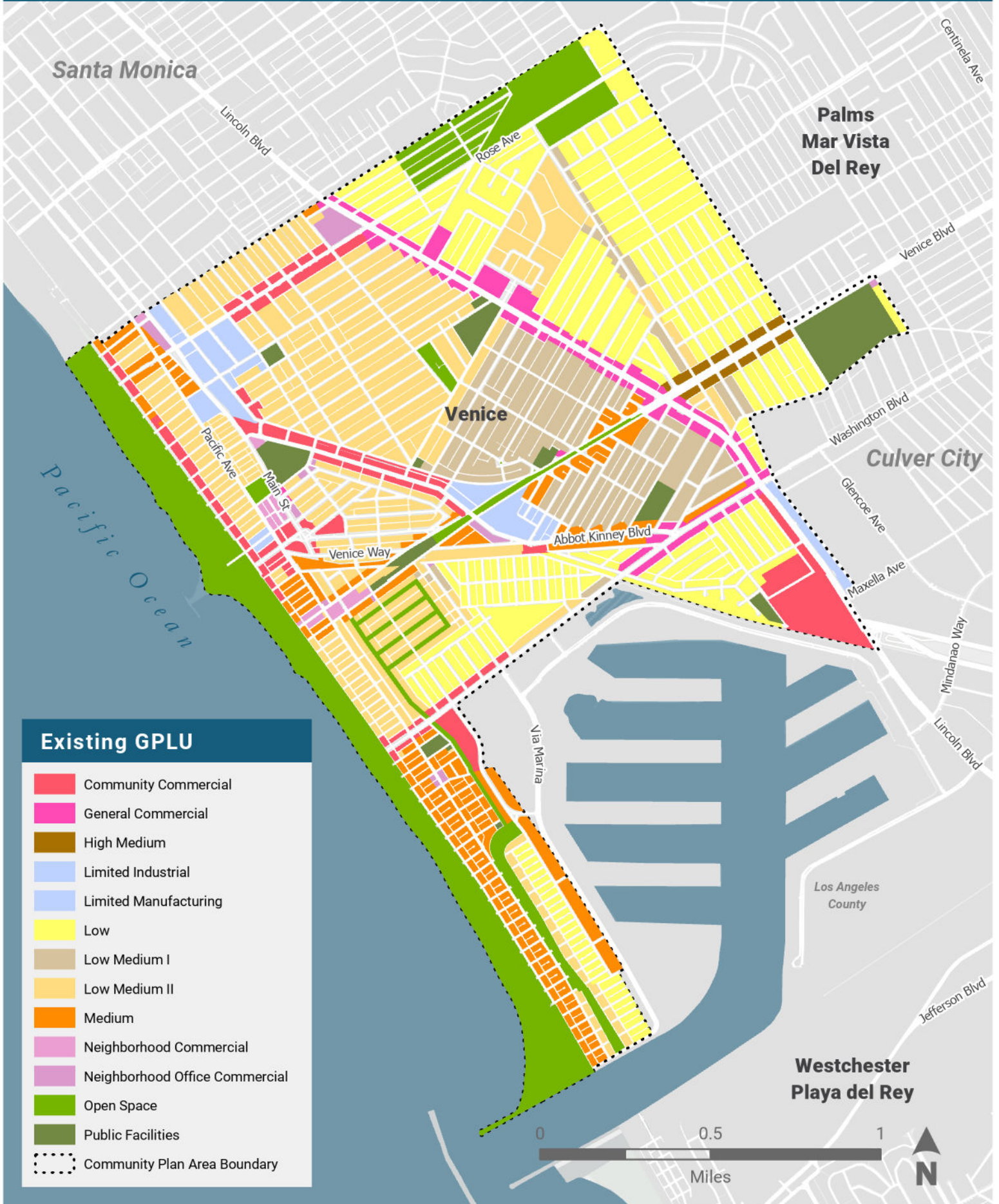
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Venice



Venice



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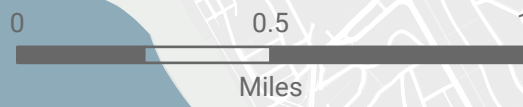


Existing GPLU

- Community Commercial
- General Commercial
- High Medium
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Public Facilities
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

Transit Stops

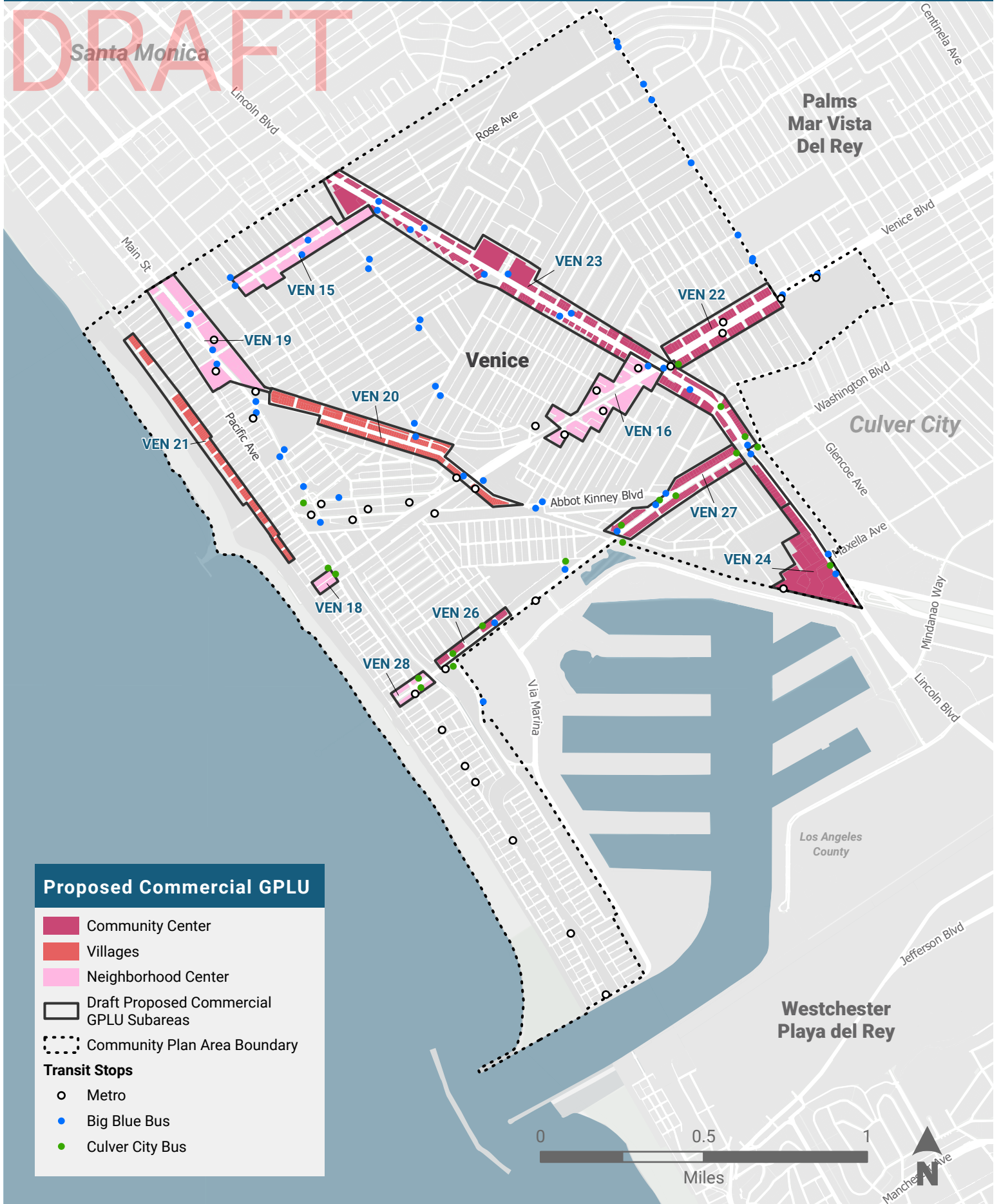
- Metro
- Big Blue Bus
- Culver City Bus



Venice



DRAFT

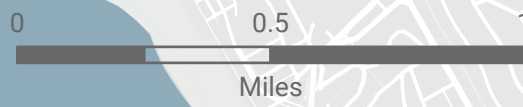


Proposed Commercial GPLU

- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

Transit Stops

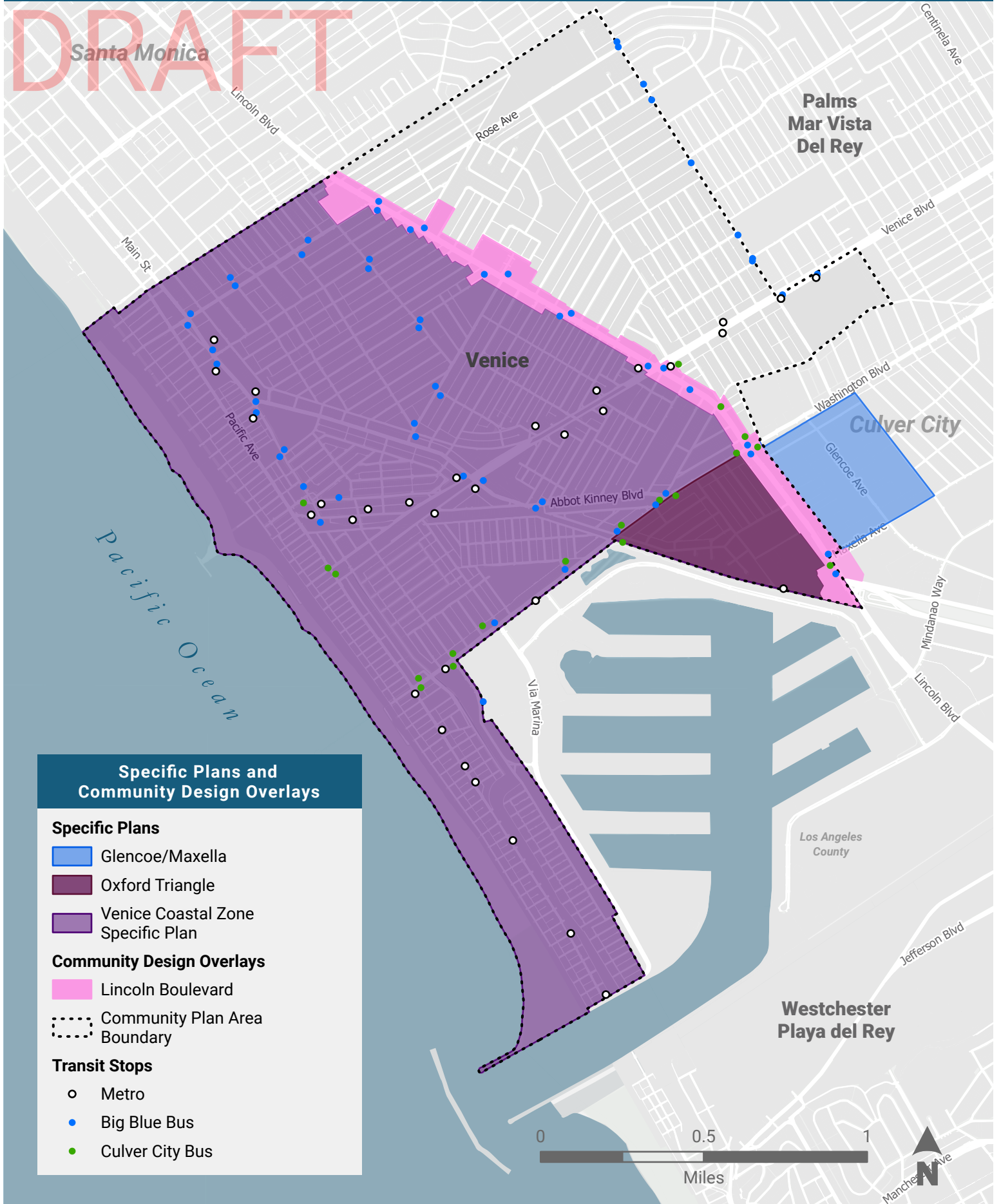
- Metro
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- Culver City Bus



Venice



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Santa Monica

Palms
Mar Vista
Del Rey

Venice

Culver City

Pacific Ocean

Los Angeles
County

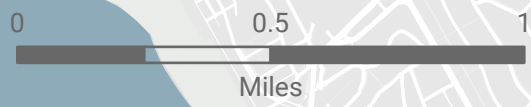
Westchester
Playa del Rey

Specific Plans and Community Design Overlays

- Specific Plans**
- Glencoe/Maxella
 - Oxford Triangle
 - Venice Coastal Zone
Specific Plan

- Community Design Overlays**
- Lincoln Boulevard
 - Community Plan Area
Boundary

- Transit Stops**
- Metro
 - Big Blue Bus
 - Culver City Bus



VENICE Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
VEN: 15, 16, 18, 19, 28	8	3	5	1.5	3
Villages					
VEN: 20, 21	8	3	5	1.5	3
Community Center					
VEN: 22, 27	4	3	8	1.5	5
VEN: 23	4	6	8	3.5	8
VEN: 24, 26	FA	7	15	4.5	6

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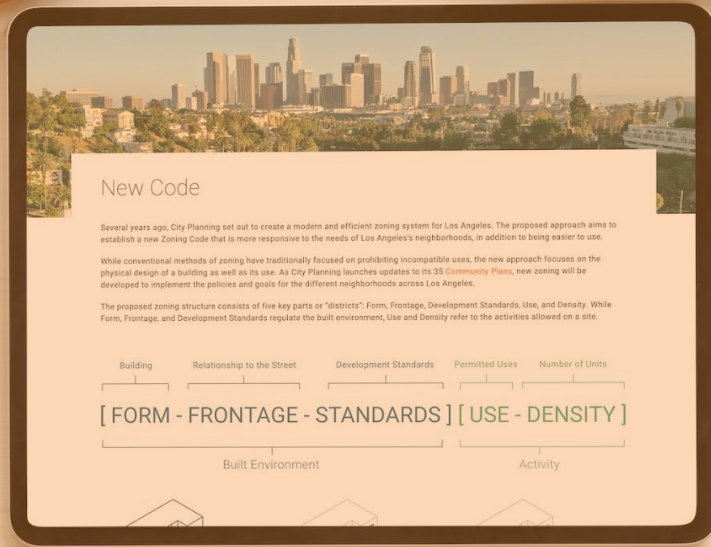
GPLU COMMERCIAL MAPS

What do we like?

What should be reconsidered?

Other considerations?

Additional Resources



Draft Zoning Strategies Mixed-Use Districts and Corridors Westside Community Plans Update

May 2023

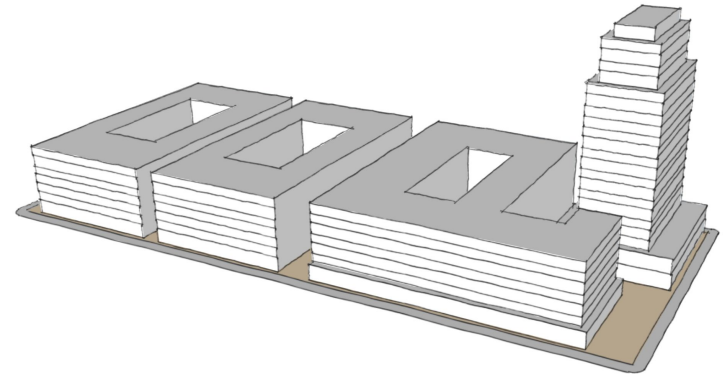
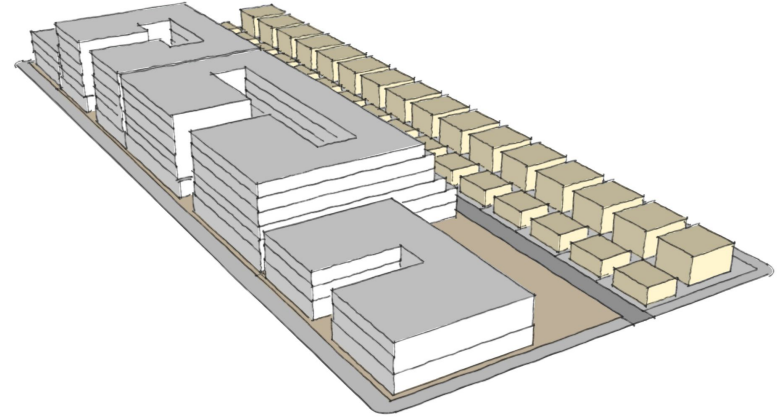
Intent and Considerations

- Accommodate active commercial uses and upper-story housing
- Control building scale with multiple block-breaks
- Property's connection to the street served by an active ground-floor
- Ensure parking is located behind street frontage
- Allow a diverse mix of shops, services, and dining to support neighborhood life



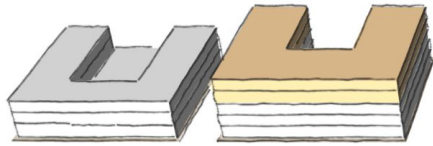
Form District Options:

FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Lot Size	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Lot width, street loaded	30'	30'	30'	30'	30'	30'	30'
Lot width, alley loaded	20'	20'	20'	20'	20'	20'	20'
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited
Building Width Base	140'	160'	160'	210'	210'	210'	210'
Building Width Bonus	160'	210'	210'	280'	280'	280'	280'
Primary st. Setback	6'	6'	6'	6'	6'	6'	6'
Outdoor Amenity Space	15%	15%	15%	15%	15%	15%	15%

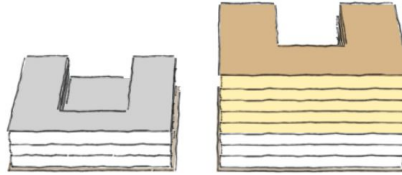


FAR & Height Options:

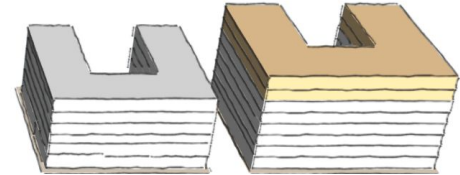
FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited



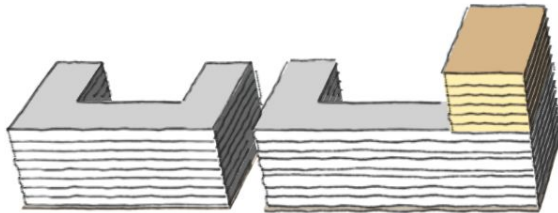
Base: 1.5 FAR, 3 stories
 Bonus: 3.0 FAR, 5 stories



Base: 1.5 FAR, 3 stories
 Bonus: 5.0 FAR, 8 stories



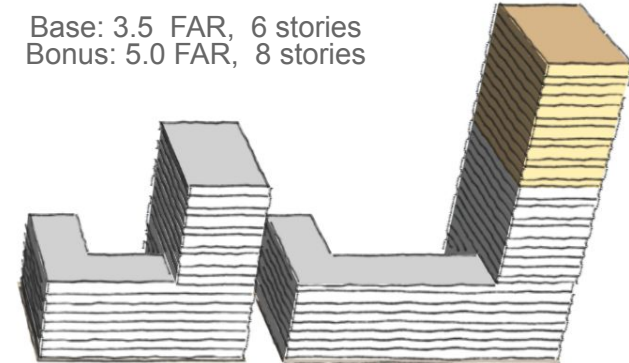
Base: 3.5 FAR, 6 stories
 Bonus: 5.0 FAR, 8 stories



Base: 4.5 FAR, no story limit
 Bonus: 6.0 FAR, no story limit



Base: 6.0 FAR, no story limit
 Bonus: 8.5 FAR, no story limit

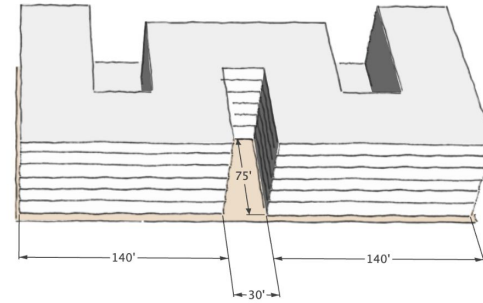
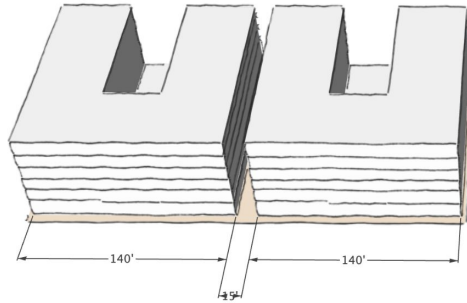


Base: 8.5 FAR, no story limit
 Bonus: 10 FAR, no story limit

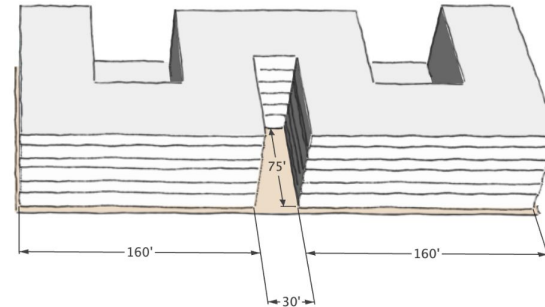
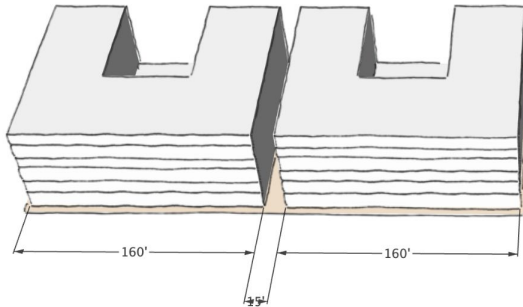
Building Width Options:

FORM			
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

140'



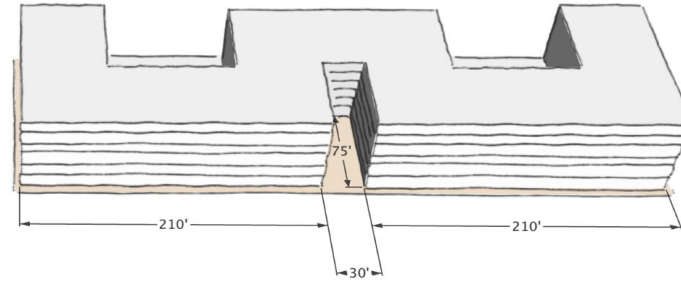
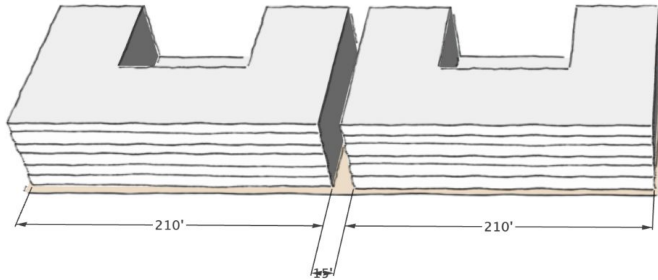
160'



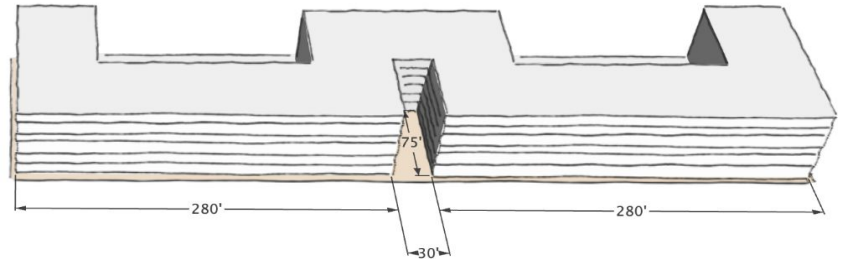
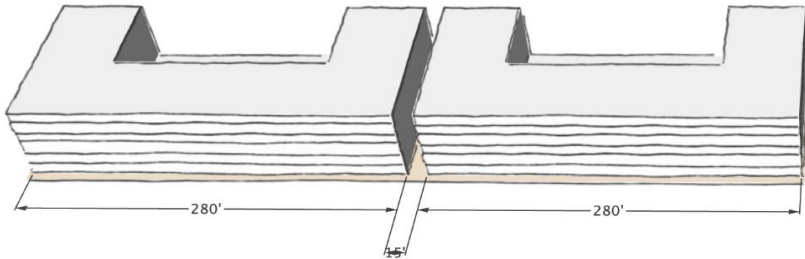
Building Width Options:

	FORM		
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

210'



280'

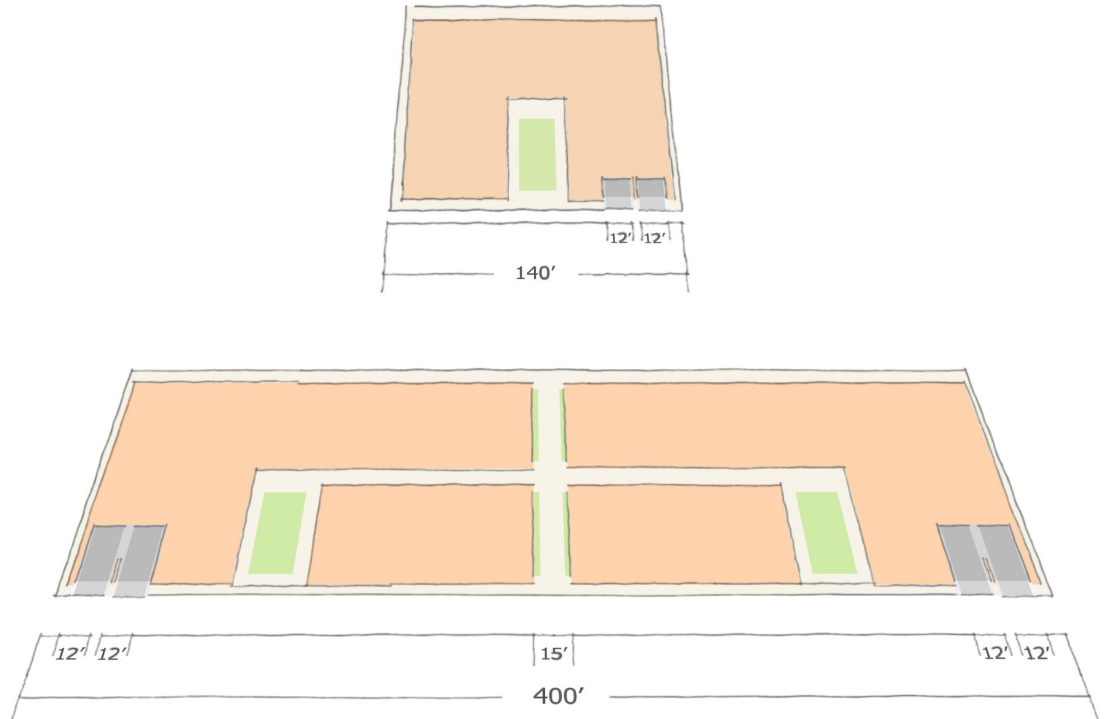


Frontage Options:

FRONTAGE	Shopfront
Build-to depth / width	5' / 80%
Parking setback	25'
Transparency	70%
Entrance spacing	50'
Entry features	Courtyard Shopfront bay Market stall Collonade
Ground story height	14'

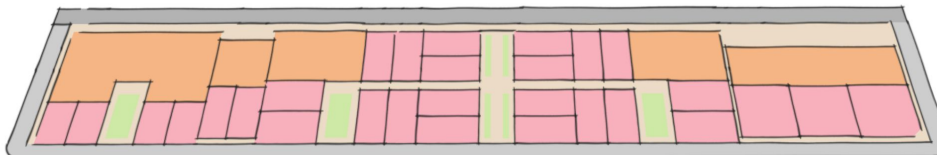
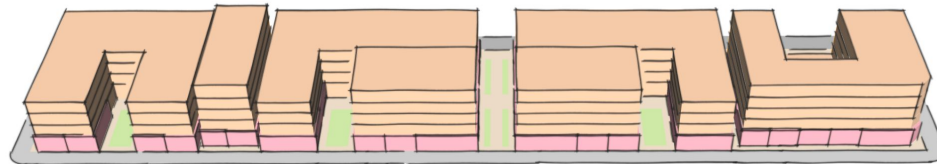


DEVELOPMENT STANDARDS		1
Pedestrian access		Direct
Pedestrian passageway		Required
Pedestrian passageway spacing		350'
Vehicle Access		
Number of automobile access lanes		
<i>Boulevard or Avenue</i>		
0'-400' lot width		2
> 400' lot width		4
<i>Collector or Local</i>		
0'-120' lot width		1
121'- 400' lot width		2
> 400' lot width		4
<i>Alley</i>		Unlimited
Access lane width		
Boulevard or Avenue (min/max)		9' / 12'
Collector or Local (min/max)		8' / 12'



Use District Options:

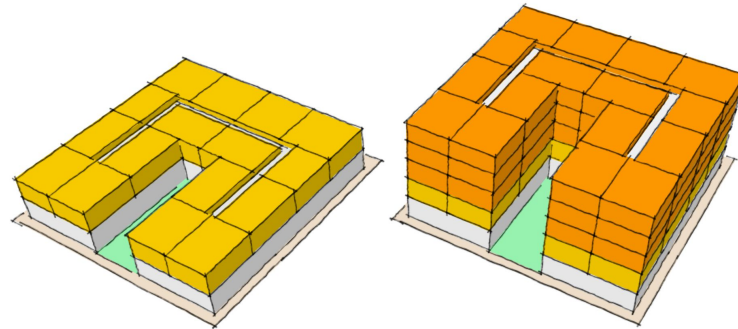
USE	Neighborhood Commercial	Community Commercial	Regional Center	Highway Commercial
Primary use	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Commercial Services (Shops & Services)
Ground floor tenant size	10,000 sf (max)	50,000 sf (max)	<i>none</i>	<i>none</i>
Supporting uses	Upper story multi-family housing Hotels Local entertainment venues Community facilities	Upper story multi-family housing Hotels Local entertainment venues Community facilities Hospital Production workshops	Upper story multi-family housing Hotels Regional entertainment venues Community facilities Hospital Production workshops Large Format Retail	Light Automobile Services Production workshops Large Format Retail Multi-family housing



- Active Commercial
- Upper-story Residential

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



■ Base Density ■ Bonus Density



Breakout Session #2: Plan Area

Room #5, Regional Commercial GPLU

Facilitator: Steve | Notetaker: Fipe | Screen Sharer: Chelsi

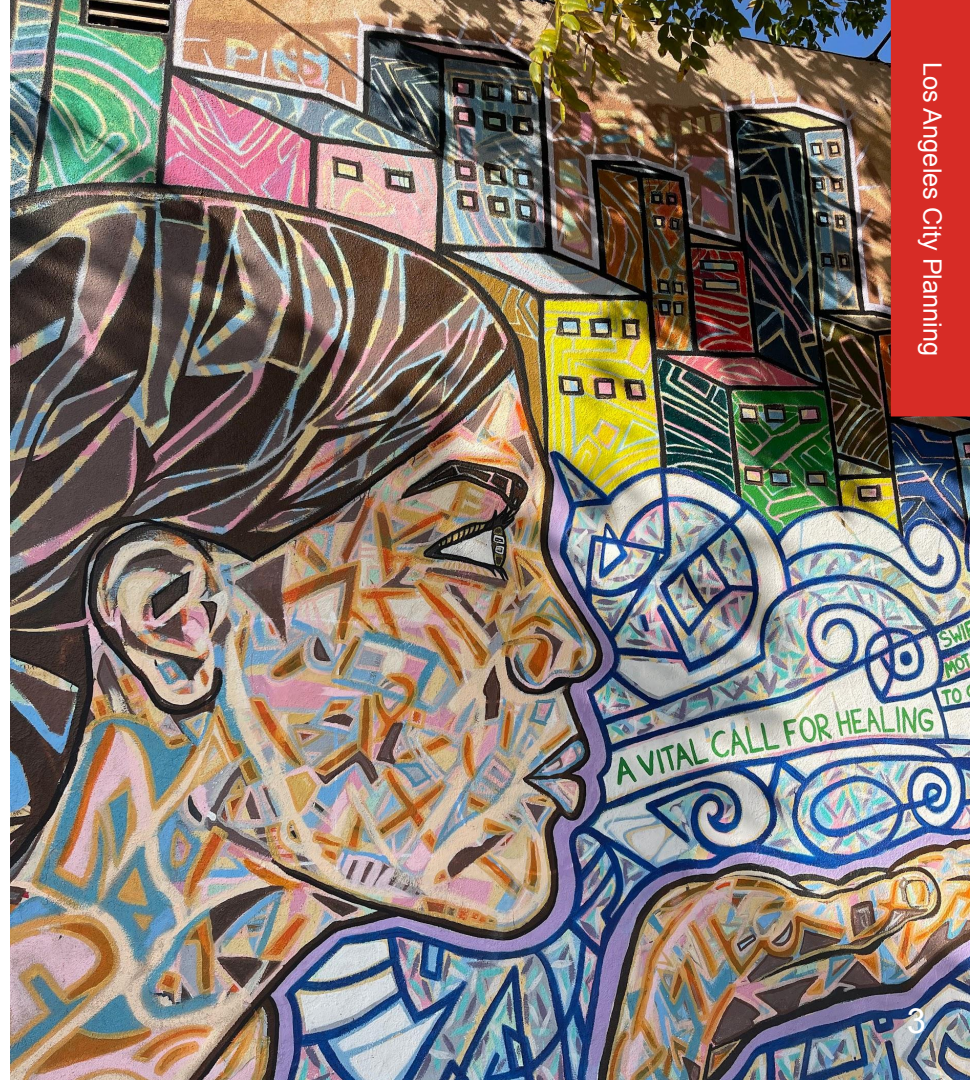
Agenda

- **Breakout Session Overview**
- **New Commercial GPLUs**
 - *Designations*
 - *Maps*
 - *Correspondence Table*
- **Discussion**
- **Report Back**



Report Back and Feedback Structure

- Select 1 member to report back
- Summarize highlights of what the small group discussed to the larger group
- Focus on one area or topic at a time before moving on to the next



New Commercial GPLU: Designations

NEIGHBORHOOD CENTER

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form ranges from Very Low Rise to Low Rise, and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area.

VILLAGES

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Very Low Rise, Low Rise, or Mid Rise, and typically includes a height limit for uniform building mass. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 200 square feet of lot area; the residential density of Villages that are close to transportation hubs and/or Regional Centers may be limited by FAR.

New Commercial GPLU: Designations

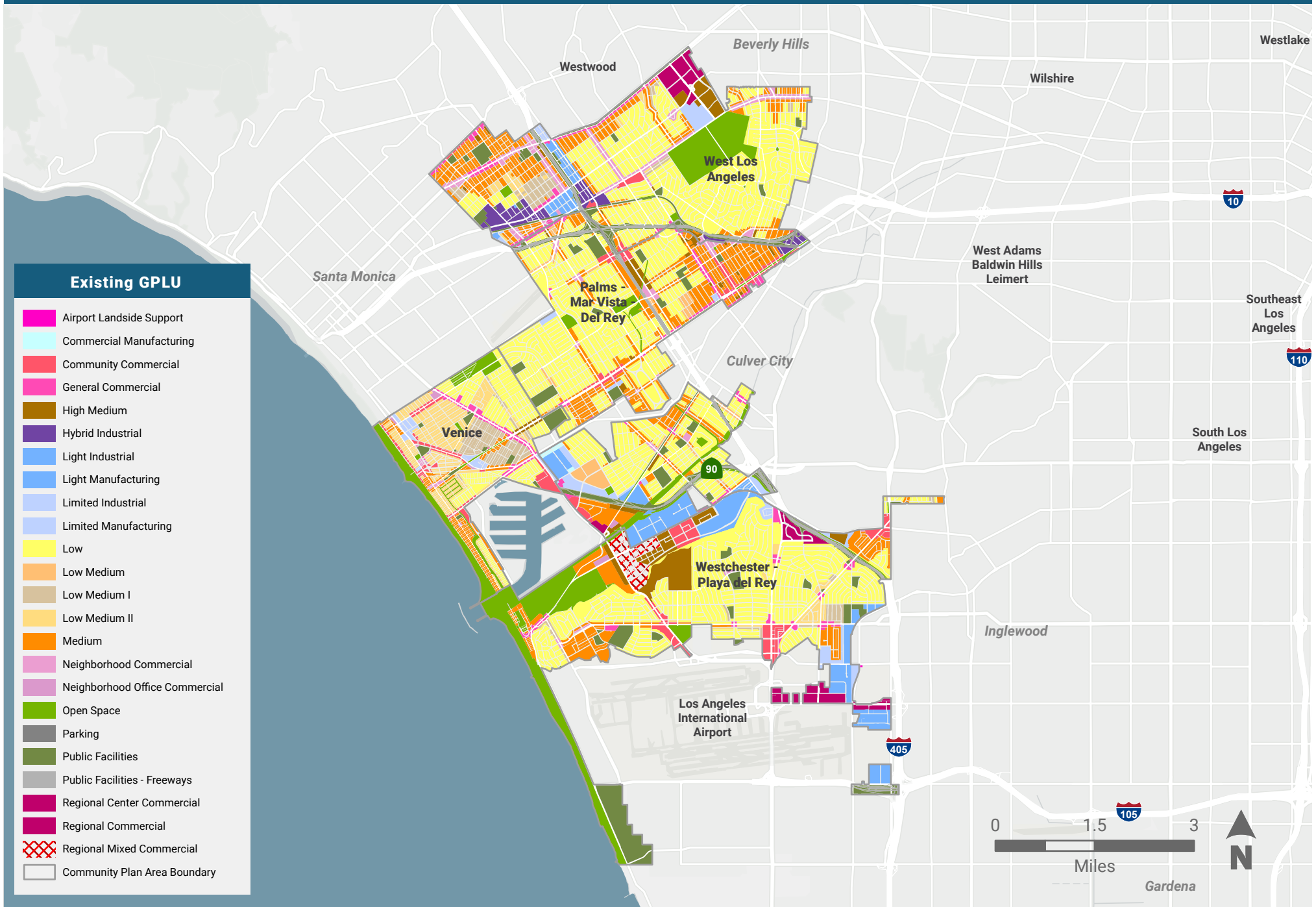
COMMUNITY CENTER

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Rise to Mid Rise, and may extend to Moderate Rise in the Downtown Community Plan. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area.

REGIONAL CENTER

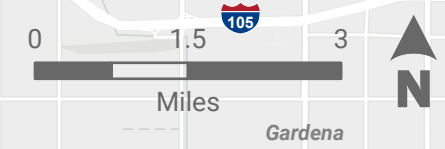
Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to High Rise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by FAR.

Westside Communities

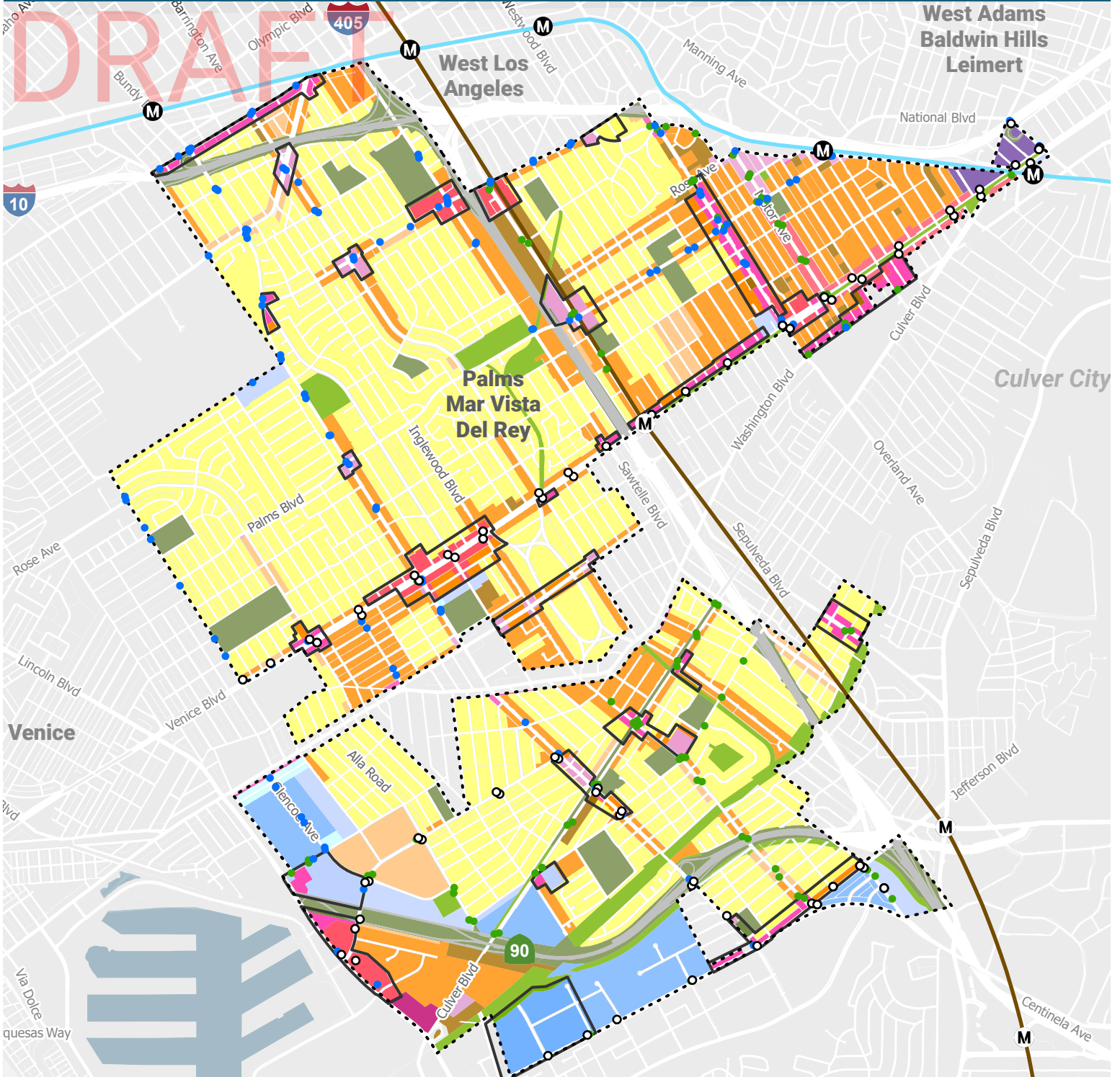


Existing GPLU

- Airport Landside Support
- Commercial Manufacturing
- Community Commercial
- General Commercial
- High Medium
- Hybrid Industrial
- Light Industrial
- Light Manufacturing
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Parking
- Public Facilities
- Public Facilities - Freeways
- Regional Center Commercial
- Regional Commercial
- Regional Mixed Commercial
- Community Plan Area Boundary



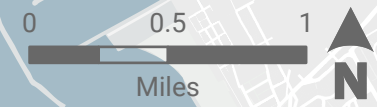
Palms - Mar Vista - Del Rey



Existing GPLU					
	Commercial Manufacturing		Limited Manufacturing		Open Space
	Community Commercial		Low		Public Facilities
	General Commercial		Low Medium		Public Facilities - Freeways
	High Medium		Medium		Regional Center Commercial
	Hybrid Industrial		Neighborhood Commercial		Draft Proposed Commercial Subareas
	Light Industrial		Neighborhood Office Commercial		Community Plan Area Boundary
	Light Manufacturing				

Transit Stops	
	Metro
	Big Blue Bus
	Culver City Bus

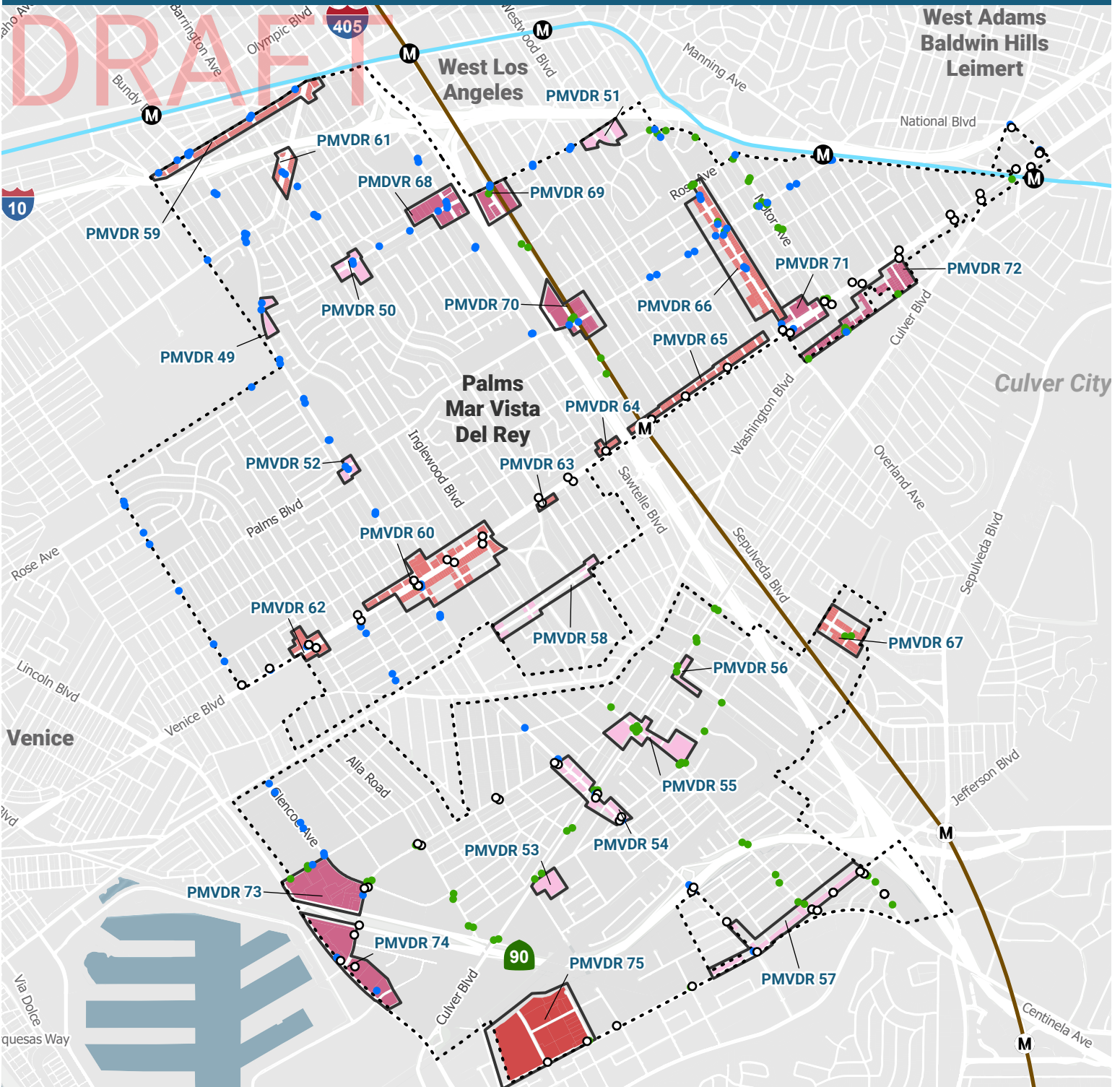
Metro Rail System	
	Operational
	Proposed
	E Line (Expo)
	Sepulveda Transit Corridor (Proposed)



Palms - Mar Vista - Del Rey

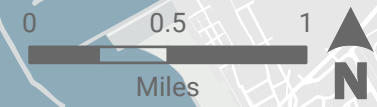


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Proposed Commercial GPLU

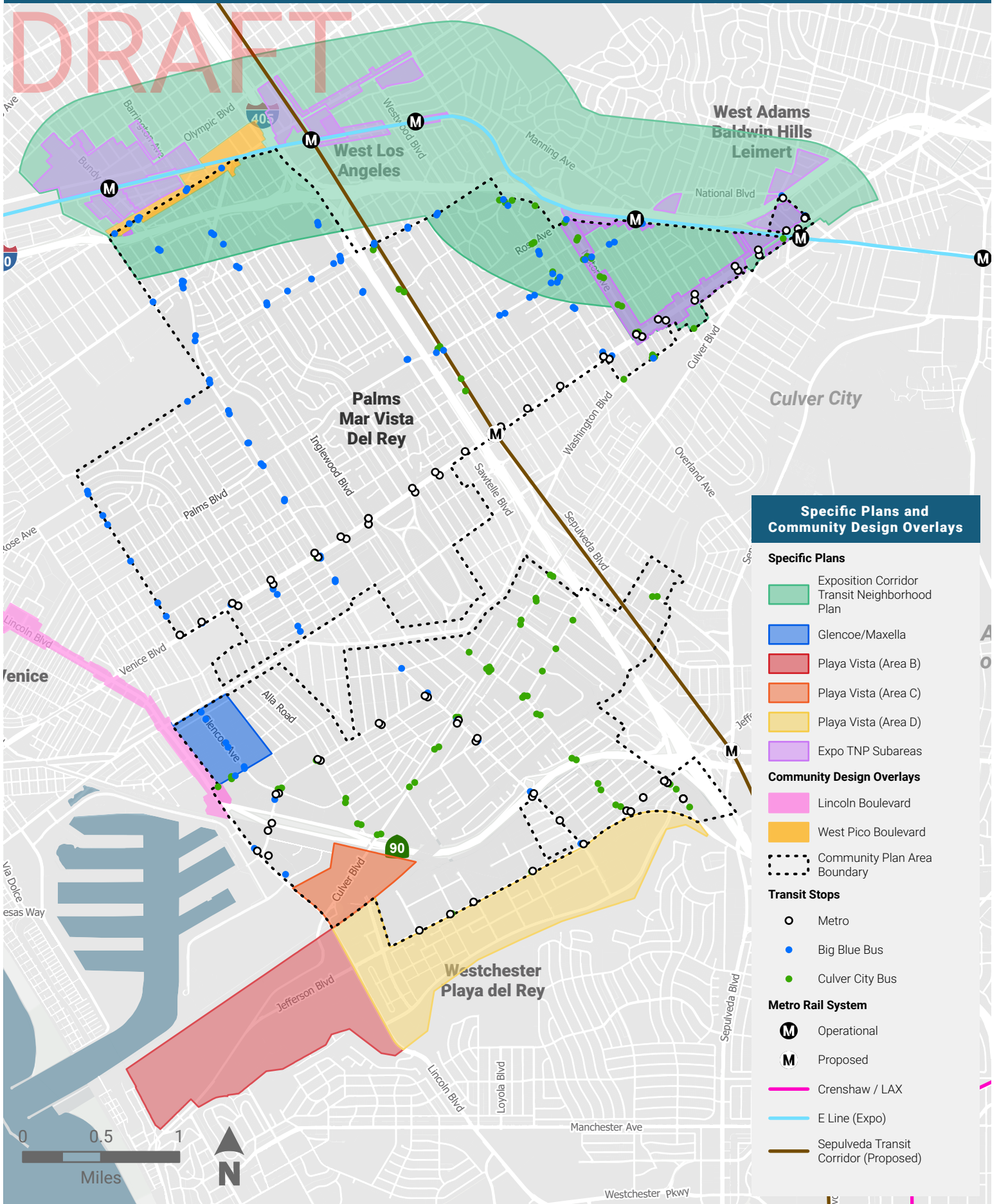
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|------------------------------------|----------------------|---------------------------------------|
| Regional Center | Transit Stops | Metro Rail System |
| Community Center | Metro | Operational |
| Villages | Big Blue Bus | Proposed |
| Neighborhood Center | Culver City Bus | E Line (Expo) |
| Draft Proposed Commercial Subareas | | Sepulveda Transit Corridor (Proposed) |
| Community Plan Area Boundary | | |



Palms - Mar Vista - Del Rey

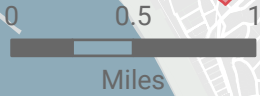


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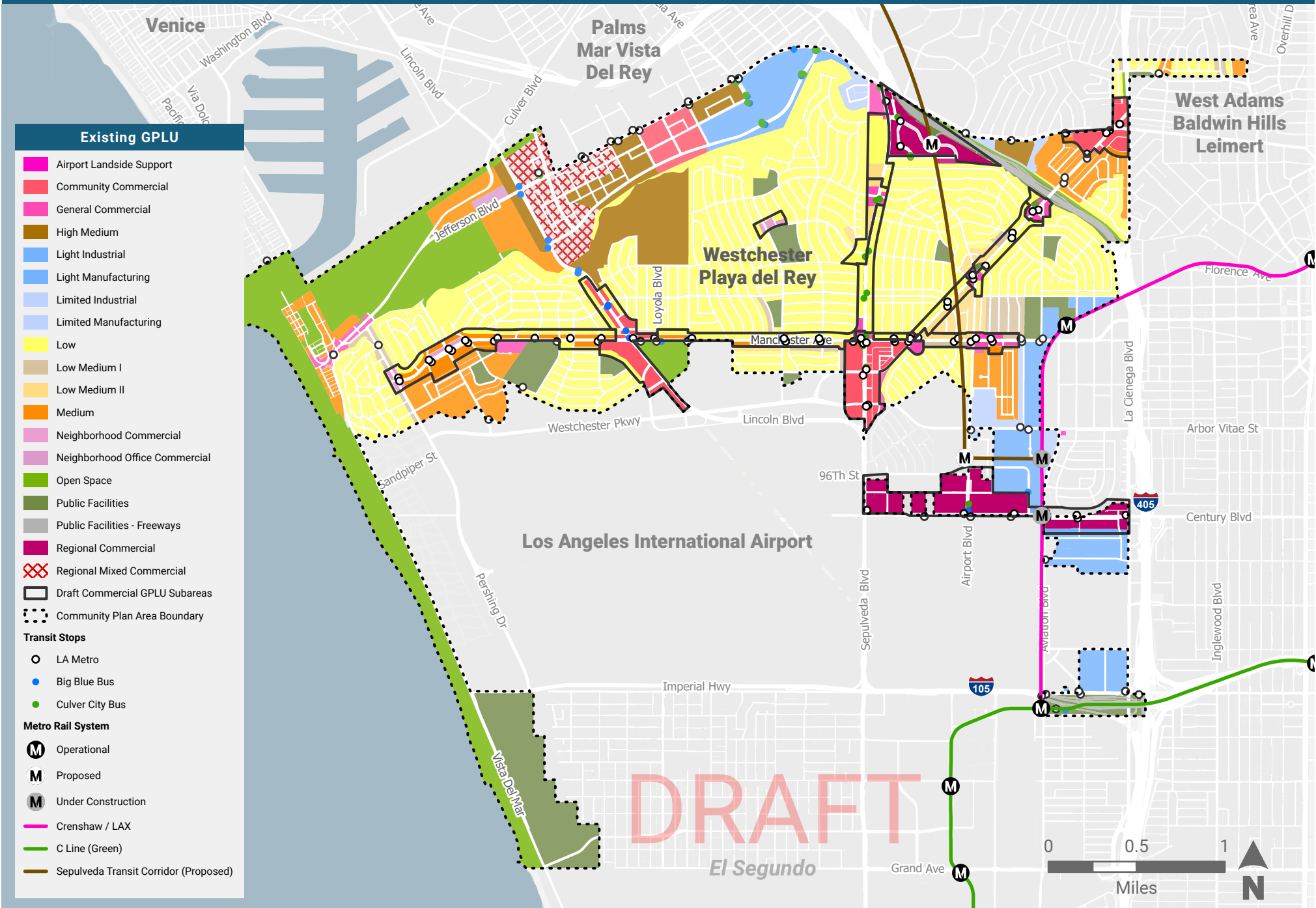
Specific Plans and Community Design Overlays

- Specific Plans**
 - Exposition Corridor
 - Transit Neighborhood Plan
 - Glencoe/Maxella
 - Playa Vista (Area B)
 - Playa Vista (Area C)
 - Playa Vista (Area D)
 - Expo TNP Subareas
- Community Design Overlays**
 - Lincoln Boulevard
 - West Pico Boulevard
 - Community Plan Area Boundary
- Transit Stops**
 - Metro
 - Big Blue Bus
 - Culver City Bus
- Metro Rail System**
 - Operational
 - Proposed
 - Crenshaw / LAX
 - E Line (Expo)
 - Sepulveda Transit Corridor (Proposed)



Westchester Pkwy

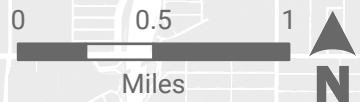
Westchester - Playa Del Rey



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 - Public Facilities
 - Public Facilities - Freeways
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DRAFT

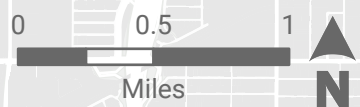
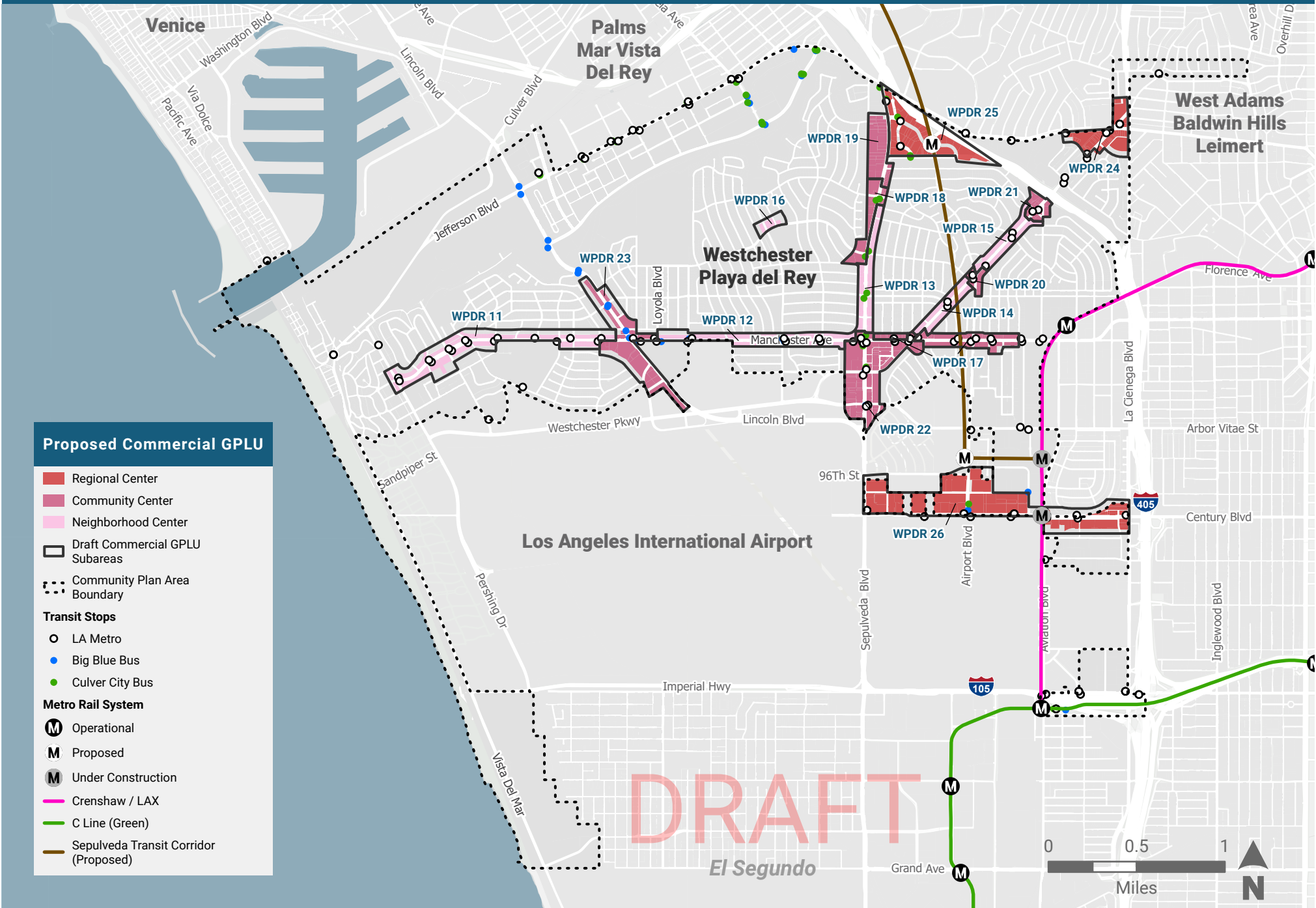


Westchester - Playa Del Rey



Proposed Commercial GPU

- Regional Center
- Community Center
- Neighborhood Center
- Draft Commercial GPU Subareas
- Community Plan Area Boundary
- Transit Stops**
- LA Metro
- Big Blue Bus
- Culver City Bus
- Metro Rail System**
- M Operational
- M Proposed
- M Under Construction
- Crenshaw / LAX
- C Line (Green)
- Sepulveda Transit Corridor (Proposed)



Westchester - Playa Del Rey



Specific Plans

Specific Plans

- Coastal Bluffs
- Del Rey Lagoon
- Loyola Marymount University
- Playa Vista (Area B)
- Playa Vista (Area D)

Community Design Overlays

- Downtown Westchester
- Loyola Village
- Century Blvd Streetscape Plan

Community Plan Area Boundary

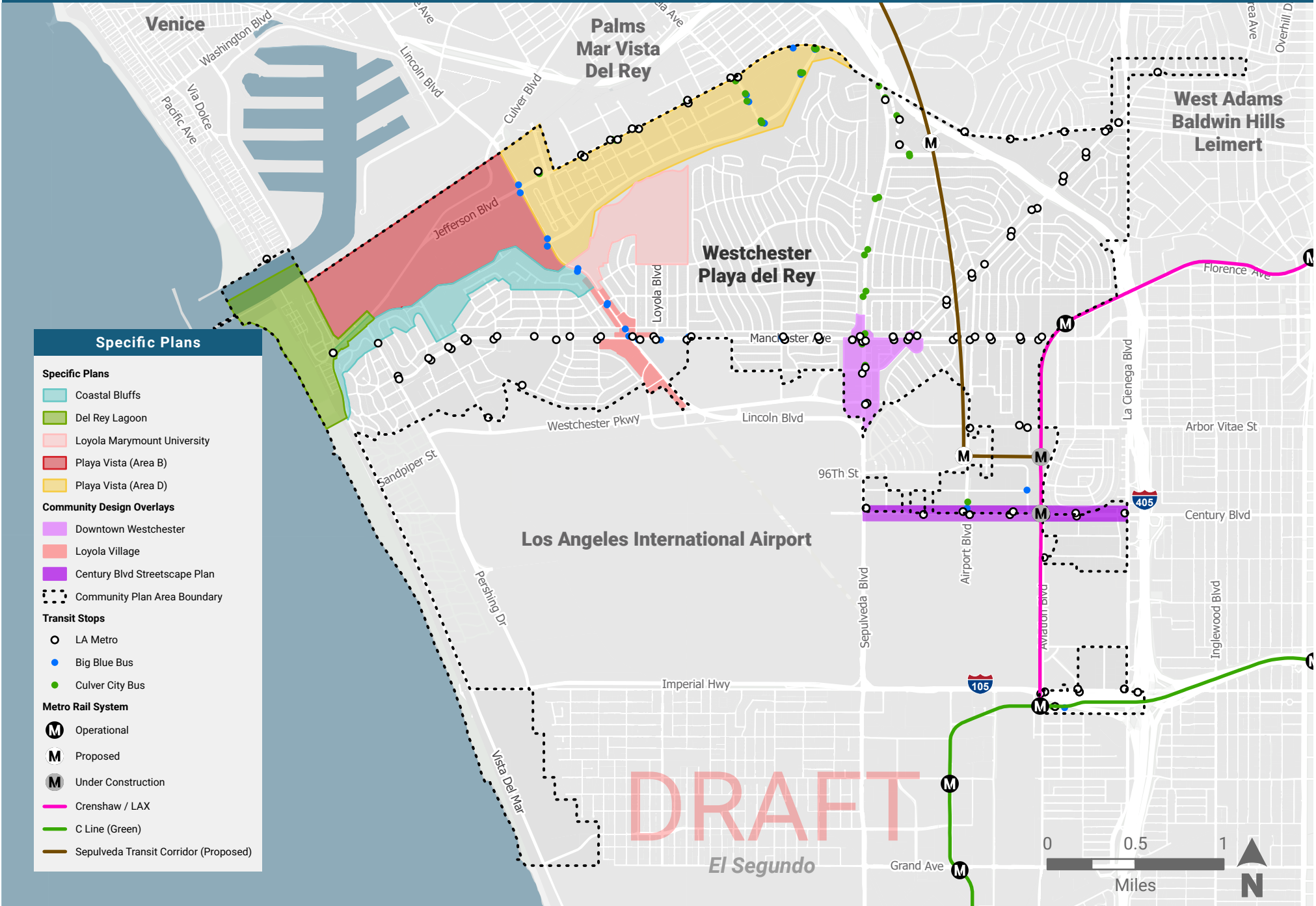
- Community Plan Area Boundary

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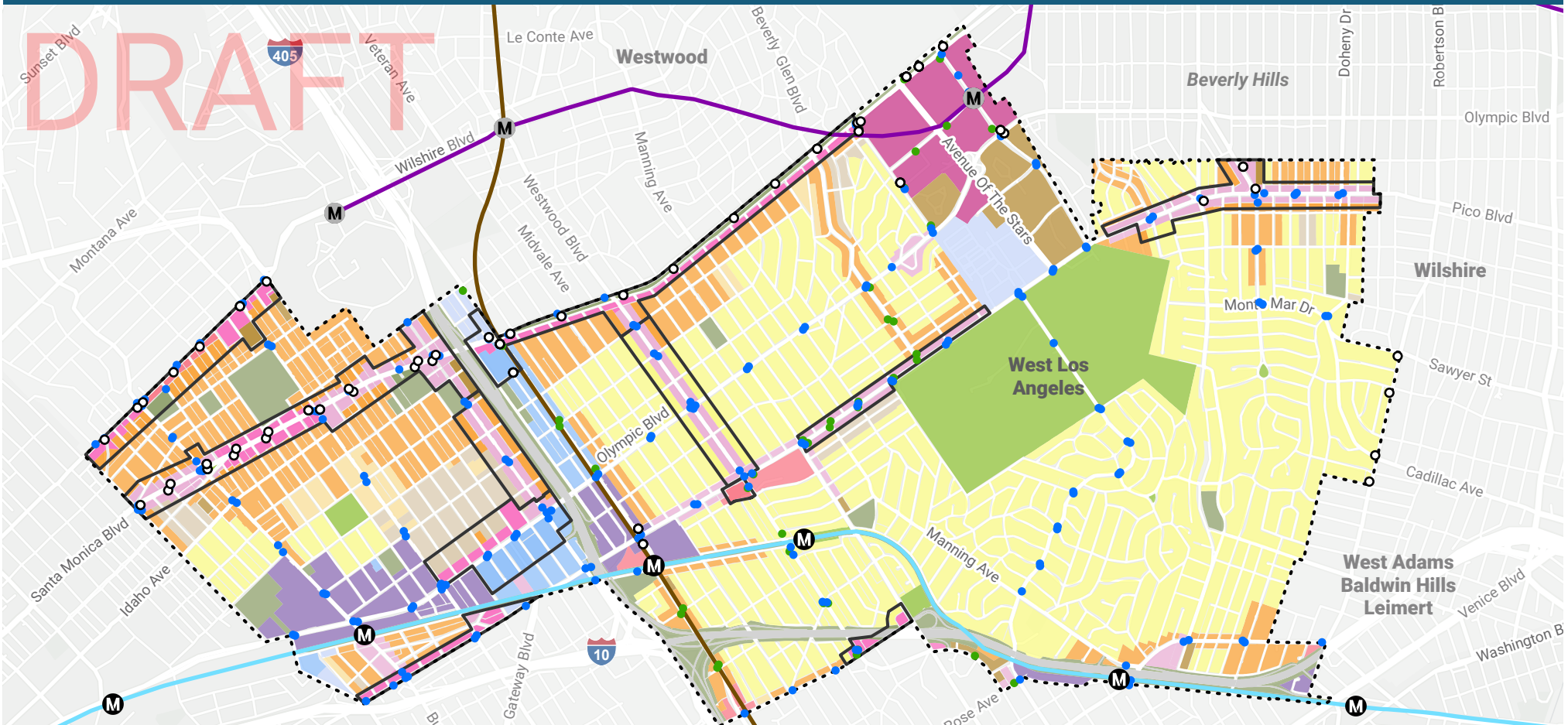


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West Los Angeles



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Existing GPLU

- | | | |
|-----------------------|--------------------------------|------------------------------------|
| Community Commercial | Low | Parking |
| General Commercial | Low Medium I | Public Facilities |
| High Medium | Low Medium II | Public Facilities - Freeways |
| Hybrid Industrial | Medium | Regional Center Commercial |
| Light Manufacturing | Neighborhood Commercial | Draft Proposed Commercial Subareas |
| Limited Industrial | Neighborhood Office Commercial | Community Plan Area Boundary |
| Limited Manufacturing | Open Space | |

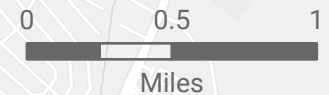
Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- Operational
- Proposed
- Under Construction
- E Line (Expo)
- D Line (Purple)
- Sepulveda Transit Corridor (Proposed)

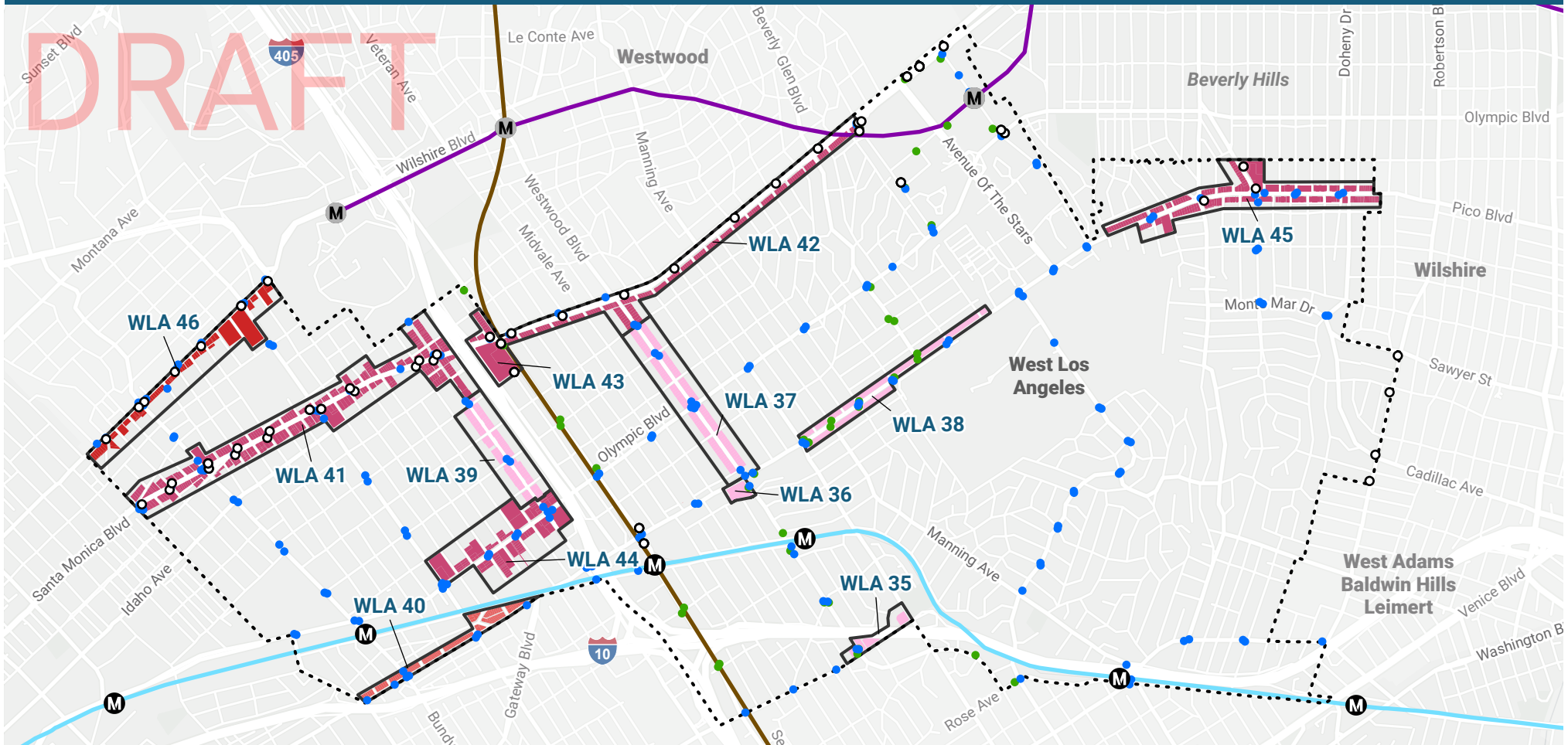
Culver City



West Los Angeles



DRAFT

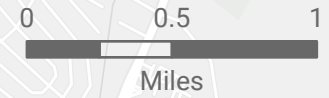


Proposed Commercial GPLU

- Regional Center
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- Villages
- Neighborhood Center
- Draft Proposed Commercial Subareas

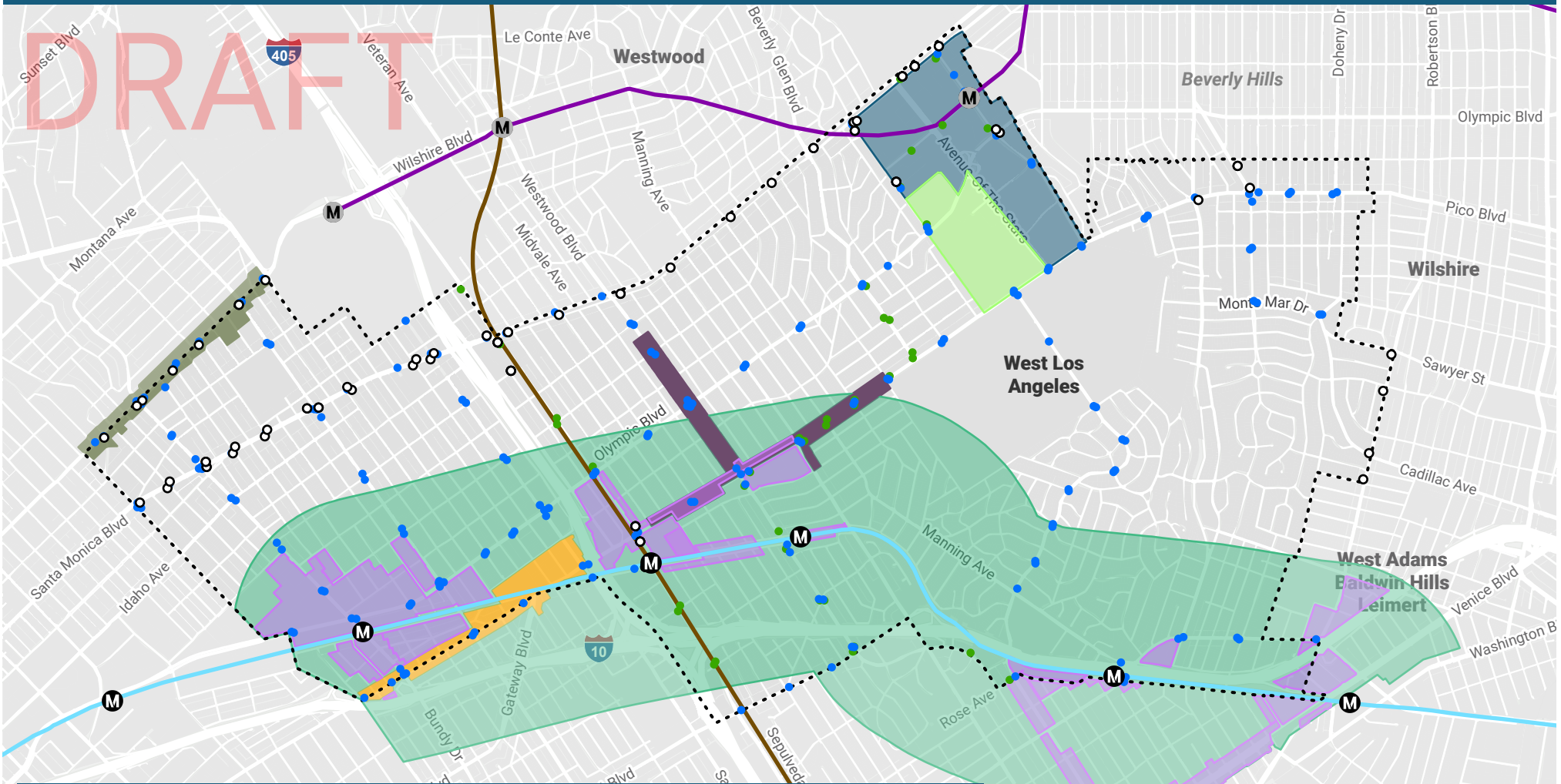
- Transit Stops**
- Metro
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- M Operational
 - M Proposed
 - M Under Construction
 - E Line (Expo)
 - D Line (Purple)
 - Sepulveda Transit Corridor (Proposed)



West Los Angeles

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Specific Plans and Community Design Overlay Districts

Specific Plans

- Century City North
- Century City South
- Exposition Corridor Transit Neighborhood Plan
- Expo TNP Subareas

Community Design Overlays

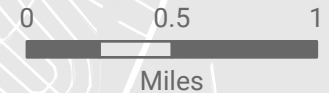
- West Pico Boulevard
- West Wilshire Boulevard
- Westwood - Pico Neighborhood Oriented District

Transit Stops

- Metro
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Metro Rail System

- M Operational
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Venice



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Santa Monica

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Venice

Culver City

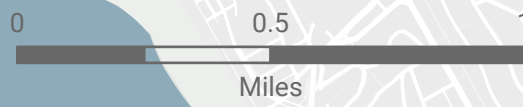
Westchester
Playa del Rey

Existing GPLU

- Community Commercial
- General Commercial
- High Medium
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Public Facilities
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

Transit Stops

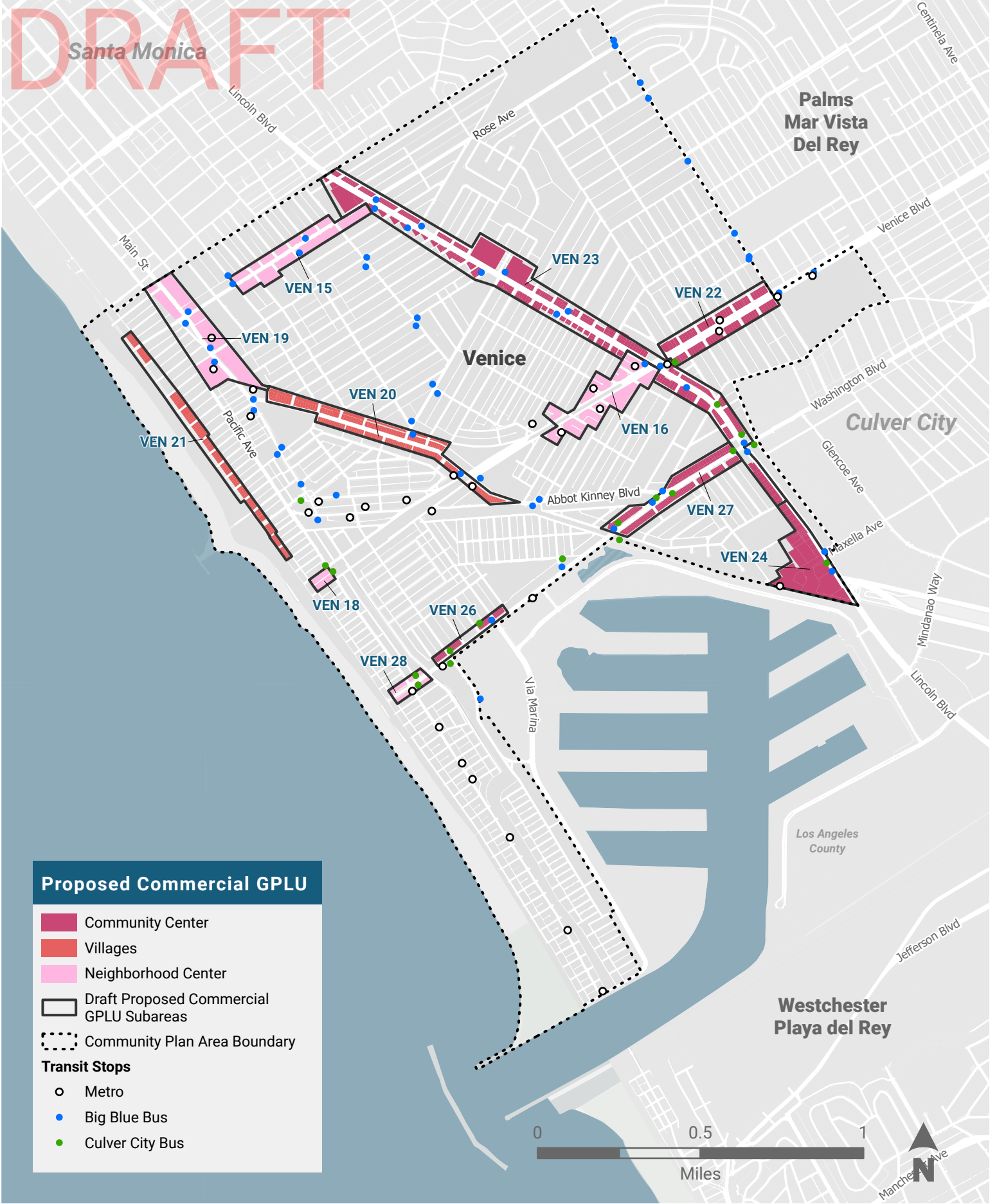
- Metro
- Big Blue Bus
- Culver City Bus



Venice



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Proposed Commercial GPLU

- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

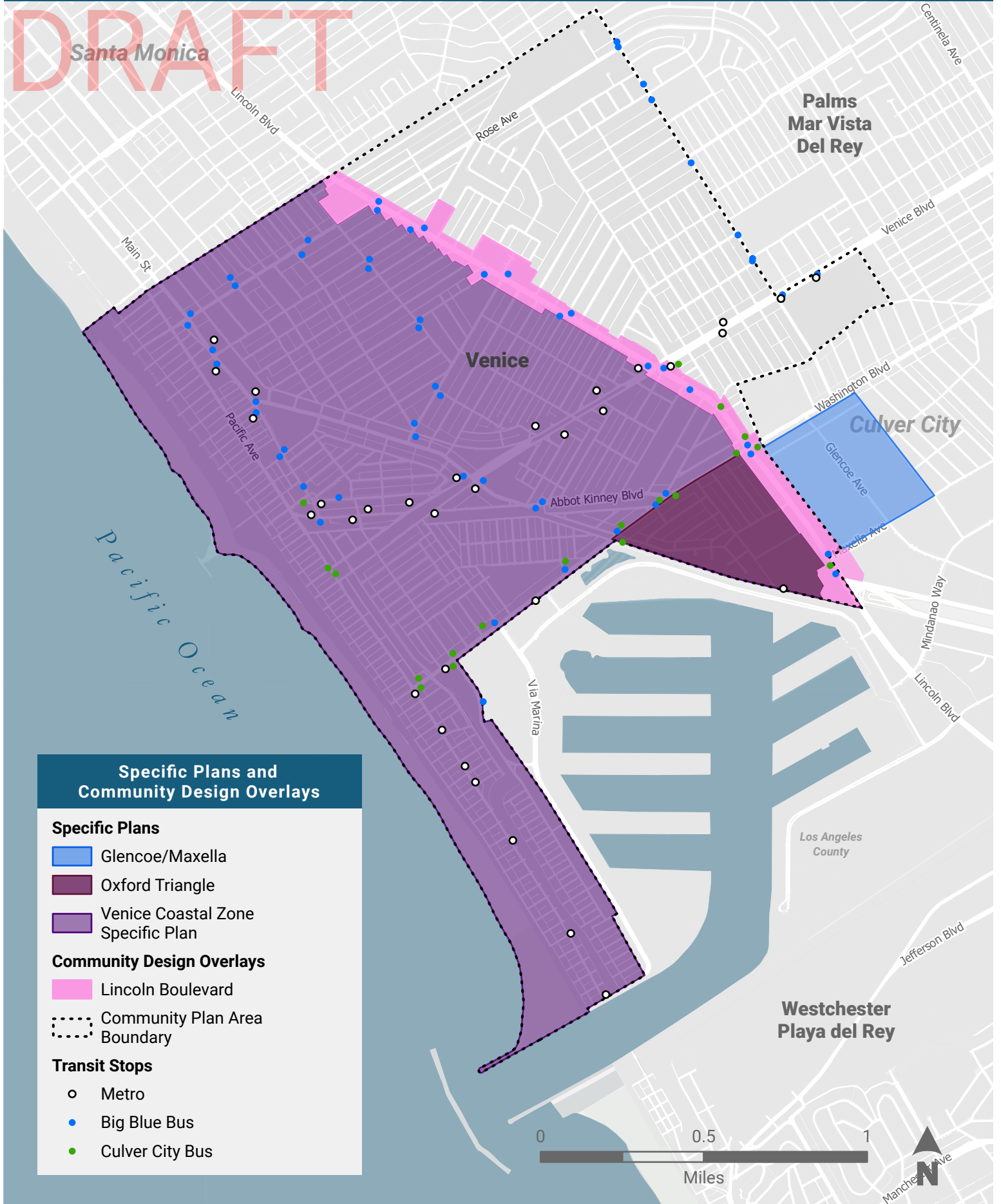
Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Venice



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Santa Monica

Palms
Mar Vista
Del Rey

Venice

Culver City

Pacific Ocean

Los Angeles
County

Westchester
Playa del Rey

Specific Plans and Community Design Overlays

Specific Plans

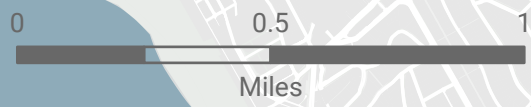
- Glencoe/Maxella
- Oxford Triangle
- Venice Coastal Zone Specific Plan

Community Design Overlays

- Lincoln Boulevard
- Community Plan Area Boundary

Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus



PALMS- MAR VISTA-DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
PMVDR: 49, 50, 51, 52, 53, 54, 55, 56, 57, 58	8	3	5	1.5	3.0
Villages					
PMVDR: 59, 60, 61, 62, 63, 63, 64, 65, 66, 67	4	3	8	1.5	5.0
Community Center					
PMVDR: 68, 69, 70, 73	4	6	8	3.5	5.0
PMVDR: 71, 72, 74	FA	7	15	4.5	6.0
Regional Center					
PMVDR: 75	FA	Unlimited	Unlimited	6.0	8.5

WESTCHESTER-PLAYA DEL REY Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
WPDR: 11, 12, 13, 14, 15, 16	8	3	5	1.5	3
Community Center					
WPDR: 17, 18, 19, 20, 21, 23	4	5	8	1.5	5
WPDR: 22	3	7	15	4.5	6
Regional Center					
WPDR: 24	3	7	15	4.5	6
WPDR: 25, 26	FA	Unlimited	Unlimited	6	8.5

WEST LOS ANGELES Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
WLA: 35, 36, 37, 38, 39	8	3	5	1.5	3.0
Villages					
WLA: 40	4	3	8	1.5	5.0
Community Center					
WLA: 41, 42	4	6	8	3.5	5.0
WLA: 43, 44, 45	4	Unlimited	Unlimited	3.5	5.0
Regional Center					
WLA: 46	FA	Unlimited	Unlimited	6.0	8.5

VENICE Proposed Draft General Plan Land Uses (GPLU)

Proposed GPLU & Subareas	Proposed Density Base	Proposed Height Base (Stories/Feet)	Proposed Height Bonus (Stories/Feet)	Proposed FAR Base (Floor Area Ratio)	Proposed FAR Bonus (Floor Area Ratio)
Neighborhood Center					
VEN: 15, 16, 18, 19, 28	8	3	5	1.5	3
Villages					
VEN: 20, 21	8	3	5	1.5	3
Community Center					
VEN: 22, 27	4	3	8	1.5	5
VEN: 23	4	6	8	3.5	8
VEN: 24, 26	FA	7	15	4.5	6

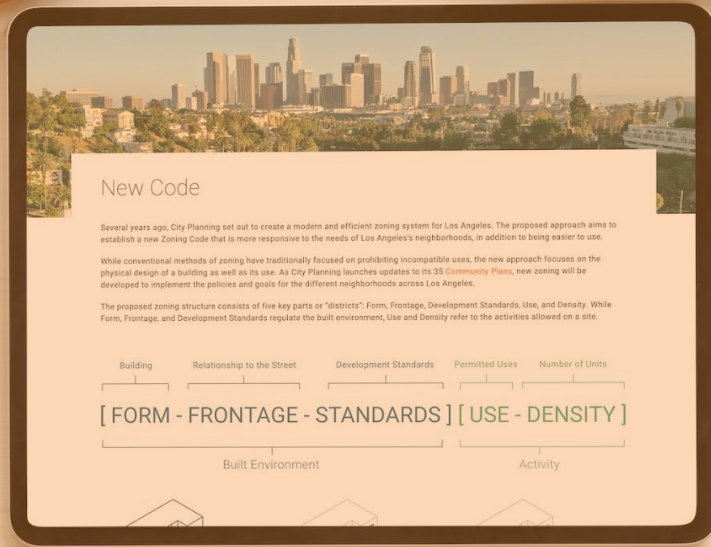
GPLU COMMERCIAL MAPS

What do we like?

What should be reconsidered?

Other considerations?

Additional Resources



Draft Zoning Strategies Mixed-Use Districts and Corridors Westside Community Plans Update

May 2023

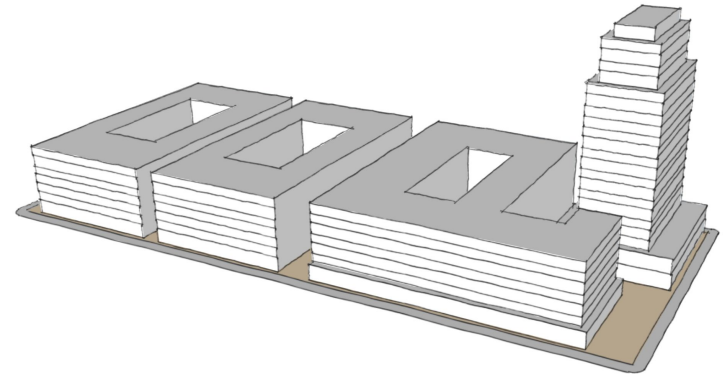
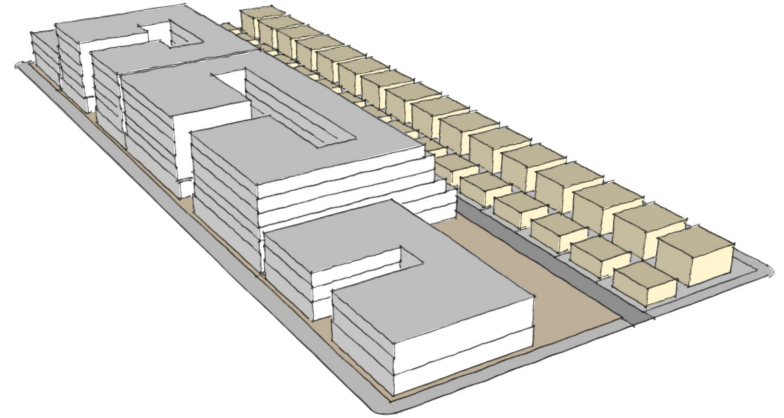
Intent and Considerations

- Accommodate active commercial uses and upper-story housing
- Control building scale with multiple block-breaks
- Property's connection to the street served by an active ground-floor
- Ensure parking is located behind street frontage
- Allow a diverse mix of shops, services, and dining to support neighborhood life



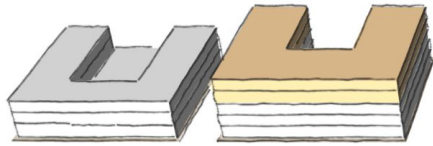
Form District Options:

FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Lot Size	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Lot width, street loaded	30'	30'	30'	30'	30'	30'	30'
Lot width, alley loaded	20'	20'	20'	20'	20'	20'	20'
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited
Building Width Base	140'	160'	160'	210'	210'	210'	210'
Building Width Bonus	160'	210'	210'	280'	280'	280'	280'
Primary st. Setback	6'	6'	6'	6'	6'	6'	6'
Outdoor Amenity Space	15%	15%	15%	15%	15%	15%	15%

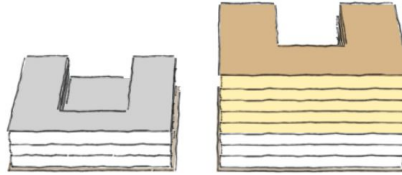


FAR & Height Options:

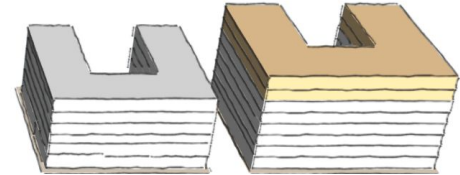
FORM							
FAR Base	1.5	1.5	3.5	3.5	4.5	6.0	8.5
FAR Bonus	3.00	5.0	5.0	5.0	6.0	8.5	10
Height Base	3 stories	3 stories	6 stories	unlimited	7 stories	unlimited	unlimited
Height Bonus	5 stories	8 stories	8 stories	unlimited	15 stories	unlimited	unlimited



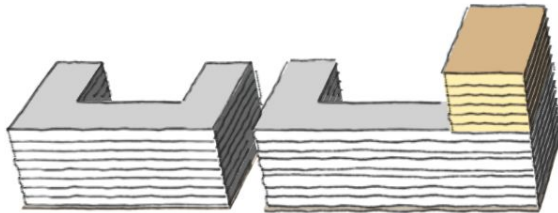
Base: 1.5 FAR, 3 stories
 Bonus: 3.0 FAR, 5 stories



Base: 1.5 FAR, 3 stories
 Bonus: 5.0 FAR, 8 stories



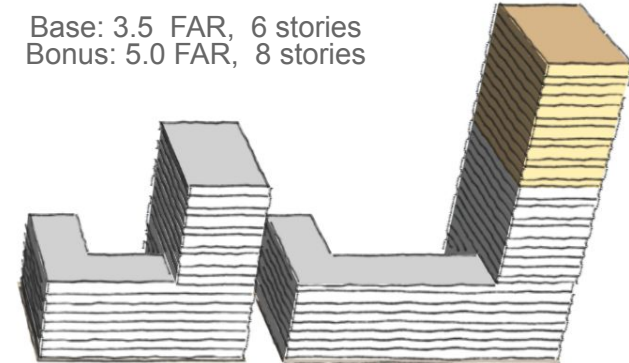
Base: 3.5 FAR, 6 stories
 Bonus: 5.0 FAR, 8 stories



Base: 4.5 FAR, no story limit
 Bonus: 6.0 FAR, no story limit



Base: 6.0 FAR, no story limit
 Bonus: 8.5 FAR, no story limit

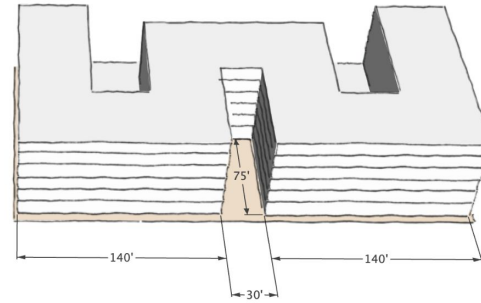
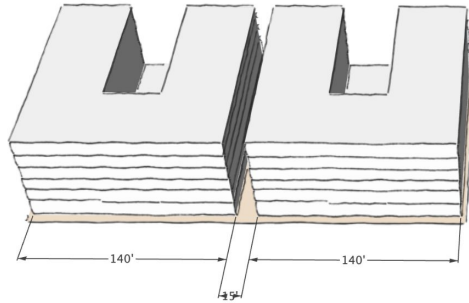


Base: 8.5 FAR, no story limit
 Bonus: 10 FAR, no story limit

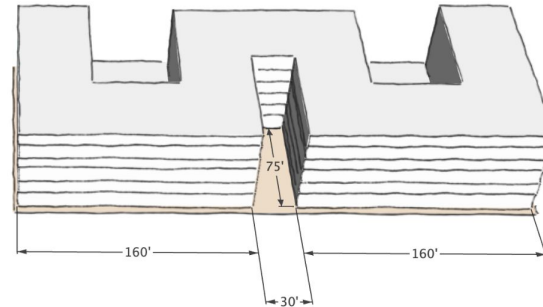
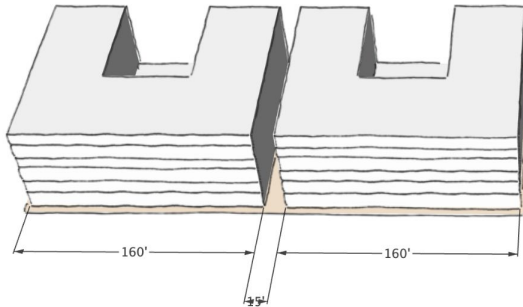
Building Width Options:

FORM			
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

140'



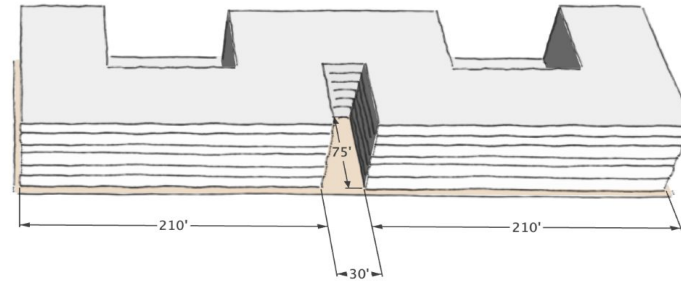
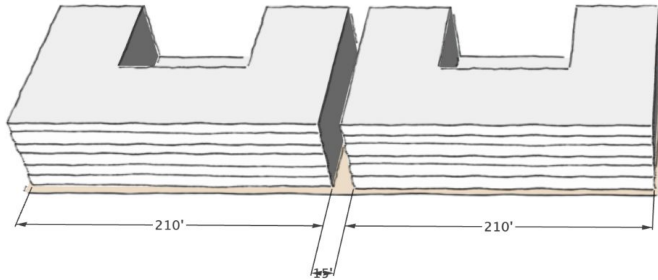
160'



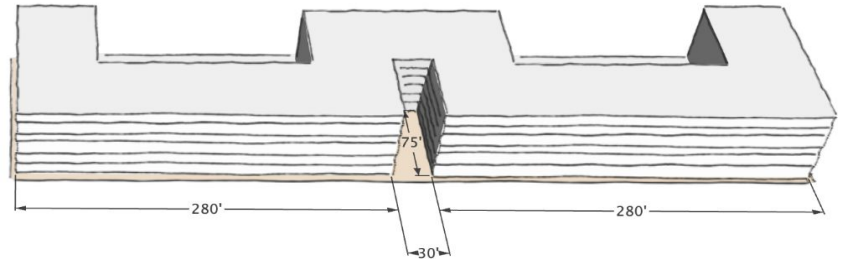
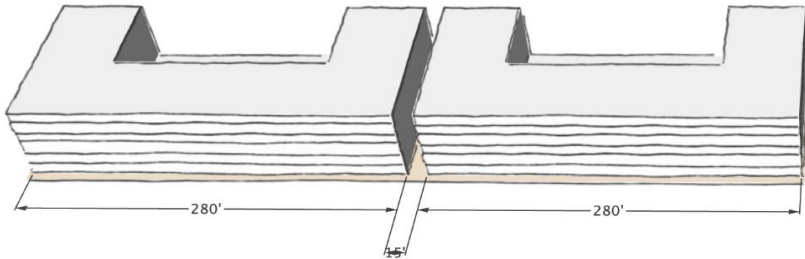
Building Width Options:

	FORM		
Building Width Base	140'	160'	210'
Building Width Bonus	160'	210'	280'

210'



280'

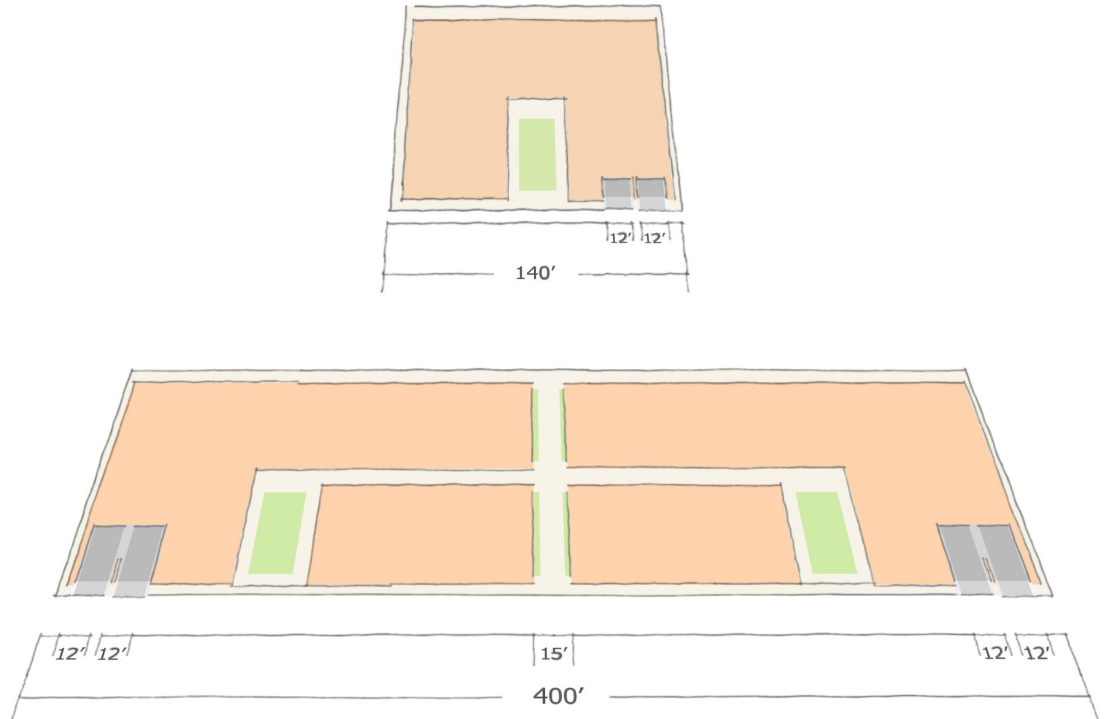


Frontage Options:

FRONTAGE	Shopfront
Build-to depth / width	5' / 80%
Parking setback	25'
Transparency	70%
Entrance spacing	50'
Entry features	Courtyard Shopfront bay Market stall Collonade
Ground story height	14'

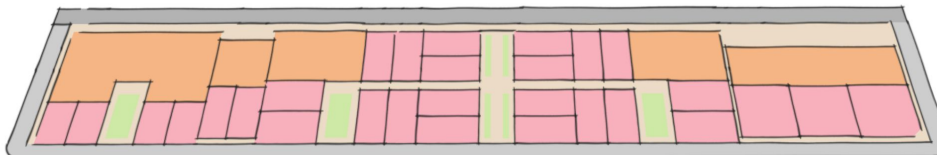
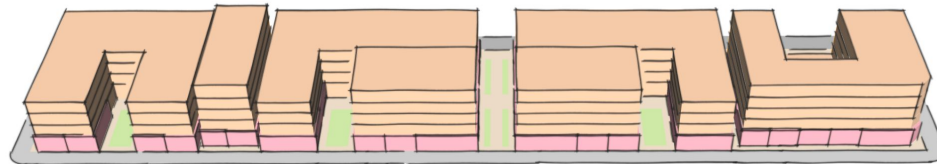


DEVELOPMENT STANDARDS		1
Pedestrian access		Direct
Pedestrian passageway		Required
Pedestrian passageway spacing		350'
Vehicle Access		
Number of automobile access lanes		
<i>Boulevard or Avenue</i>		
0'-400' lot width		2
> 400' lot width		4
<i>Collector or Local</i>		
0'-120' lot width		1
121'- 400' lot width		2
> 400' lot width		4
<i>Alley</i>		Unlimited
Access lane width		
Boulevard or Avenue (min/max)		9' / 12'
Collector or Local (min/max)		8' / 12'



Use District Options:

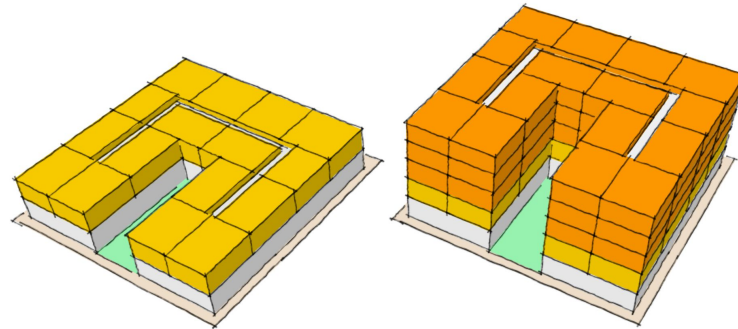
USE	Neighborhood Commercial	Community Commercial	Regional Center	Highway Commercial
Primary use	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Commercial Services (Shops & Services)
Ground floor tenant size	10,000 sf (max)	50,000 sf (max)	<i>none</i>	<i>none</i>
Supporting uses	Upper story multi-family housing Hotels Local entertainment venues Community facilities	Upper story multi-family housing Hotels Local entertainment venues Community facilities Hospital Production workshops	Upper story multi-family housing Hotels Regional entertainment venues Community facilities Hospital Production workshops Large Format Retail	Light Automobile Services Production workshops Large Format Retail Multi-family housing



- Active Commercial
- Upper-story Residential

Density Options:

DENSITY	Corresponding Base FAR	Avg. Unit Size	Corresponding Bonus FAR	Avg. Unit Size
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



■ Base Density ■ Bonus Density



Sesion de trabajo #2: Sala #6, Regional Español Comercial GPLU

Facilitator: Ernesto | Notetaker: Yasmin | Screen Sharer: Omar

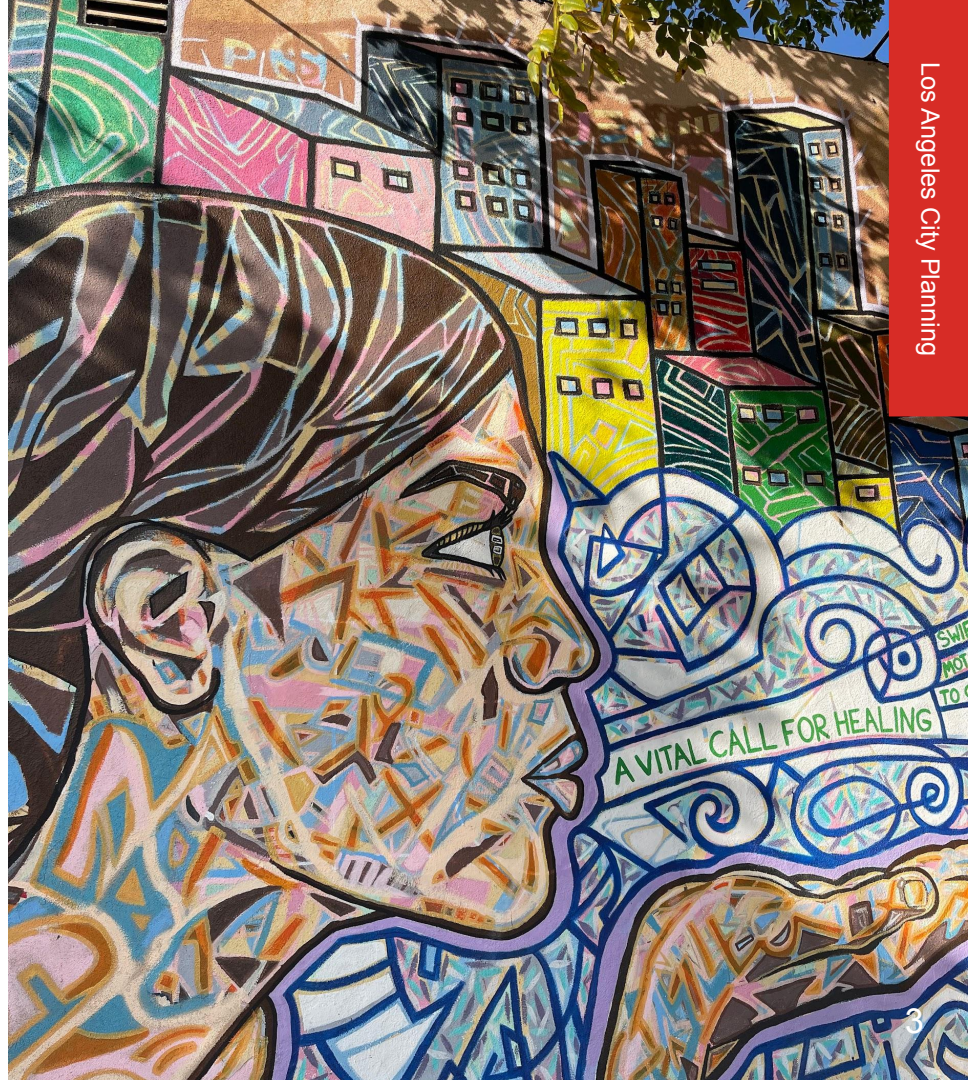
Agenda

- **Descripción general de la sesión de trabajo**
- **Nuevos Usos de Suelo del Plan General (GPLU) Comercial**
 - Designaciones
 - mapas
- **Tabla de correspondencia**
- **Discusión**
- **Informar al grupo**



Estructura de informes y comentarios

- Seleccione 1 miembro para informar al grupo principal
- Resuma los aspectos más destacados de lo que discutió el grupo pequeño al grupo principal
- Concéntrese en un área o tema a la vez antes de pasar al siguiente



Nuevas Designaciones de GPLU Comercial:

CENTRO VECINAL | NEIGHBORHOOD CENTER

Las áreas del Centro Vecinal son puntos focales para los vecindarios residenciales circundantes e incluyen usos que satisfacen las necesidades de los residentes y empleados. La forma del edificio varía de Muy Baja Altura a Baja Altura, y se caracteriza por un desarrollo comercial a escala peatonal. Los usos generalmente incluyen una combinación de usos residenciales y comerciales, como negocios y servicios locales. La densidad residencial generalmente varía de 1 unidad por 1,200 pies cuadrados de área de lote a 1 unidad por 400 pies cuadrados de área de lote.

PUEBLOS | VILLAGES

Los Pueblos se caracterizan por patrones de bloques transitables y de grano fino que sirven como destinos de nicho de mercado regional histórico y cultural. La forma del edificio es de Muy Baja Altura, Baja Altura o Media Altura, y por lo general incluye un límite de altura para la masa uniforme del edificio. Los usos comerciales, como restaurantes, comercio minorista, servicios y pequeñas oficinas, pueden intercalarse con una variedad de tipos de viviendas; los usos comerciales en la planta baja ayudan a promover un ambiente peatonal. La reutilización adaptativa de edificios históricos y el desarrollo de relleno responde al legado histórico y cultural de estas áreas. La densidad residencial generalmente varía de 1 unidad por 1,200 pies cuadrados de área de lote a 1 unidad por 200 pies cuadrados de área de lote

Nuevas Designaciones de GPLU Comercial:

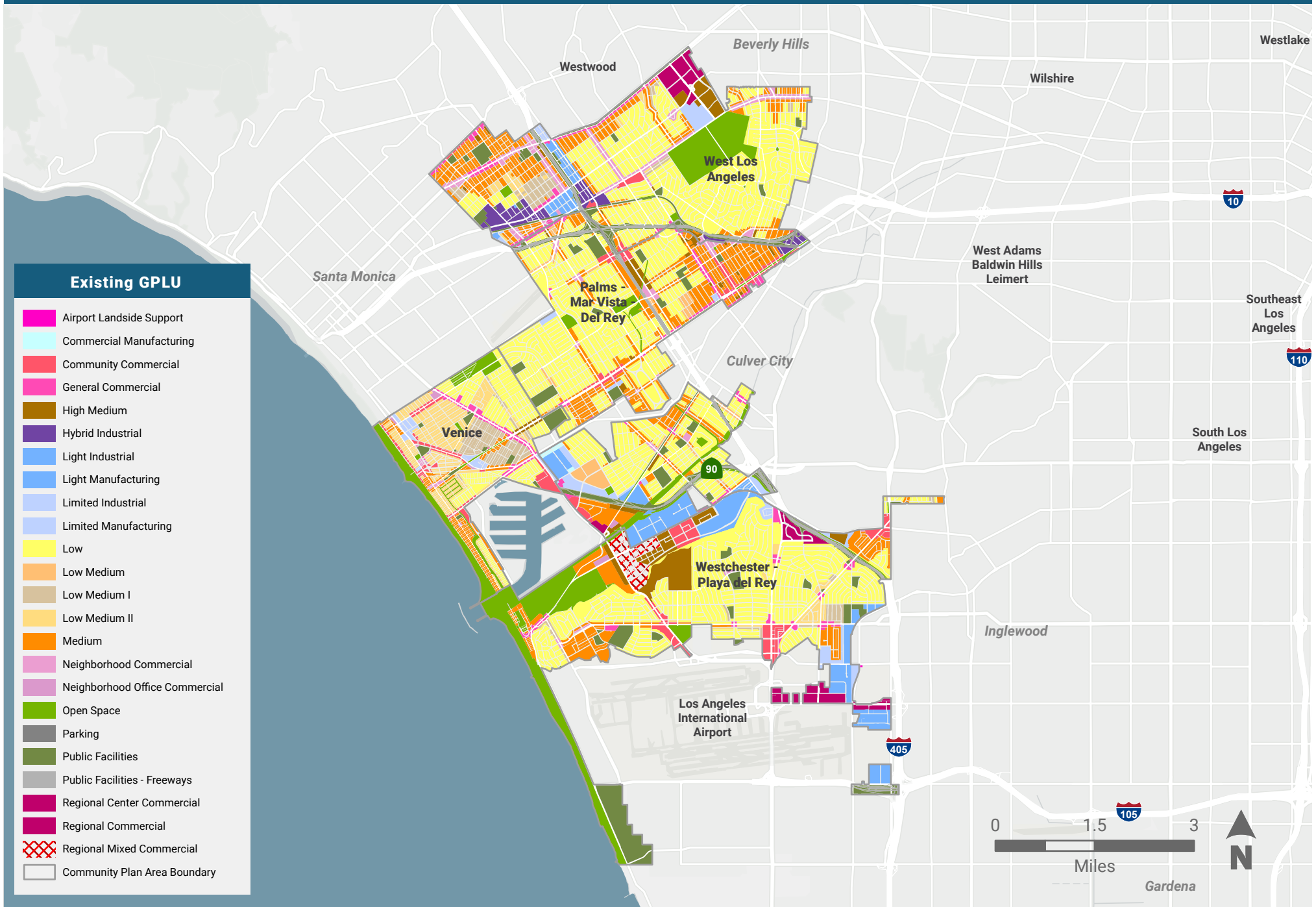
CENTROS COMUNITARIOS |COMMUNITY CENTER

Los Centros Comunitarios son lugares vibrantes de actividad que normalmente se ubican a lo largo de corredores comerciales, en nodos concentrados o adyacentes a los principales centros de tránsito. La forma del edificio varía de poca altura a mediana altura, y puede extenderse a altura moderada en el plan comunitario del centro. El rango de uso es amplio y puede incluir instalaciones comerciales, residenciales, institucionales, culturales y de entretenimiento, y usos de servicio al vecindario. La densidad residencial generalmente varía de 1 unidad por 800 pies cuadrados de área de lote a 1 unidad por 200 pies cuadrados de área de lote, o puede estar limitada por la superficie construida.

REGIONAL CENTER

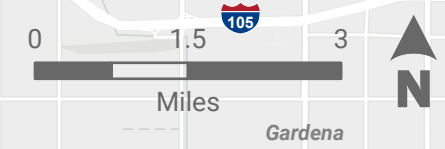
Las áreas de los Centros Regionales funcionan como centros de actividad y comercio regionales, y por lo general se ubican cerca de los principales centros de transporte oa lo largo de los principales corredores de transporte. La forma del edificio varía de Mid Rise a High Rise, con escaparates activos y calles activas. Los Centros Regionales generalmente brindan una cantidad significativa de puestos de trabajo, además de instalaciones residenciales, comerciales, gubernamentales, de entretenimiento y culturales, e instalaciones de salud a escala regional. La densidad residencial generalmente varía de 1 unidad por 400 pies cuadrados de área de lote a 1 unidad por 200 pies cuadrados de área de lote; o puede estar limitada por la superficie construida.

Westside Communities



Existing GPLU

- Airport Landside Support
- Commercial Manufacturing
- Community Commercial
- General Commercial
- High Medium
- Hybrid Industrial
- Light Industrial
- Light Manufacturing
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Parking
- Public Facilities
- Public Facilities - Freeways
- Regional Center Commercial
- Regional Commercial
- Regional Mixed Commercial
- Community Plan Area Boundary



Westside Communities



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Metro Rail System

Metro Rail System

- Operational
- Proposed
- Under Construction
- C Line (Green)
- D Line (Purple)
- E Line (Expo)
- Crenshaw / LAX
- Crenshaw Northern Extension (Proposed)
- Sepulveda Transit Corridor (Proposed)

Existing GPLU

- | | |
|--------------------------|---|
| Airport Landside Support | Low Medium II |
| Commercial Manufacturing | Medium |
| Community Commercial | Neighborhood Commercial |
| General Commercial | Neighborhood Office Commercial |
| High Medium | Open Space |
| Hybrid Industrial | Parking |
| Light Industrial | Public Facilities |
| Light Manufacturing | Public Facilities - Freeways |
| Limited Industrial | Regional Center Commercial |
| Limited Manufacturing | Regional Commercial |
| Low | Regional Mixed Commercial |
| Low Medium | Draft Proposed Commercial GPLU Subareas |
| Low Medium I | Community Plan Area Boundaries |



Westside Communities



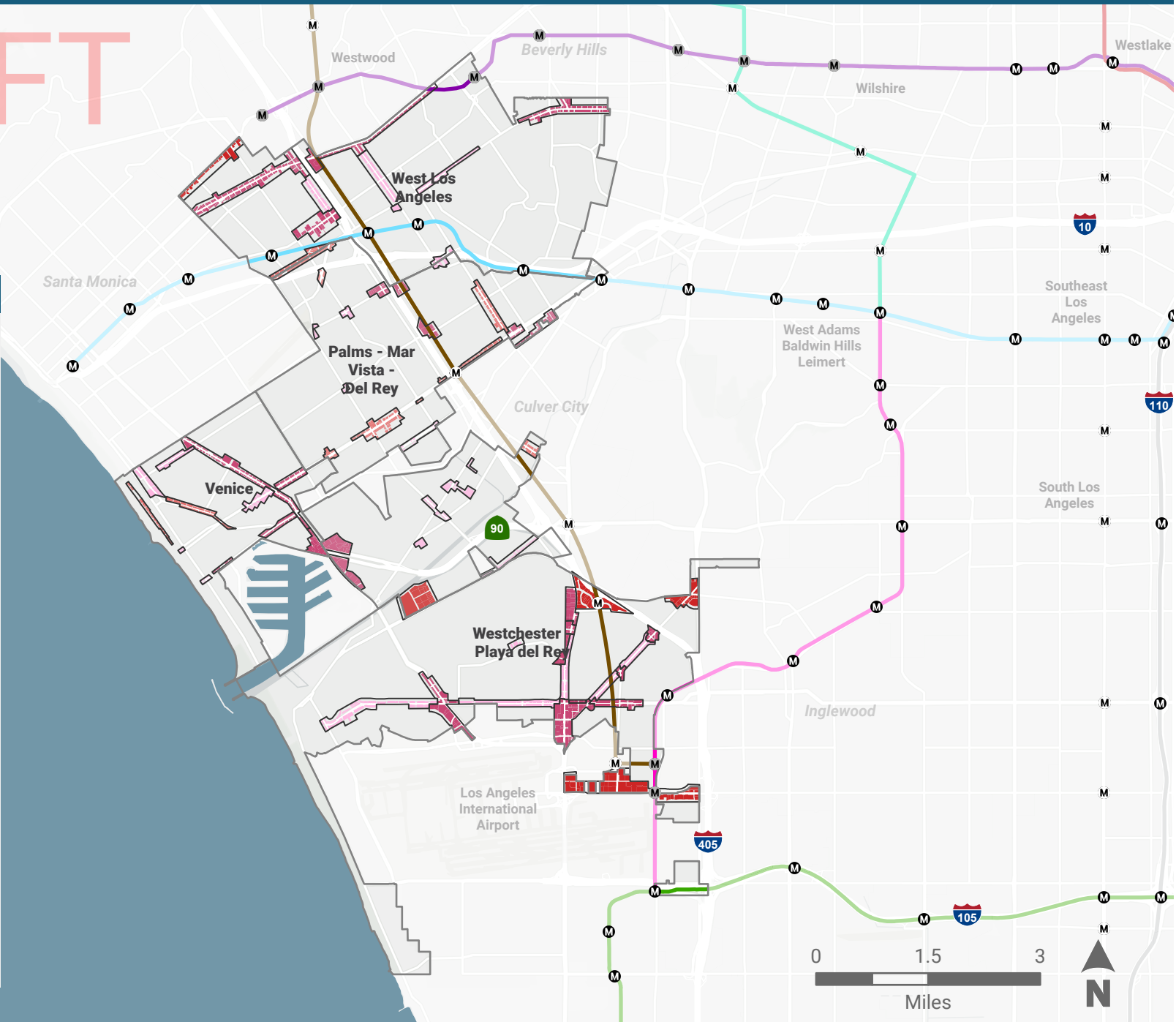
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Proposed Commercial GPLU

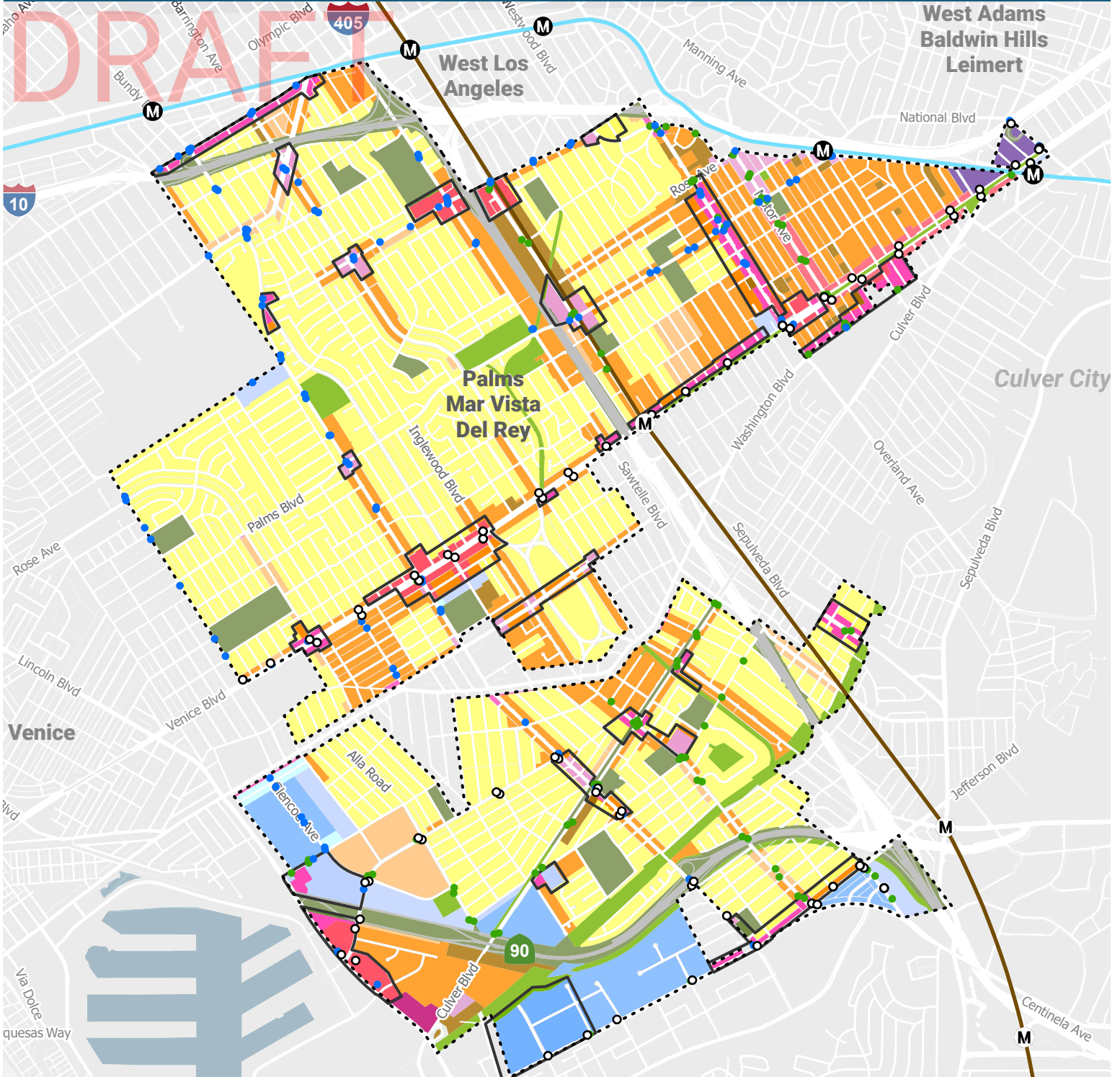
- Regional Center
- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundaries

Metro Rail System

- M Operational
- M Proposed
- M Under Construction
- B Line (Red)
- C Line (Green)
- D Line (Purple)
- E Line (Expo)
- J Line (Silver)
- Red/Purple
- Crenshaw / LAX
- Crenshaw Northern Extension (Proposed)
- Sepulveda Transit Corridor (Proposed)



Palms - Mar Vista - Del Rey



Existing GPLU

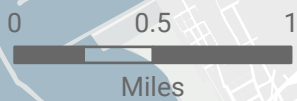
	Commercial Manufacturing		Limited Manufacturing		Open Space
	Community Commercial		Low		Public Facilities
	General Commercial		Low Medium		Public Facilities - Freeways
	High Medium		Medium		Regional Center Commercial
	Hybrid Industrial		Neighborhood Commercial		Draft Proposed Commercial Subareas
	Light Industrial		Neighborhood Office Commercial		Community Plan Area Boundary
	Light Manufacturing				

Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

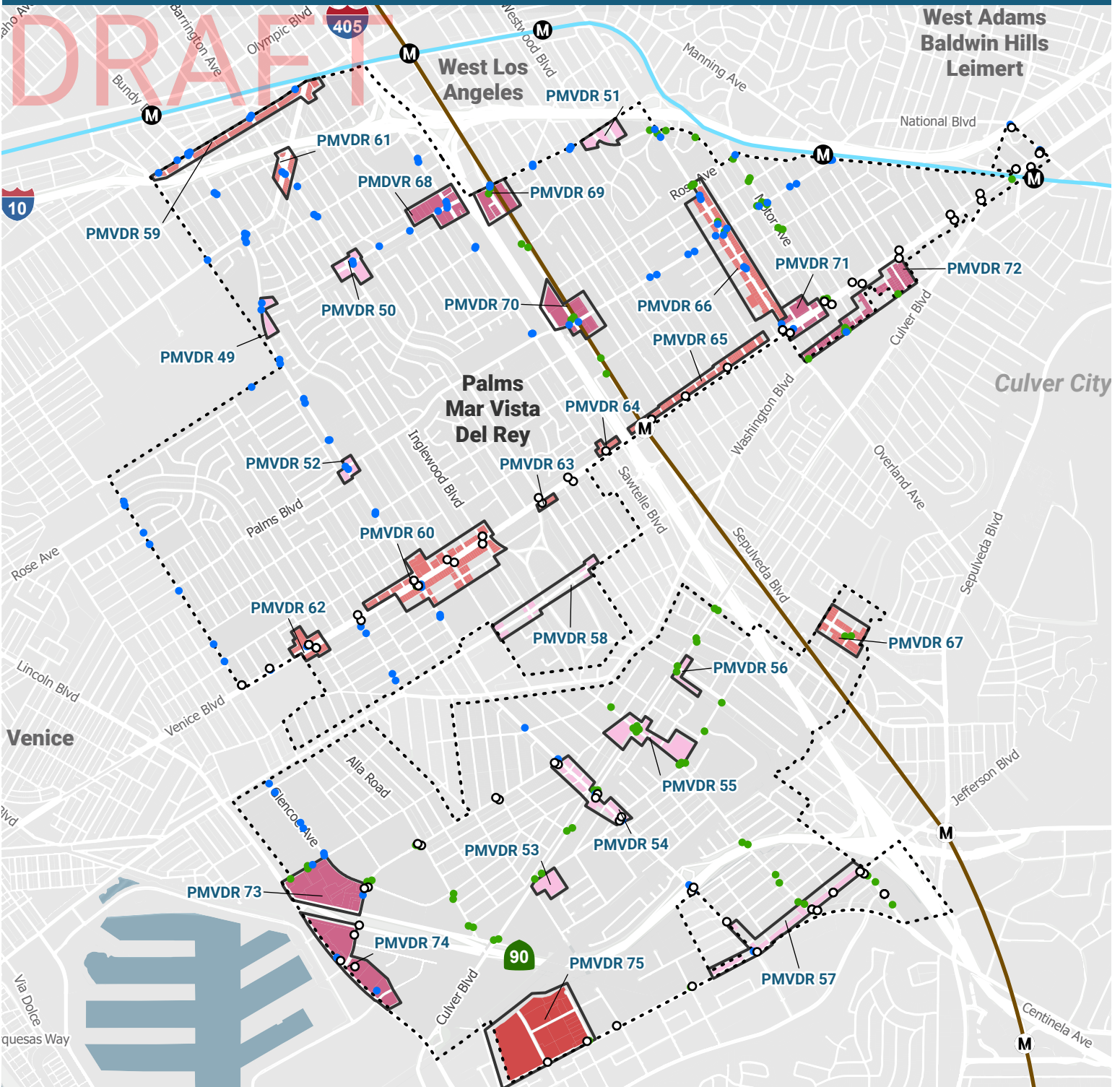
- Operational
- Proposed
- E Line (Expo)
- Sepulveda Transit Corridor (Proposed)



Palms - Mar Vista - Del Rey

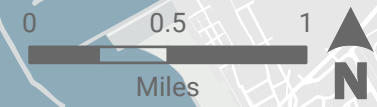


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Proposed Commercial GPLU

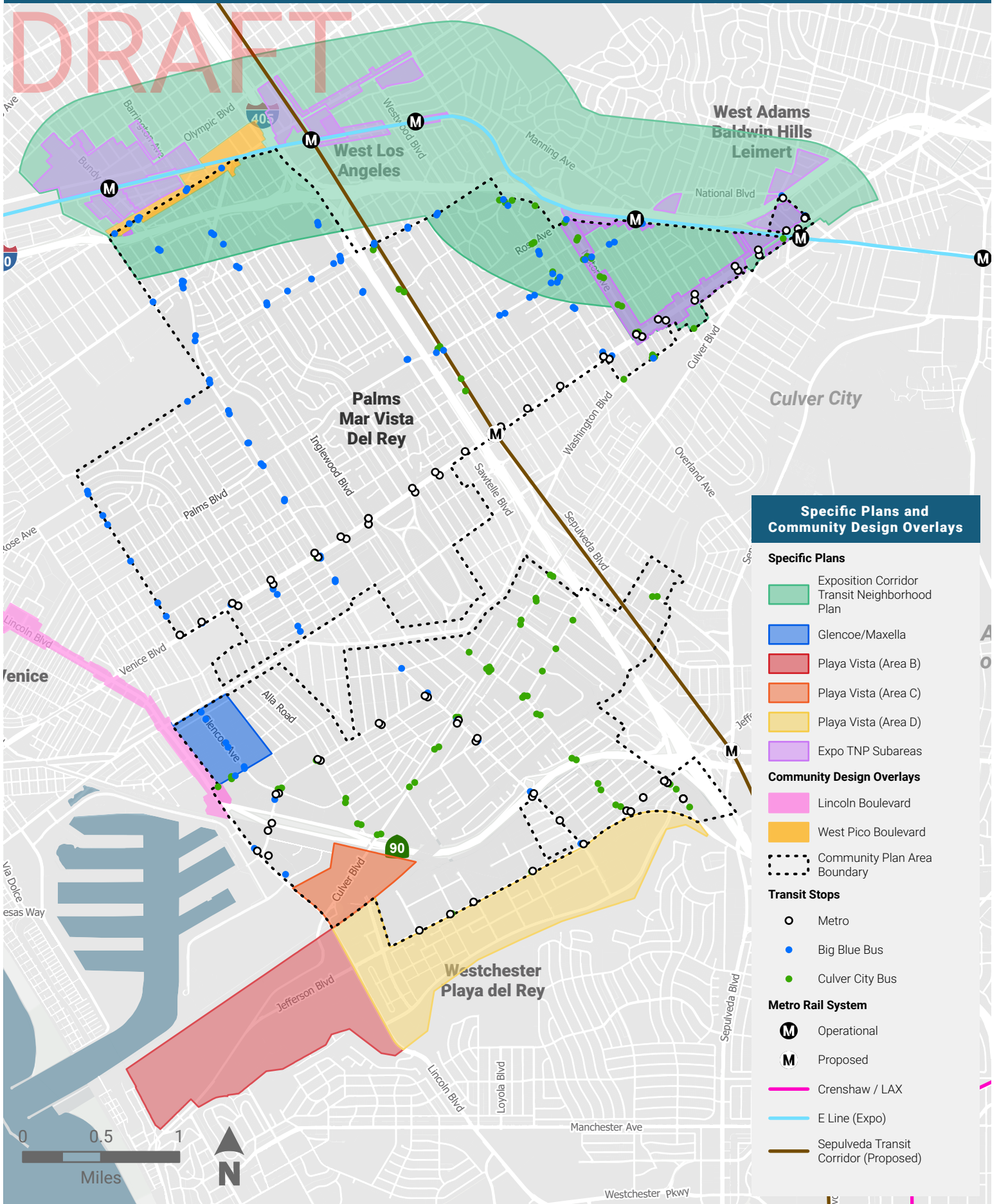
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> Regional Center Community Center Villages Neighborhood Center Draft Proposed Commercial Subareas Community Plan Area Boundary | <p>Transit Stops</p> <ul style="list-style-type: none"> Metro Big Blue Bus Culver City Bus | <p>Metro Rail System</p> <ul style="list-style-type: none"> Operational Proposed E Line (Expo) Sepulveda Transit Corridor (Proposed) |
|---|--|---|



Palms - Mar Vista - Del Rey

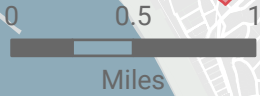


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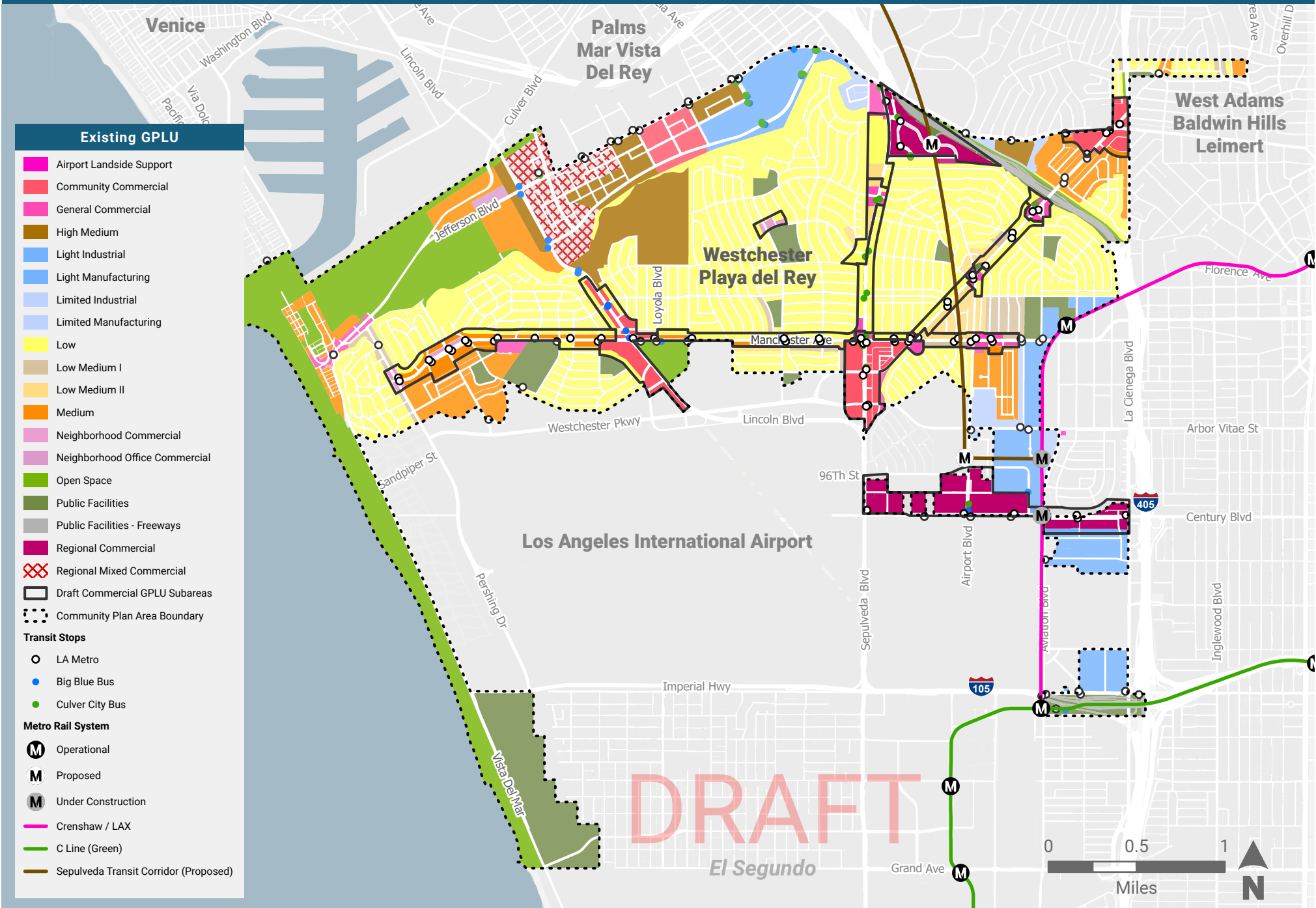
Specific Plans and Community Design Overlays

- Specific Plans**
 - Exposition Corridor
 - Transit Neighborhood Plan
 - Glencoe/Maxella
 - Playa Vista (Area B)
 - Playa Vista (Area C)
 - Playa Vista (Area D)
 - Expo TNP Subareas
- Community Design Overlays**
 - Lincoln Boulevard
 - West Pico Boulevard
 - Community Plan Area Boundary
- Transit Stops**
 - Metro
 - Big Blue Bus
 - Culver City Bus
- Metro Rail System**
 - Operational
 - Proposed
 - Crenshaw / LAX
 - E Line (Expo)
 - Sepulveda Transit Corridor (Proposed)



Westchester Pkwy

Westchester - Playa Del Rey



Existing GPLU

- Airport Landside Support
- Community Commercial
- General Commercial
- High Medium
- Light Industrial
- Light Manufacturing
- Limited Industrial
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- Low Medium I
- Low Medium II
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- Neighborhood Commercial
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- Regional Mixed Commercial
- Draft Commercial GPLU Subareas
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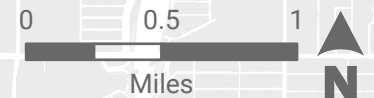
Transit Stops

- LA Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- M Operational
- M Proposed
- M Under Construction
- Crenshaw / LAX
- C Line (Green)
- Sepulveda Transit Corridor (Proposed)

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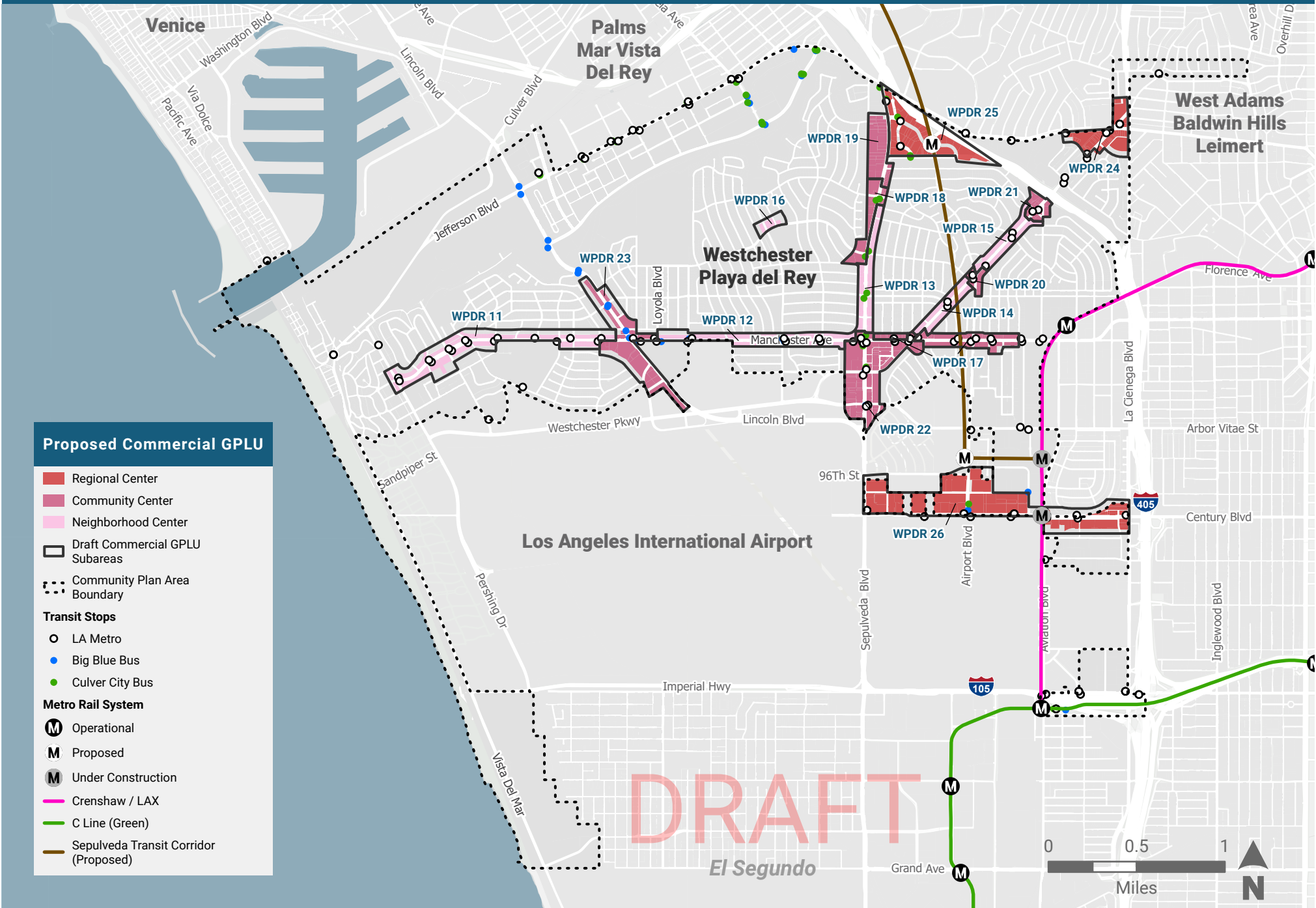


Westchester - Playa Del Rey



Proposed Commercial GPU

- Regional Center
- Community Center
- Neighborhood Center
- Draft Commercial GPU Subareas
- Community Plan Area Boundary
- Transit Stops**
- LA Metro
- Big Blue Bus
- Culver City Bus
- Metro Rail System**
- M Operational
- M Proposed
- M Under Construction
- Crenshaw / LAX
- C Line (Green)
- Sepulveda Transit Corridor (Proposed)



Westchester - Playa Del Rey



Specific Plans

Specific Plans

- Coastal Bluffs
- Del Rey Lagoon
- Loyola Marymount University
- Playa Vista (Area B)
- Playa Vista (Area D)

Community Design Overlays

- Downtown Westchester
- Loyola Village
- Century Blvd Streetscape Plan

Community Plan Area Boundary

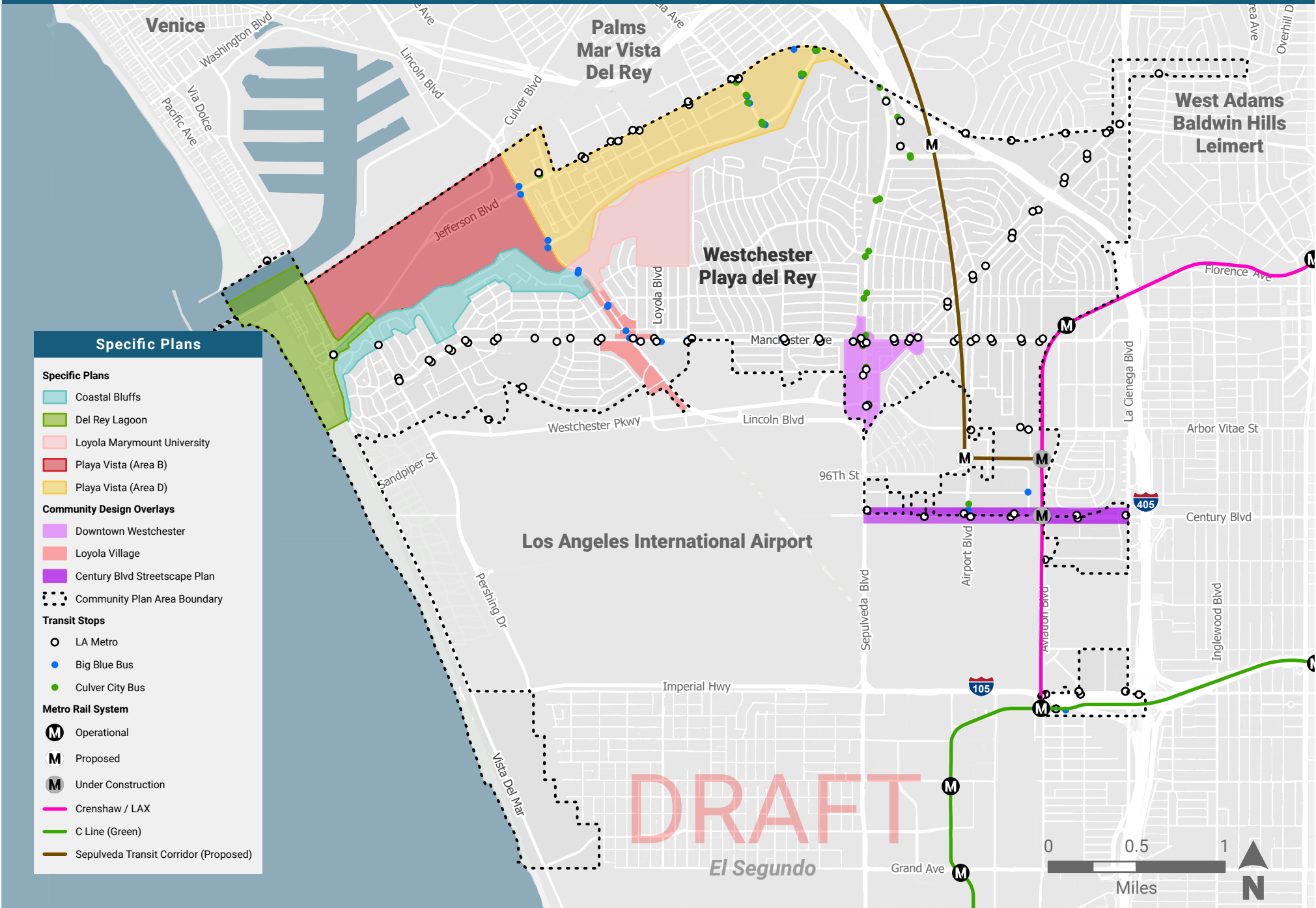
- Community Plan Area Boundary

Transit Stops

- LA Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- Operational
- Proposed
- Under Construction
- Crenshaw / LAX
- C Line (Green)
- Sepulveda Transit Corridor (Proposed)

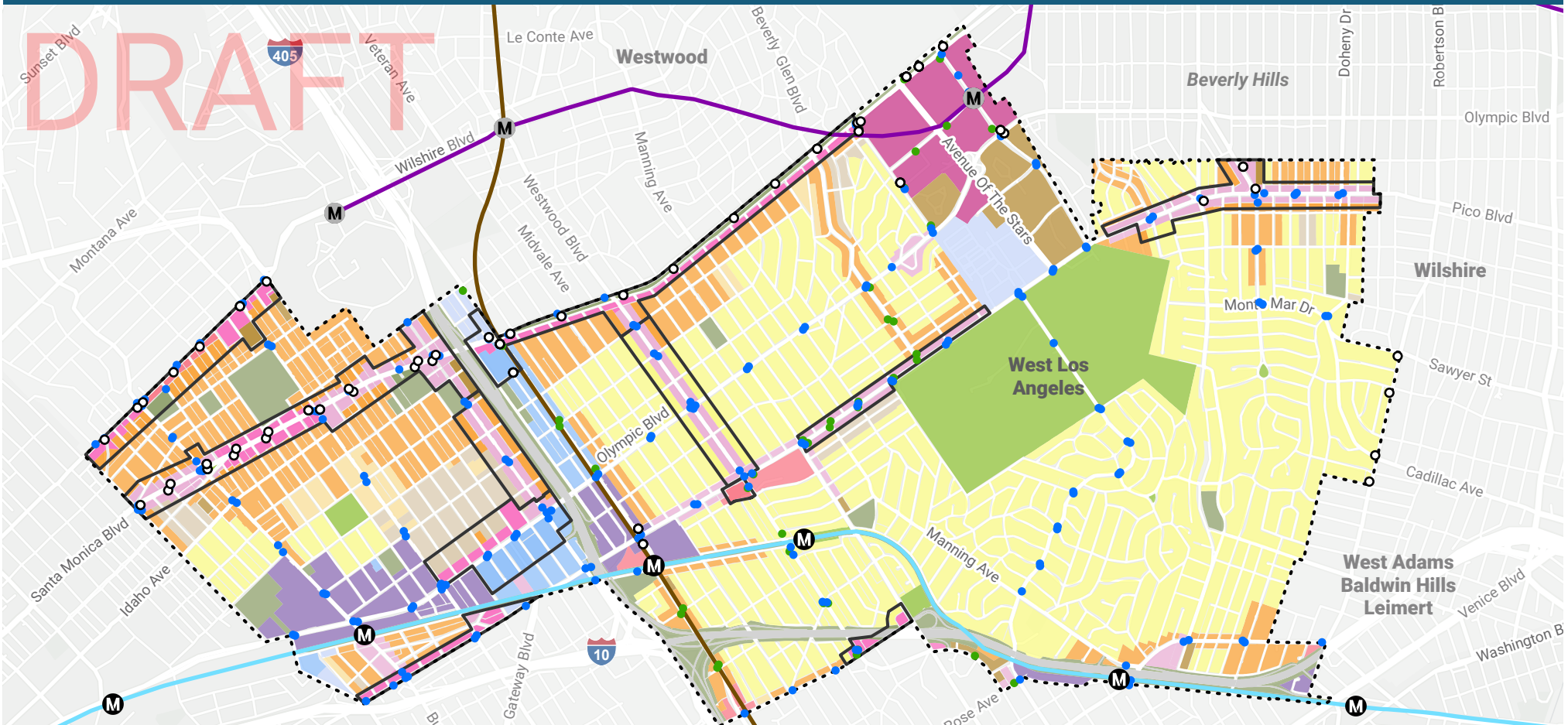


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West Los Angeles



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Existing GPLU

- | | | |
|-----------------------|--------------------------------|------------------------------------|
| Community Commercial | Low | Parking |
| General Commercial | Low Medium I | Public Facilities |
| High Medium | Low Medium II | Public Facilities - Freeways |
| Hybrid Industrial | Medium | Regional Center Commercial |
| Light Manufacturing | Neighborhood Commercial | Draft Proposed Commercial Subareas |
| Limited Industrial | Neighborhood Office Commercial | Community Plan Area Boundary |
| Limited Manufacturing | Open Space | |

Transit Stops

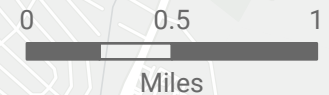
- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- Operational
- Proposed
- Under Construction

- E Line (Expo)
- D Line (Purple)
- Sepulveda Transit Corridor (Proposed)

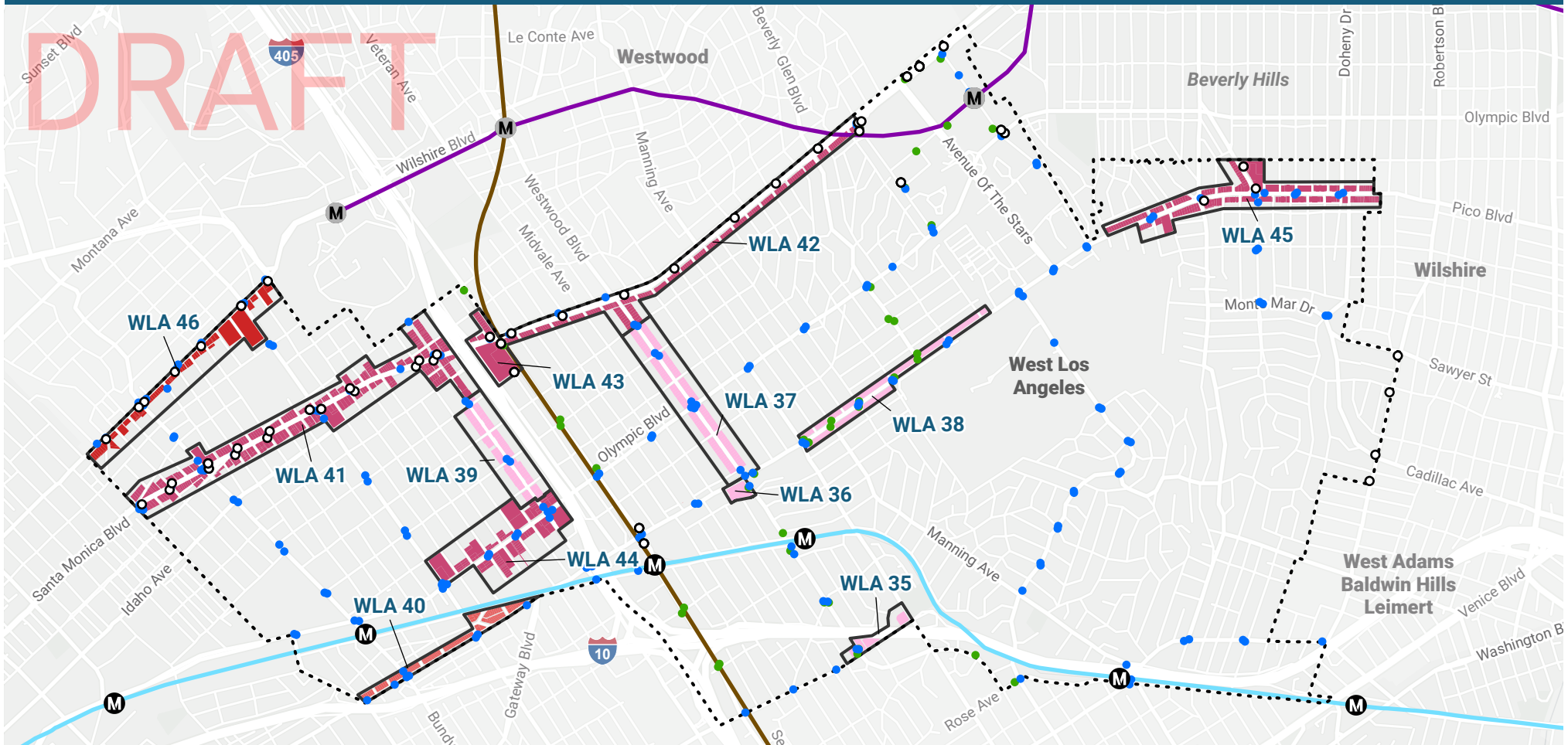
Culver City



West Los Angeles



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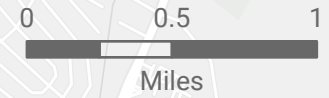


Proposed Commercial GPLU

- Regional Center
- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial Subareas

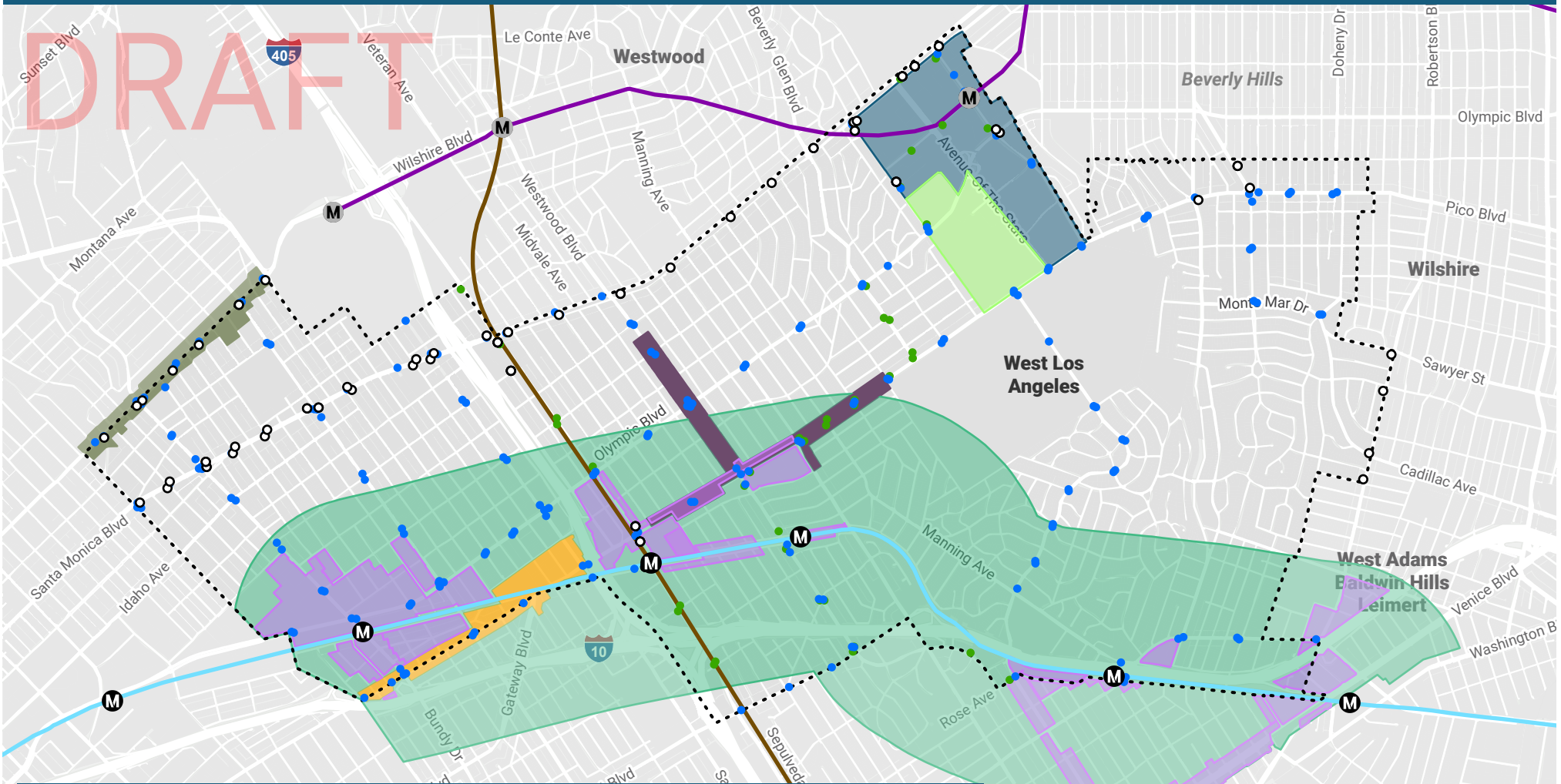
- Transit Stops**
- Metro
 - Big Blue Bus
 - Culver City Bus

- Metro Rail System**
- M Operational
 - M Proposed
 - M Under Construction
 - E Line (Expo)
 - D Line (Purple)
 - Sepulveda Transit Corridor (Proposed)



West Los Angeles

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Specific Plans and Community Design Overlay Districts

Specific Plans

- Century City North
- Century City South
- Exposition Corridor Transit Neighborhood Plan
- Expo TNP Subareas

Community Design Overlays

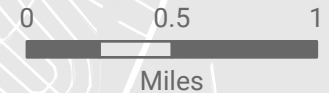
- West Pico Boulevard
- West Wilshire Boulevard
- Westwood - Pico Neighborhood Oriented District

Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Metro Rail System

- Operational
- Proposed
- Under Construction
- E Line (Expo)
- D Line (Purple)
- Sepulveda Transit Corridor (Proposed)



Venice



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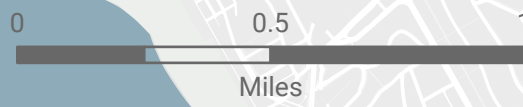


Existing GPLU

- Community Commercial
- General Commercial
- High Medium
- Limited Industrial
- Limited Manufacturing
- Low
- Low Medium I
- Low Medium II
- Medium
- Neighborhood Commercial
- Neighborhood Office Commercial
- Open Space
- Public Facilities
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

Transit Stops

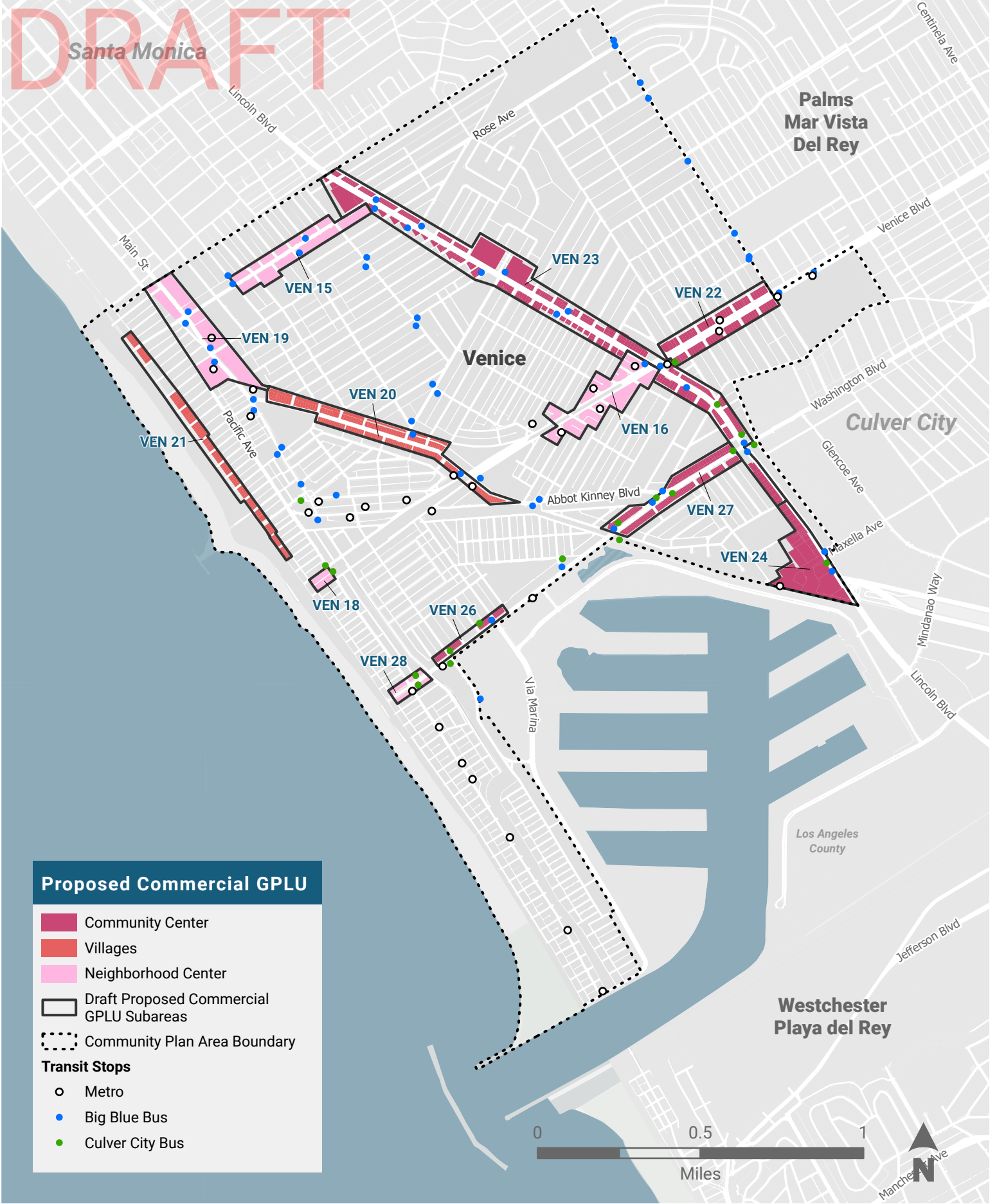
- Metro
- Big Blue Bus
- Culver City Bus



Venice



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Proposed Commercial GPLU

- Community Center
- Villages
- Neighborhood Center
- Draft Proposed Commercial GPLU Subareas
- Community Plan Area Boundary

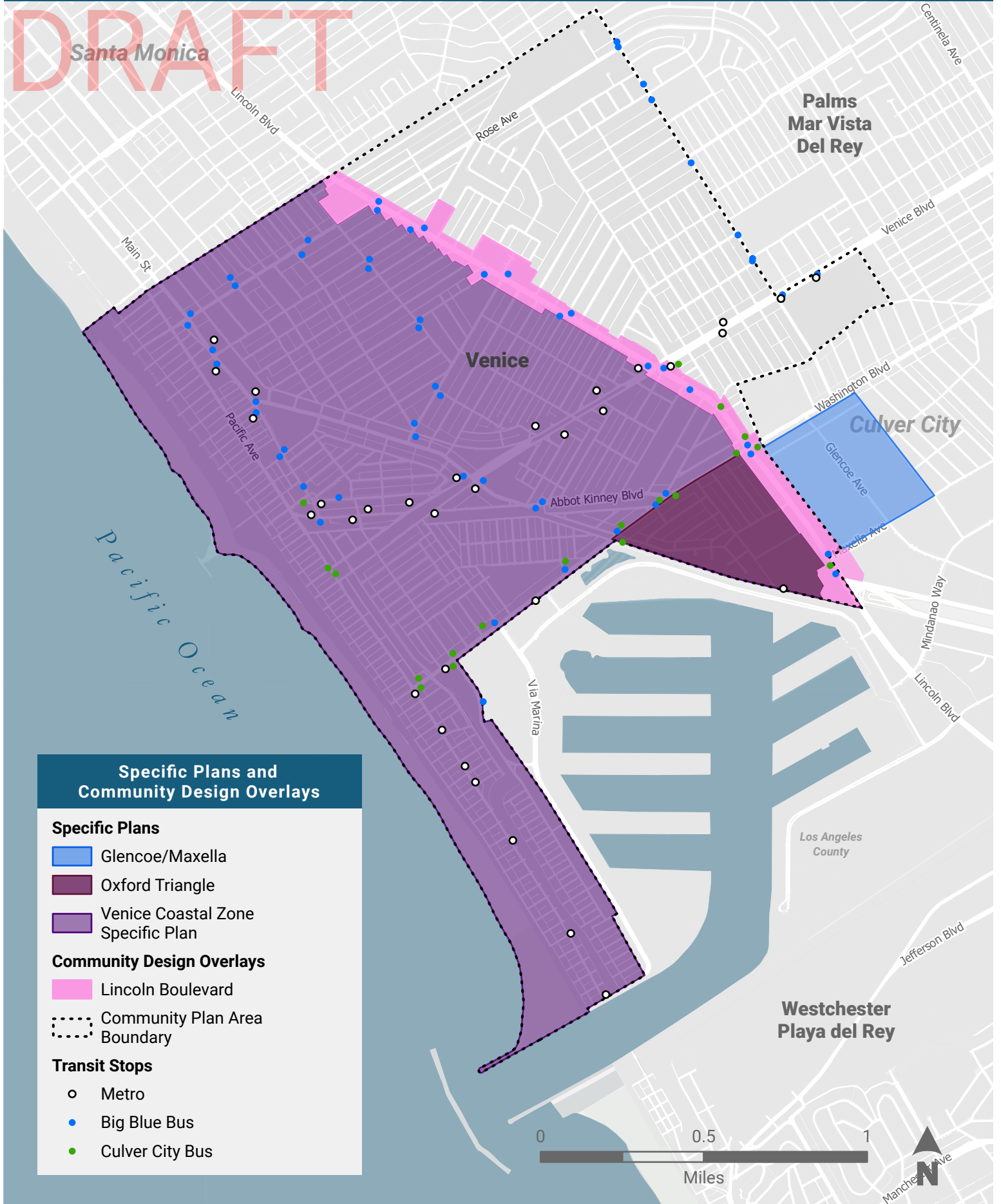
Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus

Venice



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Santa Monica

Palms
Mar Vista
Del Rey

Venice

Culver City

Pacific Ocean

Los Angeles
County

Westchester
Playa del Rey

Specific Plans and Community Design Overlays

Specific Plans

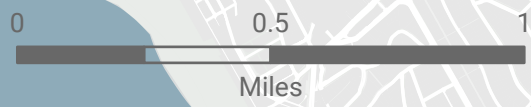
- Glencoe/Maxella
- Oxford Triangle
- Venice Coastal Zone
Specific Plan

Community Design Overlays

- Lincoln Boulevard
- Community Plan Area
Boundary

Transit Stops

- Metro
- Big Blue Bus
- Culver City Bus



PALMS- MAR VISTA-DEL REY Borrador propuesto del GPLU

FAR = Coeficiente de Utilización de Suelo

GPLU y subáreas propuestas	Base de densidad propuesta	Base de Altura propuesta (Plantas/Pies)	Bono de Altura propuesta (Plantas/Pies)	Base de FAR propuesto	Bono de FAR propuesto
Centro Vecinal Neighborhood Center					
PMVDR: 49, 50, 51, 52, 53, 54, 55, 56, 57, 58	8	3	5	1.5	3.0
Pueblos Villages					
PMVDR: 59, 60, 61, 62, 63, 63, 64, 65, 66, 67	4	3	8	1.5	5.0
Centro Comunitario Community Center					
PMVDR: 68, 69, 70, 73	4	6	8	3.5	5.0
PMVDR: 71, 72, 74	FA	7	15	4.5	6.0
Centro Regional Regional Center					
PMVDR: 75	FA	sin límites	sin límites	6.0	8.5

WESTCHESTER-PLAYA DEL REY Borrador propuesto del GPLU

FAR = Coeficiente de Utilización de Suelo

GPLU y subáreas propuestas	Base de densidad propuesta	Base de Altura propuesta (Plantas/Pies)	Bono de Altura propuesta (Plantas/Pies)	Base de FAR propuesto	Bono de FAR propuesto
Centro Vecinal Neighborhood Center					
WPDR: 11, 12, 13, 14, 15, 16	8	3	5	1.5	3
Centro Comunitario Community Center					
WPDR: 17, 18, 19, 20, 21, 23	4	5	8	1.5	5
WPDR: 22	3	7	15	4.5	6
Centro Regional Regional Center					
WPDR: 24	3	7	15	4.5	6
WPDR: 25, 26	FA	sin límites	sin límites	6	8.5

WEST LOS ANGELES Borrador propuesto del GPLU

FAR = Coeficiente de Utilización de Suelo

GPLU y subáreas propuestas	Base de densidad propuesta	Base de Altura propuesta (Plantas/Pies)	Bono de Altura propuesta (Plantas/Pies)	Base de FAR propuesto	Bono de FAR propuesto
Centro Vecinal Neighborhood Center					
WLA: 35, 36, 37, 38, 39	8	3	5	1.5	3.0
Pueblos Villages					
WLA: 40	4	3	8	1.5	5.0
Centro Comunitario Community Center					
WLA: 41, 42	4	6	8	3.5	5.0
WLA: 43, 44, 45	4	sin límites	sin límites	3.5	5.0
Centro Regional Regional Center					
WLA: 46	FA	sin límites	sin límites	6.0	8.5

VENICE Borrador propuesto del GPLU

FAR = Coeficiente de Utilización de Suelo

GPLU y subáreas propuestas	Base de densidad propuesta	Base de Altura propuesta (Plantas/Pies)	Bono de Altura propuesta (Plantas/Pies)	Base de FAR propuesto	Bono de FAR propuesto
Centro Vecinal Neighborhood Center					
VEN: 15, 16, 18, 19, 28	8	3	5	1.5	3
Pueblos Villages					
VEN: 20, 21	8	3	5	1.5	3
Centro Comunitario Community Center					
VEN: 22, 27	4	3	8	1.5	5
VEN: 23	4	6	8	3.5	8
VEN: 24, 26	FA	7	15	4.5	6

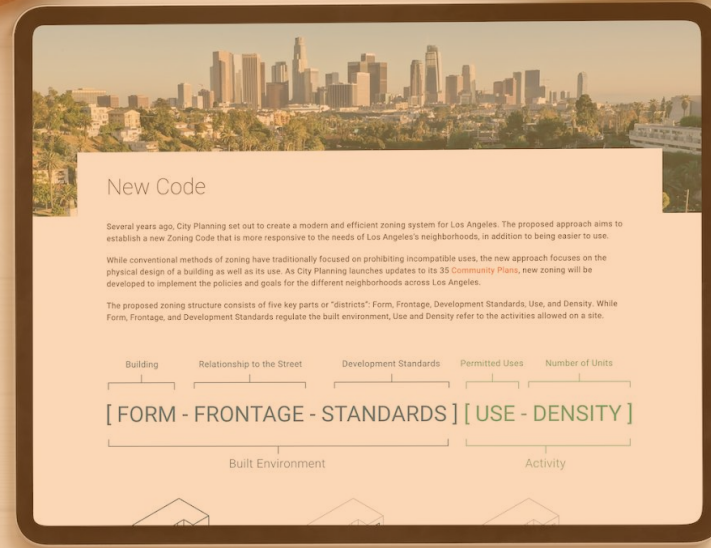
MAPAS COMERCIALES DEL GPLU

¿Qué nos gusta?

¿Qué se debe reconsiderar?

¿Otras Consideraciones?

Recursos adicionales



Borrador de estrategias de zonificación

Corredores y distritos de uso mixto

Actualización de los planes comunitarios de lado oeste

mayo 2023

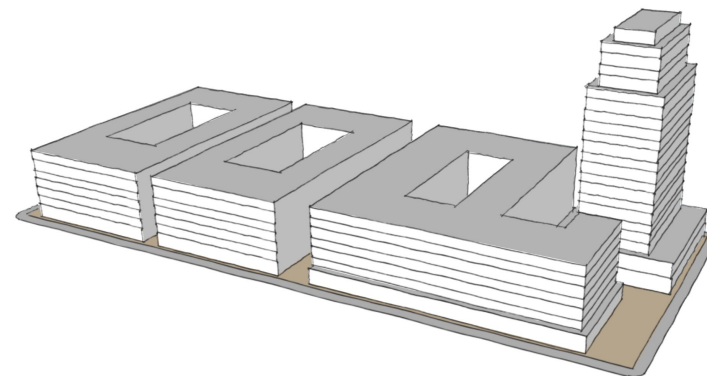
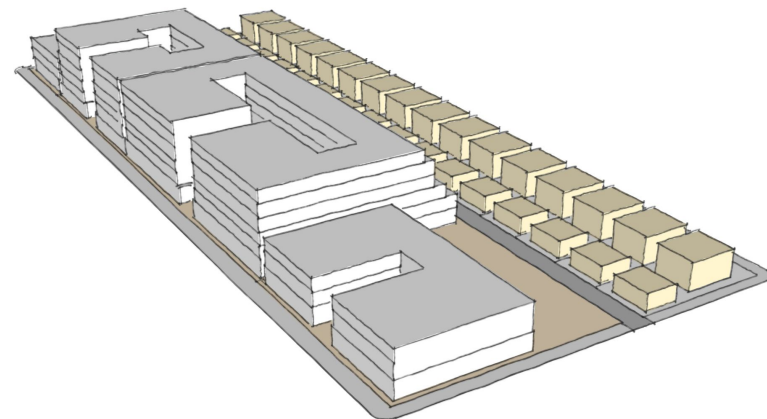
Intención y consideraciones

- Acomodar usos comerciales activos y viviendas en pisos superiores
- Controle la escala del edificio con múltiples rupturas de bloques
- Conexión de la propiedad a la calle servida por una planta baja activa
- Asegúrese de que el estacionamiento está ubicado detrás del frente de la calle
- Permitir una combinación diversa de tiendas, servicios y restaurantes para apoyar la vida del vecindario



Opciones de Distrito de Forma:

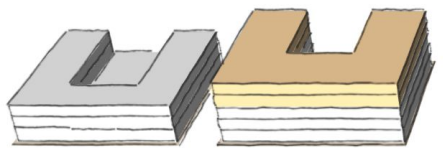
FORMA							
Base de FAR	1.5	1.5	3.5	3.5	4.5	6.0	8.5
Bono de FAR	3.00	5.0	5.0	5.0	6.0	8.5	10
Tamaño del lote	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf	1,000 sf
Ancho del lote, con calle	30'	30'	30'	30'	30'	30'	30'
Ancho del lote, con callejón	20'	20'	20'	20'	20'	20'	20'
Base de Altura	3 pisos	3 pisos	6 pisos	sin límite	7 stories	sin límite	sin límite
Bono de Altura	5 pisos	8 pisos	8 pisos	sin límite	15 stories	sin límite	sin límite
Base de ancho del edificio	140'	160'	160'	210'	210'	210'	210'
Bono de ancho del edificio	160'	210'	210'	280'	280'	280'	280'
Alineación de la calle principal	6'	6'	6'	6'	6'	6'	6'
Espacio para equipamiento al aire libre	15%	15%	15%	15%	15%	15%	15%



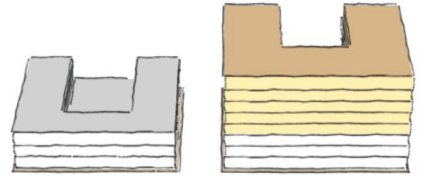
Opciones de FAR y altura:

FAR = coeficiente de utilización de suelo o Índice de construcción

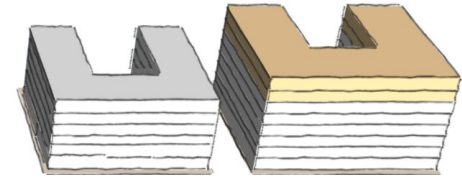
FORMA							
Base de FAR	1.5	1.5	3.5	3.5	4.5	6.0	8.5
Bono de FAR	3.00	5.0	5.0	5.0	6.0	8.5	10
Base de Altura	3 pisos	3 pisos	6 pisos	sin límite	7 stories	sin límites	sin límite
Bono de Altura	5 pisos	8 pisos	8 pisos	sin límite	15 stories	sin límites	sin límite



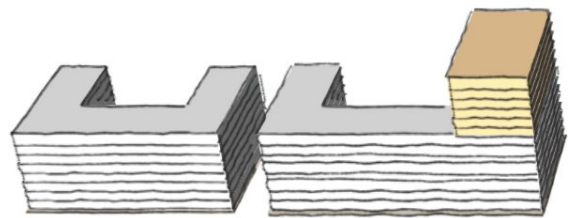
Base: 1.5 FAR, 3 pisos
Bono: 3.0 FAR, 5 pisos



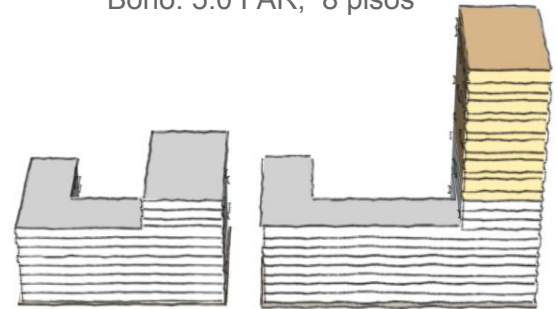
Base: 1.5 FAR, 3 pisos
Bono: 5.0 FAR, 8 pisos



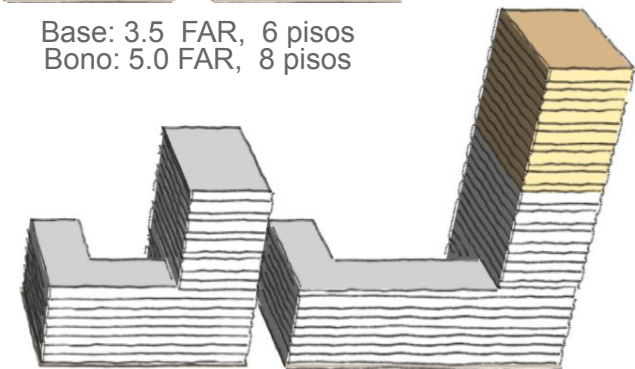
Base: 3.5 FAR, 6 pisos
Bono: 5.0 FAR, 8 pisos



Base: 4.5 FAR, sin límites de altura
Bono: 6.0 FAR, sin límites de altura



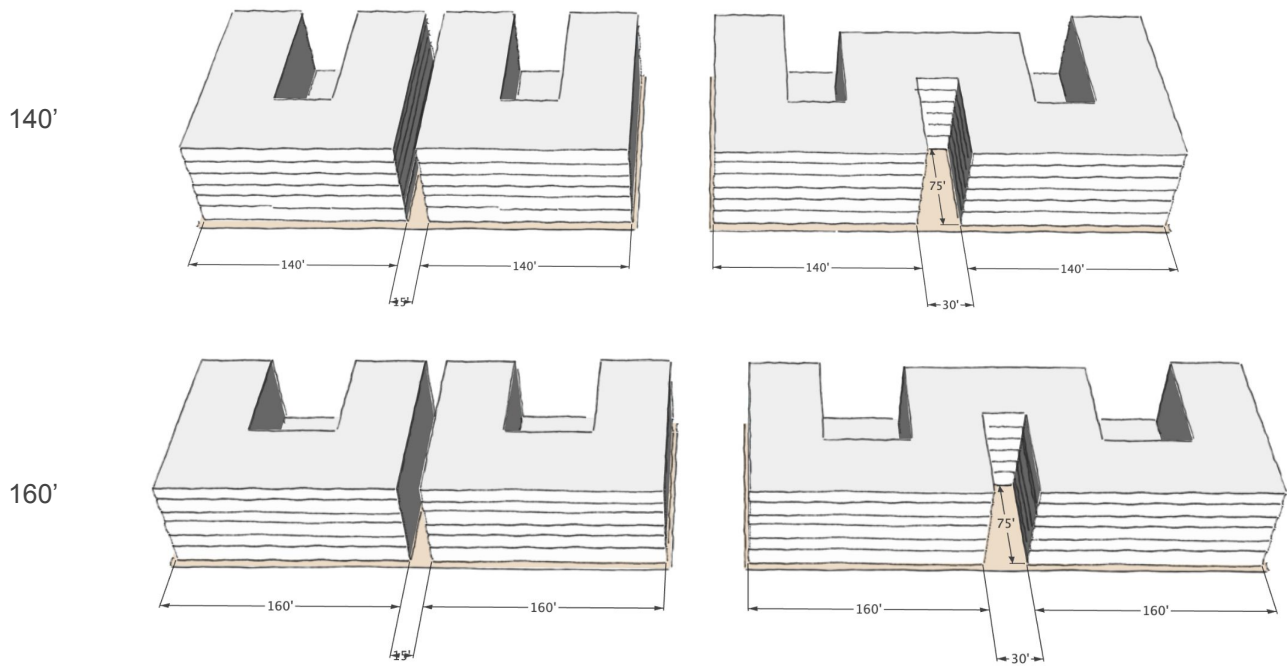
Base: 6.0 FAR, sin límites de altura
Bonus: 8.5 FAR, sin límites de altura



Base: 8.5 FAR, sin límites de altura
Bonus: 10 FAR, sin límites de altura

Opciones de ancho de construcción de edificio:

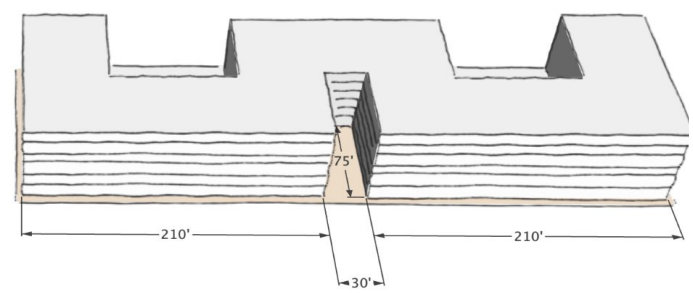
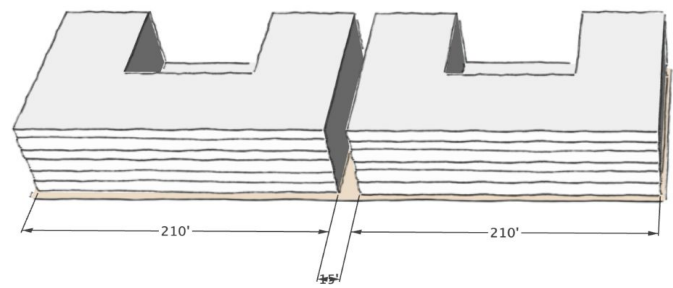
FORMA			
Base de ancho	140'	160'	210'
Bono de ancho	160'	210'	280'



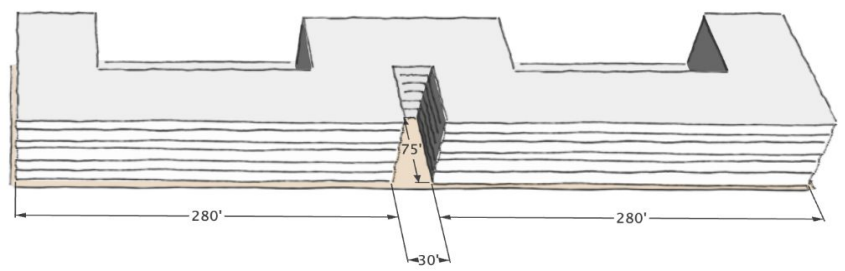
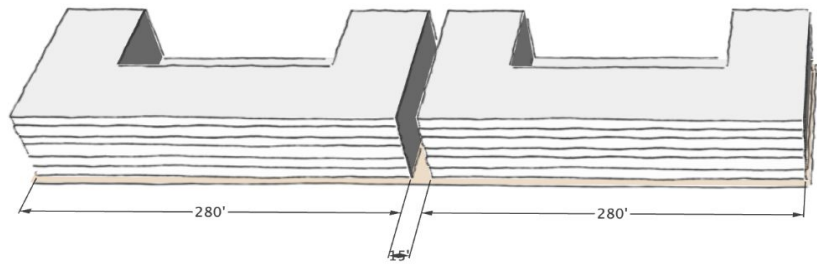
Opciones de ancho de construcción de edificio:

FORMA			
Base de ancho	140'	160'	210'
Bono de ancho	160'	210'	280'

210'

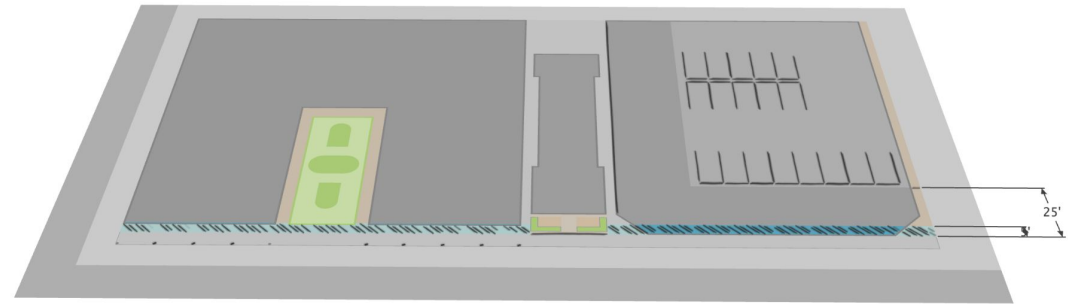


280'

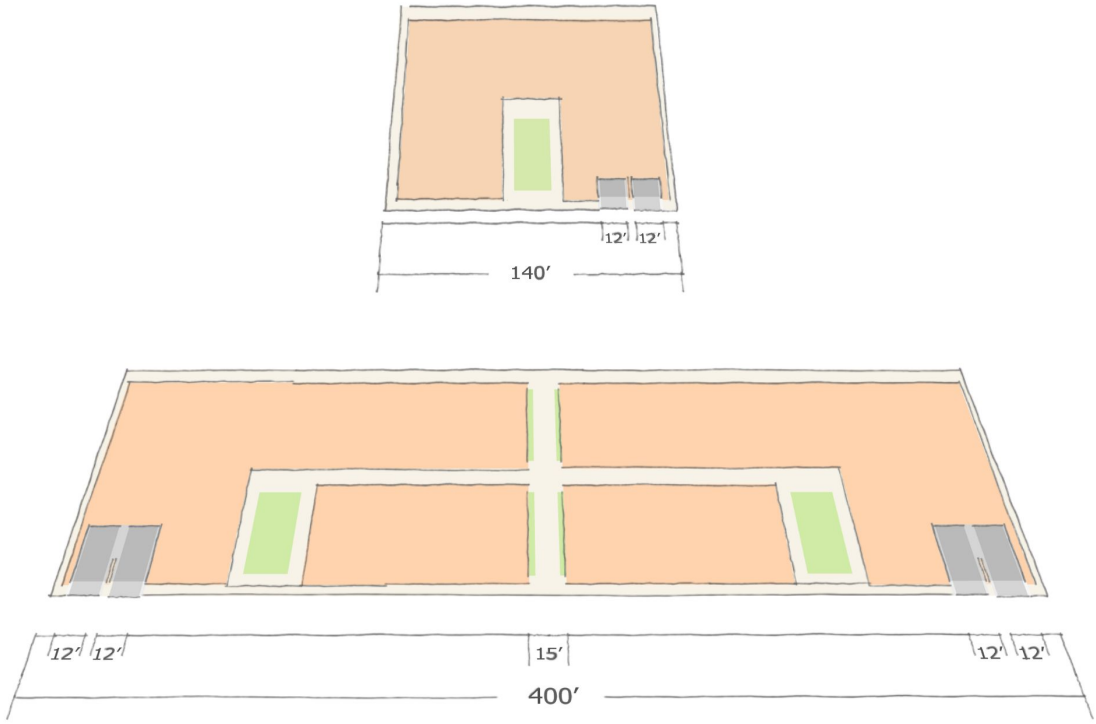


Opciones de fachada:

FACHADA	Frete de la tienda
Profundidad/ancho de construcción	5' / 80%
Alienación de estacionamiento	25'
Transparencia	70%
Espaciamento de entrada	50'
Características de la entrada	-Patio -bahía frente a la tienda -Puesto de mercado -Columnata
Altura de la planta baja	14'

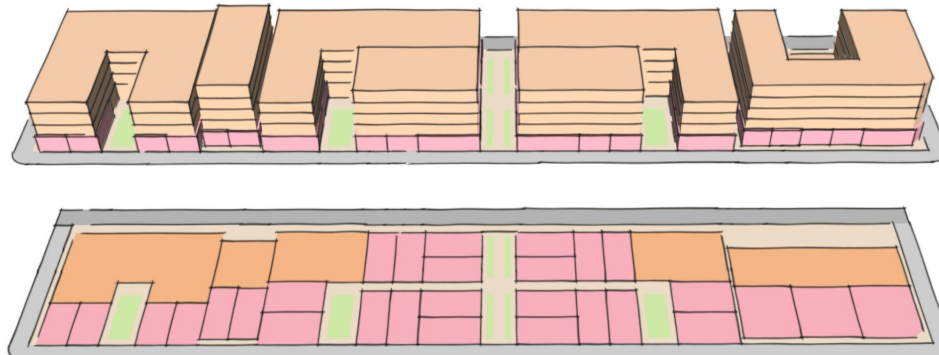


ESTÁNDARES DE DESARROLLO		1
Acceso peatonal		Directo
Pasaje para peatones		Requerido
Espaciamiento de los pasillos		350'
Acceso de vehículos		
Número de carriles de acceso de autos		
<i>Calle: de bulevar o avenida</i>		
0'-400' ancho del lote		2
> 400' ancho del lote		4
<i>Calle: Coleccionista o Local</i>		
0'-120' ancho del lote		1
121'- 400' ancho del lote		2
> 400' ancho del lote		4
<i>Alley</i>		sin límite
Ancho del carril de acceso		
Bulevar o Avenida (min/max)		9' / 12'
Colector o Local (min/max)		8' / 12'



Opciones de distritos de uso:

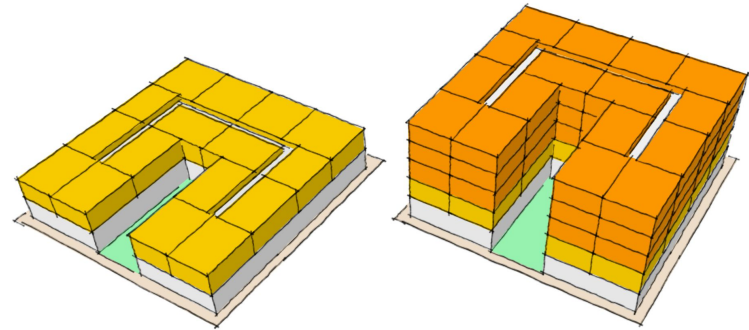
USO	Vecindario Comercial	Comercial comunitario	Centro Regional	Comercial de carretera
Uso primario	Comercio Activo (Tiendas y Restaurantes)	Active Commercial (Shops & Dining)	Active Commercial (Shops & Dining)	Commercial Services (Shops & Services)
Tamaño del inquilino de espacio comercial	10,000 sf (max)	50,000 sf (max)	<i>none</i>	<i>none</i>
Usos complementarios	Vivienda multifamiliar en planta alta Hoteles Lugares de entretenimiento locales Instalaciones comunitarias	Vivienda multifamiliar en planta alta Hoteles Lugares de entretenimiento locales Instalaciones comunitarias Hospital Talleres de producción	Vivienda multifamiliar en planta alta Hoteles Lugares de entretenimiento regionales Instalaciones comunitarias Hospital Talleres de producción Comercio minorista de gran formato	Servicios de automóviles ligeros Talleres de producción Comercio minorista de gran formato vivienda multifamiliar



- Comercio Activo
- Residencial en planta alta

Opciones de densidad:

DENSIDAD	Base correspondiente FAR	Tamaño promedio de la unidad	Bono correspondiente FAR	Tamaño promedio de la unidad
8	1.5	635 sf	3.0	847 sf
4	3.5	758 sf	5.0	768 sf
3 or FA	4.5	732 sf	6.0	729 sf
2 or FA	6.0	732 sf	8.5	730 sf
FA	8.5	923 sf	10.0	854 sf



Base de Densidad
 Bono de Densidad