

**PALMS-MAR VISTA-DEL REY
COMMUNITY PLAN UPDATE**

**Kick off Event
9.29.2018**

Discussion Summary

On September 29, 2018, the Los Angeles Department of City Planning held a Kick off Event for the Palms-Mar Vista-Del Rey Community Plan Update, a part of the Westside Community Plans Update program. This is a summary of the comments recorded at the Discussion Tables at that event. The complete Discussion Table Notes are also available on www.planningthewestside.org.

<i>Category</i>	<i>Community Comments</i>
<p>LIKES Location, climate, ease of mobility, greenery, plentiful recreation, and a strong sense of community were most commonly mentioned.</p>	<ul style="list-style-type: none"> ● Perfect weather ● Close to entertainment, beaches, and community services ● Easy to get around without a car ● Many community events, recreational activities, and shopping/dining options ● Strong sense of community in a generally diverse and tolerant setting ● Plenty of street trees and greenery ● Low-density, suburban feel
<p>CONCERNS Generally speaking, concerns were focused on the inability of daily needs to be met locally, a diminishing sense of community identity, unsatisfactory multimodal mobility infrastructure, insufficient government outreach and cooperation, and development.</p>	<ul style="list-style-type: none"> ● Keeping commercial space affordable for local small businesses ● Retail is disappearing, especially on major commercial corridors ● Lack of diversity in specific neighborhoods ● Not enough cooperation/interface between neighboring municipalities and communities ● Weak sense of community identity ● Traffic congestion on major streets and cut-through traffic in residential areas ● Pedestrian, bicycle, and public transit infrastructure is unsatisfactory ● Just because new developments are near transit, it doesn't mean new residents are using transit



	<ul style="list-style-type: none"> ● Development is destroying neighborhood character as it is inconsistent with the existing built environment ● Excessive street parking and too many parking requirements ● Daily needs cannot be met in certain neighborhoods ● Housing debate is too polarized ● Santa Monica Airport reduces air quality ● Insufficient government outreach before plans are approved
<p>HOUSING Housing conversations mostly focused on affordability, density, and type, in addition to homelessness.</p>	<ul style="list-style-type: none"> ● Mixed opinions on appropriate areas for housing development and levels of development ● Design compatibility and transitional heights ● Rent is too high ● Renters are not treated as equals when compared to homeowners ● Housing stock is too old ● Not enough high-density housing ● Mixed-use and public housing should be a priority ● Homelessness is increasing, especially near the 405 freeway and in open spaces/parks
<p>MOBILITY Comments focused on congestion, substandard bicycle and pedestrian infrastructure, inadequate public transit, and parking.</p>	<ul style="list-style-type: none"> ● Traffic congestion on major streets leads to some traffic spilling over into residential neighborhoods ● The area is too car-oriented ● Not enough local public transit options, making driving too appealing ● Residents are “trapped” in their neighborhoods during peak commute hours ● Difficult to leave the neighborhood without a car ● Metro is more expensive than driving in many cases, especially if you carpool ● Not enough north-south routes near Ballona Wetlands ● Sidewalks are in disrepair in many areas and are nonexistent in others ● Bike lanes are not clearly marked, have too many potholes, lack signals ● Cannot safely cross the Ballona Wetlands ● Expo Line is too slow, still faster to drive to Downtown ● Large companies don’t provide enough employee parking, leading to employees parking elsewhere



<p>SUGGESTIONS Mobility was a central theme here, followed by housing, the environment, and recreation.</p>	<ul style="list-style-type: none"> ● Road diets should be coupled with an improved public transit infrastructure to reduce congestion ● Create “main streets” or “neighborhood villages” where daily needs of residents can be met locally ● Add more community/recreation centers ● Set up a DASH route or some other type of local shuttle to connect Westside neighborhoods to Metro rail and job/neighborhood centers ● Make dedicated bus lanes on congested streets ● Establish a rapid transit system on Lincoln Boulevard ● Metro bus routes should have more frequent service ● Non-motorists should be consulted as a separate group by the Planning Department ● Construct pedestrian bridges over Ballona Creek ● Increase housing density near the Expo Line and build more multi-family units in general ● Protect Ballona Wetlands from further development ● Build more parks and add more street trees
<p>PLAN GOALS Increasing affordable housing, green spaces, and <i>(continued)</i> community spaces were mentioned frequently, with mobility, senior citizens, and diversity also being discussed.</p>	<ul style="list-style-type: none"> ● Need more green spaces, especially in areas that are becoming more dense ● Make open spaces on public school properties open to the public ● Add more dog parks ● Create more community gathering spaces and community events ● Make more accommodations for senior citizens ● Foster socioeconomically and racially diverse family-friendly communities ● Build more housing for all income levels, including workforce, affordable, and public housing ● Maintain neighborhood character ● Encourage “better” architecture ● Public transit, bicycles, and pedestrians should take priority over private vehicles ● The homelessness crisis should be more thoroughly addressed ● Address the unique needs of each neighborhood (for example, Palms has more renters and students than surrounding neighborhoods)
<p>FAVORITE PLACES Local commercial corridors were favored in many comments.</p>	<ul style="list-style-type: none"> ● Sawtelle Japantown ● Rose Avenue (east of Lincoln Boulevard) ● Lincoln Boulevard ● Abbot Kinney Boulevard ● Venice



<p>OPPORTUNITIES Opportunities for development, increased density, and added greenery were discussed.</p>	<ul style="list-style-type: none"> ● Parkways could be used to add more greenery to streets ● ADUs can be added to single-family lots ● Setback requirements could be eliminated to encourage higher density neighborhoods ● Venice Canals are an underutilized local asset ● Complete Streets guideline and Great Streets Initiative should be applied to more streets in the area ● Santa Monica Airport has unharnessed development potential ● Underperforming commercial spaces with large underutilized parking lots ● Development of multi-unit (2-3 bedroom) “family oriented” housing ● Development in north Mar Vista and near Exposition light rail
<p>MISSING AMENITIES The discussion largely concentrated on community services and gathering places.</p>	<ul style="list-style-type: none"> ● Neighborhood grocery stores ● Parks and open space ● Community gathering spaces ● Community and recreation centers

