

The Process of Developing a Plan

START



What Have We Heard?

Overall

- More neighborhood-serving commercial uses, such as grocery stores, are needed to decrease auto trips
- Uses that serve visitors and support cultural institutions, such as restaurants, hotels, entertainment, and cafes, would help encourage activity throughout the day and are desirable
- Density is generally appropriate in close proximity to the station but should taper down farther from the station along corridors, and transition to residential uses
- Buildings should be aesthetically pleasing and designed to enhance the pedestrian experience
- The area as a whole needs a stronger district identity, continuity of design, and sensitivity to historic character
- Both real and perceived safety and security of pedestrians, transit users, and bicyclists is of utmost importance at the stations and along corridors
- It is important to have adequate parking for new development and at the transit stations to minimize neighborhood impacts
- Outdoor open space, green space, and public art are community amenities and should be encouraged in new development through parklets, plazas, and outdoor dining areas

Housing & Mix of Uses

- There should be additional affordable housing included in any housing that is built
- Rent Stabilized housing units should be preserved
- There is a need for more restaurants and businesses with a vibrant street frontage
- Maintaining the neighborhood feel should be balanced with uses that attract users at different times of day
- Street-facing frontages of institutional/cultural uses should be more activated
- Explore ways to incentivize the creation/retention of small businesses
- Wilshire to the west of Fairfax is especially in need of new uses and vibrancy

Open Space

- Green spaces are important; should be required in new developments and towards the front of a site, not hidden (Wilshire/La Brea development is an example of a development where the green space is small and poorly located)
- There are some privately owned public spaces, but these are insufficient in terms of size, amount, and location on the site
- Public squares with seating, fountains, and active uses should be encouraged
- Plazas are especially useful for public gatherings such as farmers markets and other uses, such as entertainment

Mobility

- Existing system of pedestrian pathways in Carthay is well-regarded
- Sites and buildings should be permeable for walkers
- Would feel safer if there was more "vibrancy" - safety in numbers when there are other people walking or out on the street
- Trees, awnings, shade, and landscaping are nice aspects of a walk down the street that should be incentivized
- People will not get out of their cars until they have good alternative transportation options or reasons to do so

Design & Character

- The design of any new housing should be in keeping with the character of existing residential uses
- Of the north/south streets, La Brea may be better suited for additional density than Fairfax, but each can support some amount of additional activity
- More height is appropriate closer to stations, tapering to less height further away
- Designs should be sensitive to historic buildings
- Ground floors should have more transparency and lighting
- Walkways and paseos to break up new buildings are important