

WEST LOS ANGELES COMMUNITY PLAN UPDATE

Kick off Event
10.25.2018

Discussion Summary

On October 25, 2018, the Los Angeles Department of City Planning held a Kick off Event for the West Los Angeles 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 Comments focused on the ability of people to live, work, and play here with ease of mobility, plenty of recreational activities, and a human-scale built environment.</p>	<ul style="list-style-type: none"> ● Safe ● Multimodal transportation, including bicycle, scooter, Metro, walking, etc. ● Bike paths and other active recreational opportunities ● Walkability and pedestrian friendliness ● Green spaces, open spaces, parks, and nature ● Unique local shops and restaurants ● Human-scale built environment ● Plenty of parking ● Single-family neighborhood character preserved by multi-family buildings resembling single-family homes ● Ability to live, work, and play here
<p>CONCERNS New development, poor multimodal transportation infrastructures, lack of retail diversity, and escalation of crime were mentioned in many comments as a cause for concern.</p>	<ul style="list-style-type: none"> ● Mansionization of single-family homes ● New zoning may lead to excessive development ● Existing infrastructure capacity is insufficient for current growth trends ● Increased density may lead to displacement ● Many new developments have a “cookie-cutter” look ● Developers have more sway in government than local residents ● Lack of new pedestrian-oriented development ● Poor bicycle/scooter and pedestrian infrastructure, especially to get to the Expo Line ● Streetscapes on major corridors are not green enough



	<ul style="list-style-type: none"> ● Small businesses are having their needs ignored ● Overconcentration of the same types of retail and commercial businesses ● Japanese heritage along Sawtelle is being lost ● Escalation of crime and homelessness ● Law enforcement response times are too slow ● Insufficient open space, parks, community gathering spaces
<p>HOUSING Increasingly older, unaffordable, denser, and non-family-friendly housing is worrisome, as is the increase in homelessness.</p>	<ul style="list-style-type: none"> ● Density increases along major corridors are best ● Current density thresholds are not being reached ● Housing stock is aging ● Lack of family-sized apartments, need more than studios and 1-bedroom apartments ● Mostly renters in this neighborhood ● Housing is unaffordable, especially due to high rents ● Homelessness is becoming more and more problematic and must be addressed ● More housing might stress aging infrastructure
<p>MOBILITY The discussion on mobility generally revolved around insufficient public transit, unsafe bicycle/scooter and pedestrian infrastructure, ideas to relieve traffic congestion, and parking.</p>	<ul style="list-style-type: none"> ● Not enough transit options to give up driving ● Transit plans need to address the needs of people of all ages and abilities ● Mass transit infrastructure needs to be improved ● Local transit options are needed between Westside communities, perhaps something like DASH ● Bicycle/scooter and pedestrian infrastructure should be improved simultaneously in order to maintain safety of all modes of transportation ● Parking requirements are causing more traffic ● Availability of parking at transit stations is controversial: should transit users be driving? ● Transportation options and incentives during the 1984 Olympics (carpools, staggered working hours, etc.) worked very well ● Freeway traffic at the 405/10 interchange is very congested ● Congestion needs to be improved to decrease cut-through traffic in residential neighborhoods ● Traffic is too fast in residential neighborhoods ● Traffic lights are not synchronized ● Not enough routes to cross the 405 and the 10 ● Parking in single-family neighborhoods is being occupied by residents of multi-family buildings



<p>SUGGESTIONS Many suggestions focused on ways to increase density without compromising the “single-family neighborhood” feel. Other suggestions were related to improving mobility and commercial corridors.</p>	<ul style="list-style-type: none"> ● Give homeowners incentives other than parking to build ADUs, such as a streamlined process ● Micro units, duplexes, and dense multi-family units in general could help increase affordability ● Townhomes in residential neighborhoods could increase density ● High-density developments should be located along major corridors, especially near transit ● Build more housing for the homeless, but allow community members to assist in selecting sites ● Expo Line should be grade-separated to reduce safety risks and traffic congestion ● Parking should be located off-site to encourage people to use transit ● Emulate density and mixed land uses along Sawtelle on other major corridors ● Create transitional heights between high-density and low-density zones ● Encourage better architecture in ways similar to the City of Santa Monica and the City of Pasadena ● Encourage more neighborhood-serving retail/commercial
<p>PLAN GOALS Comments called on the City to make goals more specific and to address the needs of diverse communities in regards to housing, mobility, and land use.</p>	<ul style="list-style-type: none"> ● Goals are too vague, rendering them difficult to execute ● Goals should address the needs of people of all incomes, ages, abilities, etc. ● All types of housing should be included, but care should be taken to avoid having different housing types adjacent to one another ● Traffic and congestion need to be addressed ● Public transportation prices should be lower in order to encourage more people to get off the roads ● Neighborhoods need to be more walkable ● Parking needs to be guaranteed ● Homeless shelters need to be built ● Industrial land uses should be more specific
<p>FAVORITE PLACES Commercial corridors/centers and recreational points of interest were most popular.</p>	<ul style="list-style-type: none"> ● Sawtelle Japantown ● Westside Pavillion ● Bike path along the Metro Expo line ● Rancho Park ● Anawalt



<p>OPPORTUNITIES Adaptive reuse of existing structures and the reimagination of major streets as pedestrian corridors were mostly discussed.</p>	<ul style="list-style-type: none"> ● Adaptive reuse of Westside Pavillion as a high-density mixed-use development ● Old animal shelter can be reimagined as a homeless housing facility ● Rooftops could become “yards” on smaller lots ● Remake dull corridors into pedestrian-oriented passages
<p>MISSING AMENITIES A variety of amenities were mentioned as “missing,” including certain public services, more transit-adjacent mixed-use developments, and aesthetically pleasing streetscapes.</p>	<ul style="list-style-type: none"> ● Homeless housing and services ● Sufficient public services such as law enforcement ● More commercial and mixed-use development along the Expo Line ● Public parking ● Good public schools ● Open space and parks ● Attractive multimodal streetscapes ● Aesthetically pleasing architecture

