

West Hollywood Zoning Improvement Program (ZIP)

Phase I Engagement - Process & Findings

July, 2025

Prepared By



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1.0 - Introduction

The West Hollywood Zoning Improvement Program (ZIP) aims to expand housing opportunities throughout the City of West Hollywood by implementing zoning reforms that will increase capacity citywide, in line with the targets established within the Regional Housing Needs Allocation (RHNA). This effort will also enhance affordability citywide through expanding incentives for deed-restricted affordable units and adopting zoning changes that encourage the development of more attainable housing options. Zoning changes have the potential to enhance access to community amenities, including transit, and will take into consideration opportunities created by the proposed Metro K-line extension.

Community perspectives are critical throughout this process. Input received during Phase I of the engagement process identifies many of the challenges and opportunities within the existing housing ecosystem in West Hollywood, which ZIP will respond to and provides a richer understanding of neighborhoods throughout the city. This community feedback complements other data analysis conducted in the Analysis phase of the project.

Engagement completed during Phase I was also intended to be both informative and educational. There is strong interest within the community in being kept abreast of how the city is addressing critical housing needs and policy changes that may impact their neighborhoods. Engagement provides a window into some of the challenges the city faces in addressing housing needs and how the city is approaching these issues through policy and programs. Through the community engagement process, community members became more informed about how zoning works and became more familiar with the Housing Element and RHNA process, empowering them to offer feedback and contribute to decision-making.

2.0 - Process & Timeline

The engagement approach was designed to ensure that all community members were provided with accessible options to participate. This involved holding both in-person and online events, and offering asynchronous options to participate through the project website on Engage WeHo. In all aspects of the engagement process, information was designed to be highly accessible and not assume prior knowledge of zoning.

The timeline below provides a summary of all the events that occurred throughout the Phase I engagement. In addition to the community workshops held in March which were open to the public, some additional stakeholder meetings were held in April and May to engage harder-to-reach populations and groups more directly impacted by the plan, including low-income, elderly, and disabled residents, organizations engaged in affordable housing work, and advocacy groups.

Date	Event
February 3, 2025	Engage WeHo Website Launch
February 20, 2025	Mailers Sent Out with Project Website & Community Events Details
March 5, 2025	In-Person Community Workshop at Plummer Park Community Center
March 11, 2025	Online Community Workshop
April 15, 2025	Tabling at Wellness Center Clinic
April 23, 2025	Presentation to the Older Adults Advisory Board
April 23, 2025	Presentation to the Disabilities Advisory Board
May 6, 2025	Tabling at Seeds of Hope Food Distribution
May 8, 2025	Tabling at Annual Older Adult Health Fair
May 8, 2025	Presentation to the Rent Stabilization Commission
May 13, 2025	Tabling/Workshop Hybrid at Menorah Terrace with Menorah Housing
May 13, 2025	Focus Group Workshop with West Hollywood Community Housing Corporation
June 3, 2025	Engage WeHo Phase I Online Surveys Closed

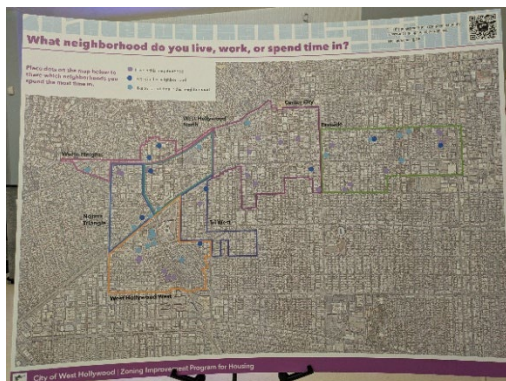
March Community Workshops

In March, two community workshops were held to introduce community members to the project and solicit feedback. The materials for those workshops focused on how zoning informs patterns of development, the housing element process and RHNA targets for new housing production, and tradeoffs relating to different housing typologies and approaches to adding density throughout the city. Through interactive exercises and discussions with project staff, community members had the opportunity to provide feedback on preferences for approaches to increasing housing production, areas with the most potential for new development, and desired levels of density and building heights throughout the city and surrounding new transit stations.

At the in-person event, community members had the opportunity to circulate and review materials on printed engagement boards. Each board was staffed with members of the ZIP project team and WeHo CDD staff who were available to answer questions and receive comments from attendees. This was followed by a brief presentation by the West Hollywood Long-Range Planning team that introduced the project goals and schedule, and then a series of activities within smaller break-out groups.

The online event followed a similar format, with a presentation that introduced the project and included some of the content that was shared on boards during the in-person event, followed by interactive activities within smaller Zoom break-out groups. Within the break-out groups, participants went through similar interactive exercises using the Miro platform to collect feedback. Project staff provided support with documenting all comments on Miro, recognizing that the platform may be unfamiliar and harder to navigate for some community members.

Exports of all board content and activities are included within the Appendix of this document.



3.0 - What We Heard

3.1 FEEDBACK FROM ONLINE & IN-PERSON COMMUNITY EVENTS

Exercises 1 & 2 - Opportunities for Density

During the break-out group portion of both the in-person and online community workshops held in early March, participants were given the following prompt:

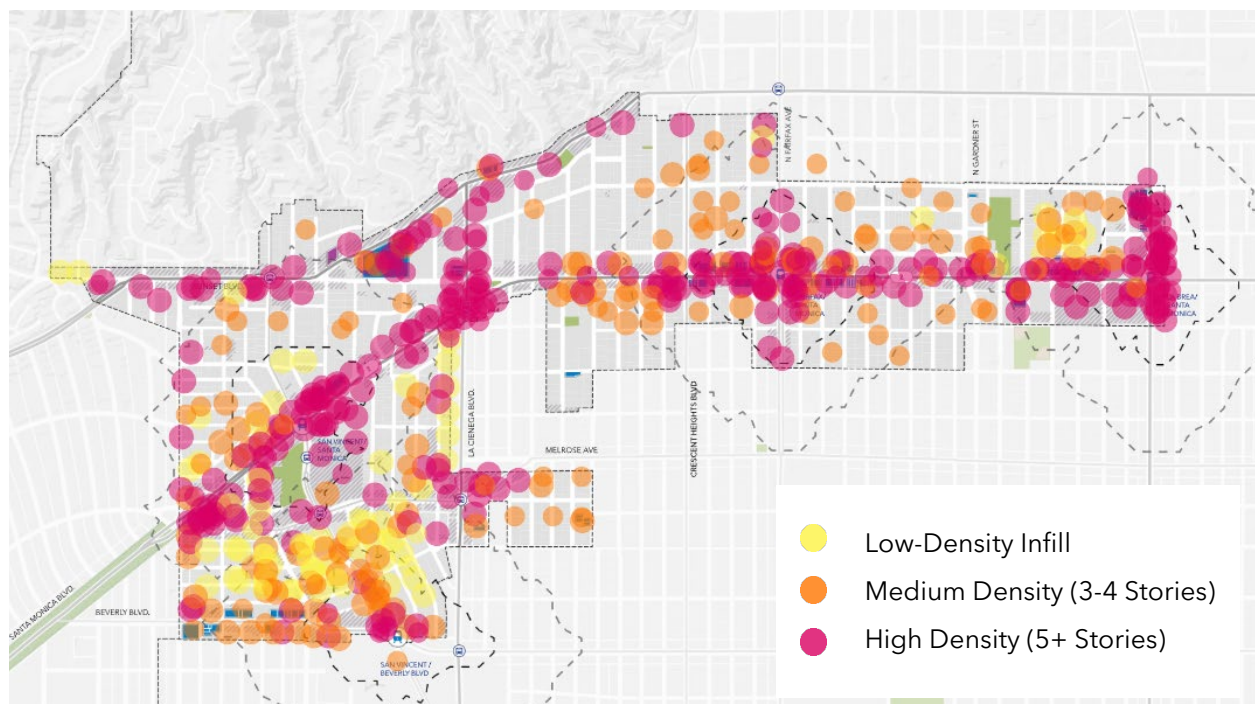
"Where do you see the most opportunity to develop new housing units within the city? What forms of housing development do you envision in these areas?"

Participants were given dot stickers that they could place on a map to indicate their preferences for low-, medium-, and high-density development in areas throughout the city. This exercise prompted discussion around the potential for new housing in areas throughout the city, as well as concerns relating to the impact of future development.

The image below captures the consolidated results from both the in-person and online events. As reflected in this data and notes from these discussions, there was strong consensus around encouraging high-density development with five or more stories along commercial corridors and in the areas surrounding the future K-line stations. This included much of Santa Monica Boulevard, Sunset Boulevard, La Brea Avenue, the intersection of Melrose and La Cienega Boulevard, and the portion of La Cienega Boulevard north of Santa Monica Boulevard.

zzzzzzzzThe areas for medium-density, three to four story development were more dispersed throughout the city and included both existing R3 and R4 zones, as well as many of the existing R1 zones. Community perspectives regarding the level of density that would be appropriate in existing R1

Figure 1. **Community Exercise 1 - Priority areas for densification (In-Person and Online Event Results)**



zones was highly divided – many community members expressed concern with the impacts that new development would have on the character of these neighborhoods. On the opposite side of this divide, there were also community members who identified R1 zones as opportunities for medium and even high-density development, expressing a desire that future development be more equitably distributed throughout the city.

Exercise 2 was intended to build on the discussion from the first exercise, looking at density within the context of the 2029 Regional Housing Needs Allocation targets for housing production. The exercise was also educational in the sense that it helped participants understand tradeoffs and the relative footprints of housing typologies of different scales. Participants were given printed pieces, scaled in relation to the larger city map that reflected the number of units that could be built if a housing typology were applied to a full city block.

With these tradeoffs in mind, participants were prompted to give feedback on their preferences for different forms of housing development and where these typologies should be located throughout the city, and to discuss what strategies would be needed to achieve the RHNA targets.

While the discussion around priority areas for density was generally consistent, there were a few additional comments regarding preferences around housing typologies. In both in-person and online engagement, there were comments regarding a desire for more affordable homeownership opportunities. Some community members proposed townhomes as a potential approach to increasing density in existing lower-density neighborhoods. There were also some comments around the potential to integrate taller residential buildings along commercial corridors, specifically in proximity to transit stations, so long as they were sensitively integrated with surrounding residential neighborhoods. Some community members also expressed concerns with the potential impacts of Builder’s Remedy projects and were supportive of zoning changes that more proactively work towards meeting RHNA requirements.

Exercises 3 – Transit-Oriented Development

Exercise three asked community members to share preferences for building heights in the area directly surrounding and within a 5-minute walkshed of proposed K-Line stations. Due to time limitations, very few groups completed this exercise; however, general sentiment around density surrounding new transit stations was addressed in all groups.

Of the few responses received, there was the most support for high density, high-rise development in the area surrounding the proposed La Brea / Santa Monica station, with all participants indicating that 9+ story buildings should be allowed in the area directly surrounding the station (consistent with existing zoning in areas covered by the mixed-use incentive overlay). There was also support for relatively dense development surrounding other transit stations, with all responses indicating support for at least 5-6 story buildings in these areas. Some participants suggested that the San Vicente / Santa Monica and San Vicente / Beverley Blvd stations could be an opportunity for increased densification, given relatively low existing densities.

Exercises 4 – Neighborhood Equity

In Exercise 4, groups were presented with a map of existing residential densities by neighborhood and prompted to discuss how equity should be incorporated within the zoning update, and to share any concerns relating to the impacts of the plan, such as the potential for displacement. Many community

members expressed concerns about how future redevelopment might impact existing naturally occurring affordable housing. Some comments noted that certain neighborhoods, such as East WeHo, have already been heavily impacted by development and may be impacted by displacement pressures. There were also comments regarding different experiences with displacement for renters versus homeowners, with homeowners being less at risk of displacement. In this regard, one question that came up during the discussion is how redevelopment might impact homeownership opportunities if single-family homes are redeveloped as rental units. One proposed approach to addressing equity through the zoning update was using objective measures, such as opportunity indexes, to inform the rezoning strategy.

3.2 SURVEY FINDINGS

The following summarizes responses to surveys that were administered through the project website on Engage WeHo, as well as during smaller stakeholder meetings in April and May.

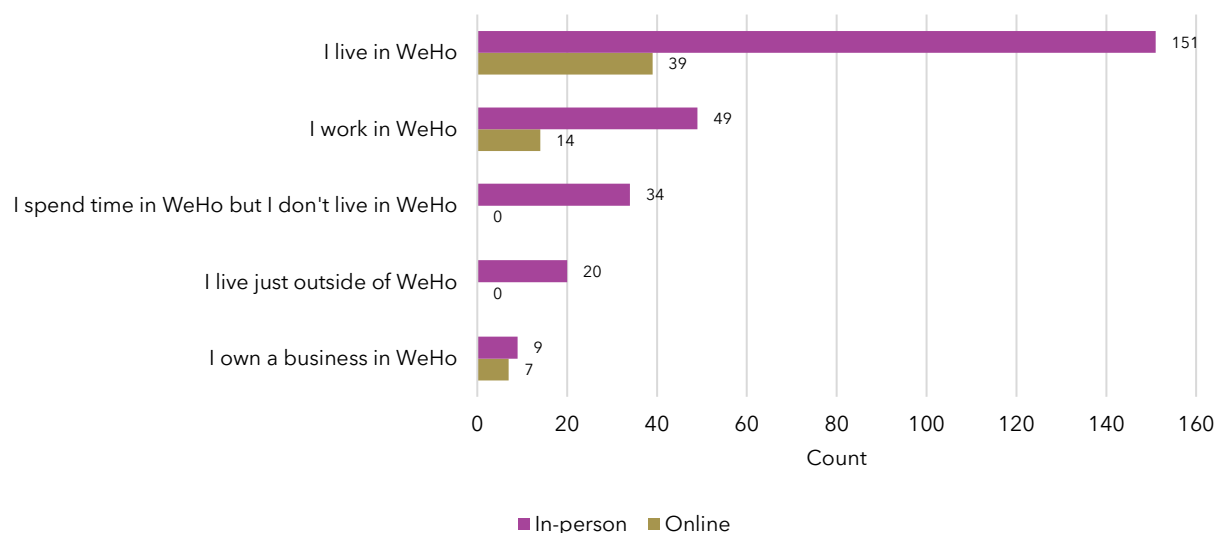
Participation

The in-person survey received **221** responses. 149 responses (67%) were in English, and 72 responses (33%) were in Russian, then translated into English. The in-person survey asked questions on neighborhood perspectives and housing needs and preferences.

The online survey received a total of **44** responses. The average year of birth of online survey respondents was 1972 [n=37]. 28 survey respondents (82%) identified as male, and 6 identified as female (18%) [n=34]. The online survey had three components: an opportunity map, questions on neighborhood perspectives, and questions on housing needs and preferences. The opportunity map had the highest levels of participation relative to the neighborhood perspectives and housing needs sections.

Most survey respondents across in-person and online surveys live in WeHo, as well as work in WeHo.

Figure 2. **In-person and online responses to the question “Do you live in, work in, or visit West Hollywood?”** [In-person: n=213, Online: n=39]



Note: Most survey questions asked respondents to rank answer options by order of priority. However, many in-person survey respondents did not rank options but rather selected answer options by applicability. Thus, some visualizations for in-person survey respondents include two summary charts, reflecting the two response types.

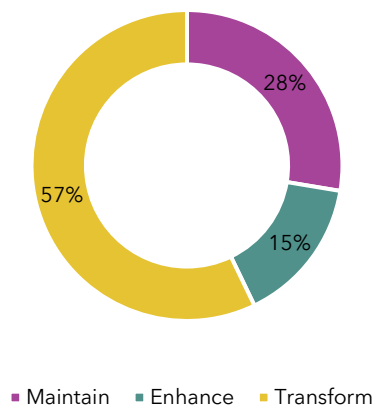
Survey Question: What areas should be prioritized for housing development?

Online survey opportunity map

Online survey participants were invited to place markers on a map on the website indicating areas to maintain, enhance, or transform. There were 105 map markers from 44 unique contributors:

- **Maintain [n=29].** Areas that are largely built out or contain more sensitive uses, such as rent-stabilized housing or historically significant buildings. (e.g. *an area with existing affordable housing or historically significant buildings*)
- **Enhance [n=16].** Areas with potential to further develop to add additional housing and strengthen existing community uses. (e.g. *adding additional housing to an existing residential area*)
- **Transform [n=60].** Areas that should be considered for new land use and development strategies. (e.g. *redevelopment of underutilized commercial sites as new mixed-use housing*)

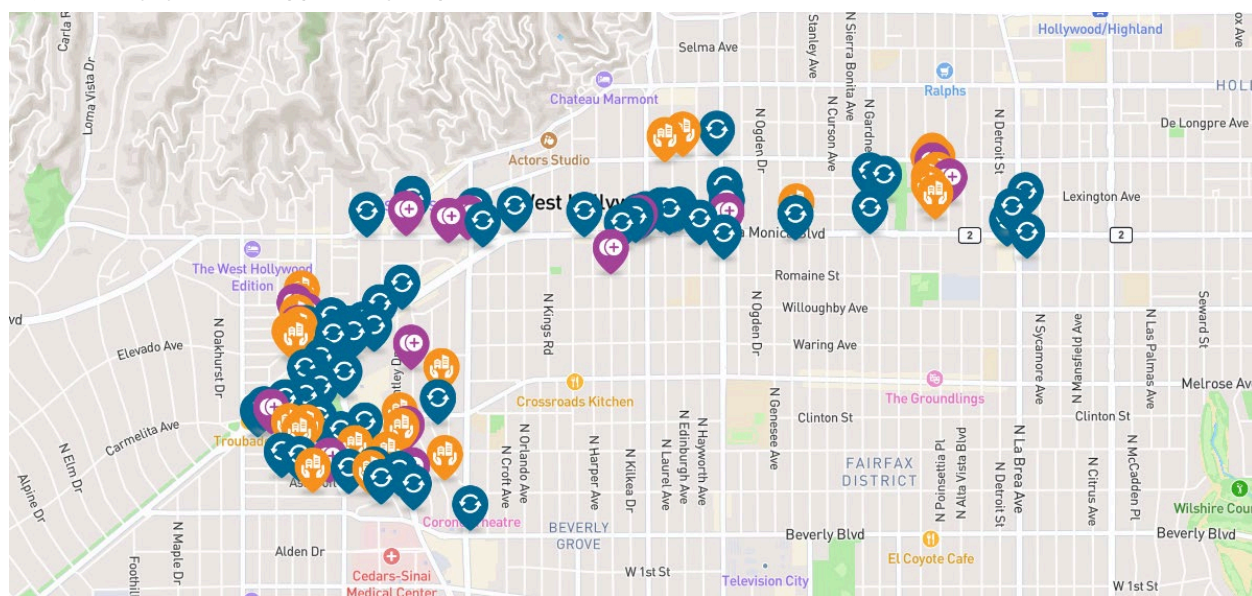
Figure 3. **Distribution of online opportunity map marker categories [n=105]**



Consistent with the feedback from the in-person and online workshops in March, many of the map comments supported enhancing and transforming areas along commercial corridors. This included some comments supporting high-rise (30+ story) development in areas surrounding transit stations.

Many respondents placed markers within the West Hollywood West neighborhood. This included many comments expressing a desire to maintain the lower densities and historic character of residential neighborhoods in this area. Some comments included concerns that where development has occurred in this neighborhood, the scale of buildings feels too large and inconsistent with surrounding development. There were also comments proposing concentrating development along corridors to reduce impacts on these neighborhoods. In contrast, there were also several comments calling for increased density in this area, given the proximity to transit and amenities. Similar to the dynamic within West Hollywood West, there were many comments advocating to preserve low densities within the R1 zone east of Plummer Park, noting the historic character of this neighborhood, along with a few dissenting comments advocating for increased density in this area.

Figure 4. **Engage WeHo Opportunity Map**



Survey Question: What types of housing are most needed in West Hollywood?

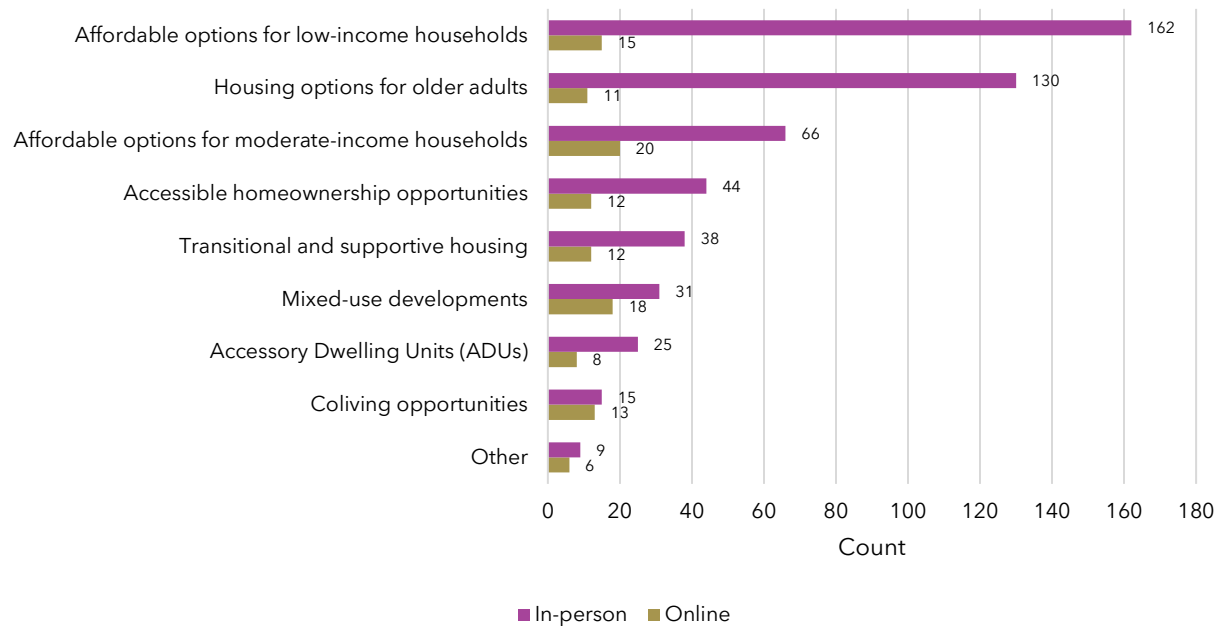
Housing options

In-person survey respondents identified affordable options for low-income households (162), housing options for older adults (130), and affordable options for moderate-income households (66) as the top housing options of which West Hollywood needs more. Less critical housing options included mixed-use developments (31), accessory dwelling units (25), and coliving opportunities (15).

Online survey respondents also identified affordable options for moderate-income households (20), affordable options for low-income households (15) as top housing options. Mixed-use

developments (18) were also frequently selected. Less critical housing options included transitional and supportive housing (12), housing options for older adults (11), and accessory dwelling units (8).

Figure 5. **In-person and online survey responses to the question “West Hollywood needs more...”** [In-person: n=216, Online: n=25]



Unit types

Survey respondents were prompted to identify which types of housing units are needed in WeHo, across studio units, suitable for individuals or couples; 1-bedroom units, suitable for individuals or couples; 2-bedroom units, suitable for small households; and units with 3 or more bedrooms, suitable for households with children or roommates.

Among in-person respondents who ranked their choices in order of priority (with 1 being the highest priority option), 1-bedroom units had the highest priority average ranking (1.9) compared to the other unit options. Among in-person respondents who selected applicable unit options, 1-bedroom units had the highest count of responses (99). Similarly, among online survey respondents, 1-bedroom units had the highest priority average ranking (1.8) compared to other unit options

Figure 6. In-person responses to the question “There is a need for more units that are...” - respondents who ranked in order of priority [n=53]

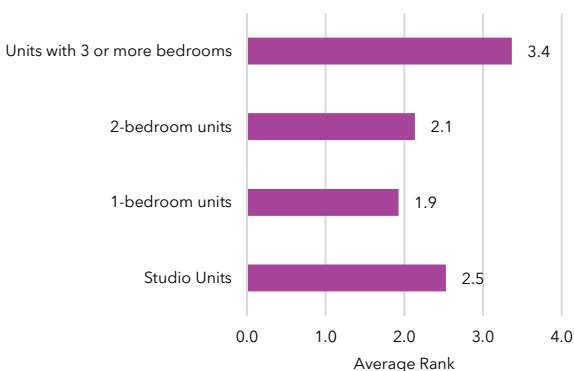


Figure 7. In-person responses to the question “There is a need for more units that are...” - respondents who selected by applicability [n=163]

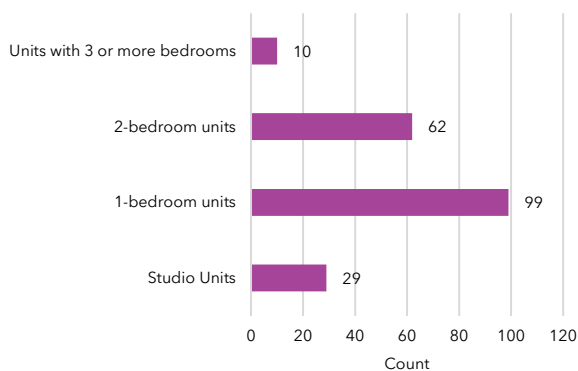
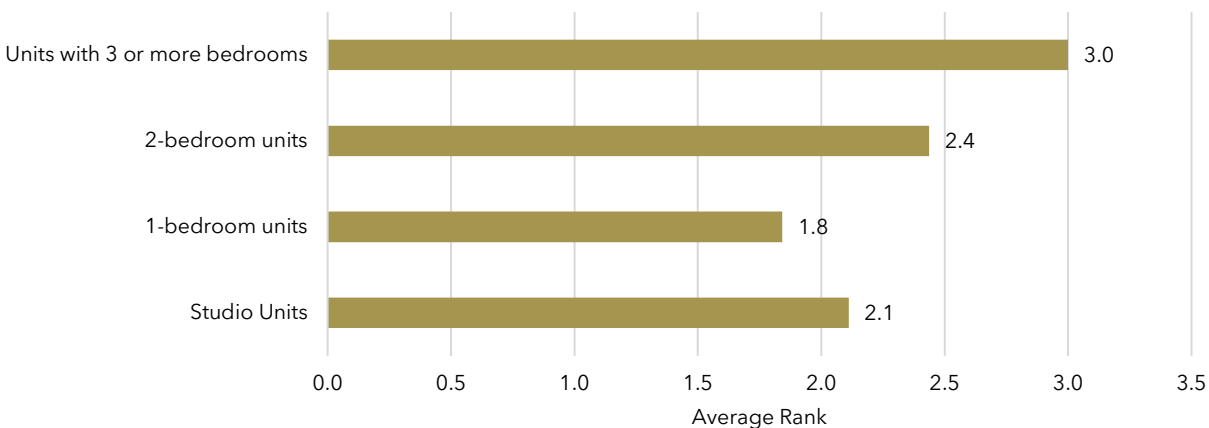


Figure 8. Online survey responses to the question “There is a need for more units that are...” [n=20]



Factors influencing housing considerations

Survey respondents ranked the factors they identify as most important in considering housing options. Factors included access to transit; access to neighborhood amenities, such as shopping or restaurants; availability of parking; shared open space; proximity to parks; building amenities such as a fitness center; and private open space.

Among in-person respondents who ranked their choices in order of priority (**with 1 being the highest priority option**), access to transit (2.8), access to neighborhood amenities (2.9), and availability of parking (3.5) had the highest average ranks compared to others. These factors were also most frequently noted as important among in-person respondents who selected applicable factors.

Online survey respondents had the same 3 most important factors with the highest average rankings: access to neighborhood amenities (1.3), access to transit (3), and availability of parking (3.75).

Figure 9. In-person responses to the question "When considering housing options, what factors are most important?" - respondents who ranked in order of priority [n=59] *Note: Lower average ranking = higher priority

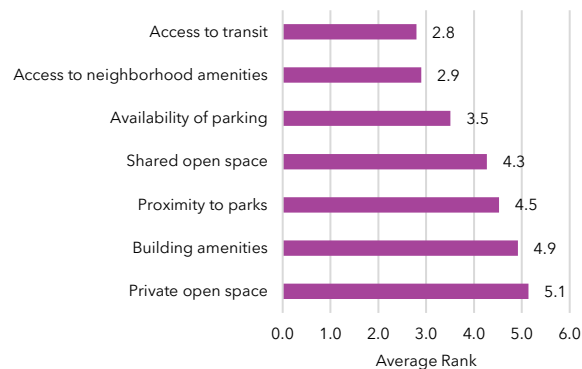


Figure 10. In-person responses to the question "When considering housing options, what factors are most important?" - respondents who selected by applicability [n=150] *Note: Larger counts denote categories with more responses (higher priority)

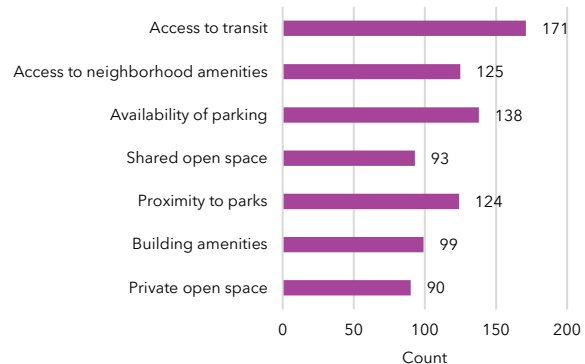
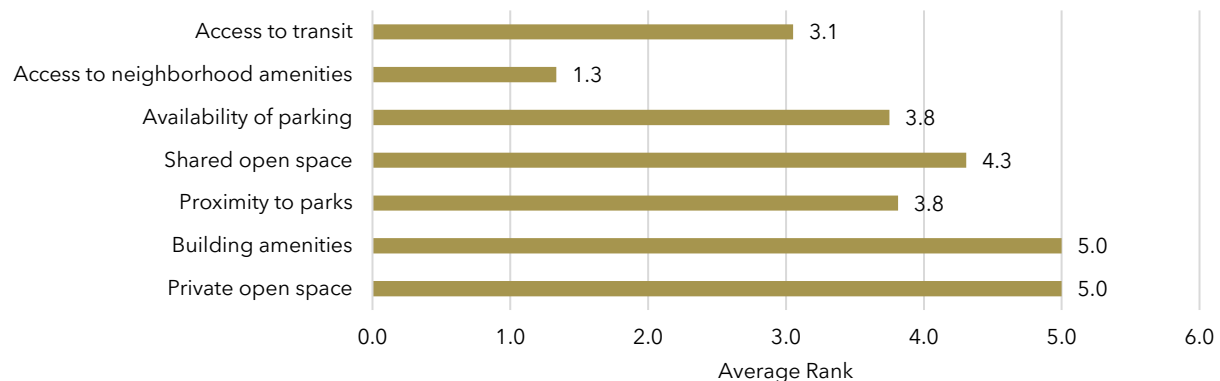


Figure 11. Online survey responses to the question "When considering housing options, what factors are most important?" [n=22] *Note: Lower average ranking = higher priority



Building types of interest

In-person and online survey respondents indicated the building options they would be most interested in living in, including small scale (2-4 unit apartment or condo); medium (5-20 unit multifamily); and large scale (20+ unit multifamily).

In-person survey respondents ranked medium-scale buildings the highest on average (2.2, with 1 being the highest priority option) or listed medium-scale buildings most frequently (61).

Similarly, online survey respondents ranked medium-scale buildings the highest on average (1.9).

Figure 13. In-person responses to the question "What types of buildings are you most interested in living in?" - respondents who ranked in order of priority [n=52]
*Note: Lower average ranking = higher priority

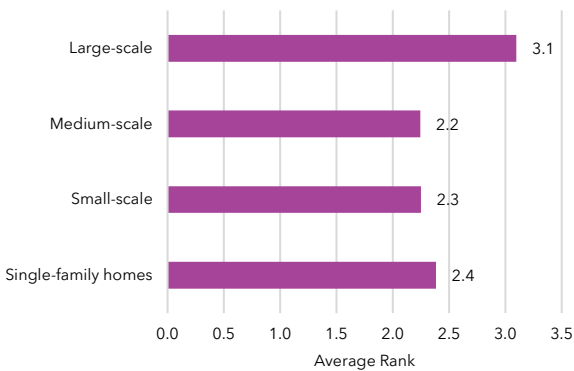


Figure 12. In-person responses to the question "What types of buildings are you most interested in living in?" - respondents who selected by applicability [n=140] *Note: Larger counts denote categories with more responses (higher priority)

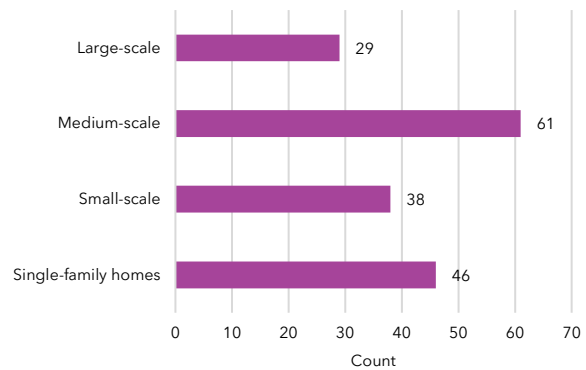
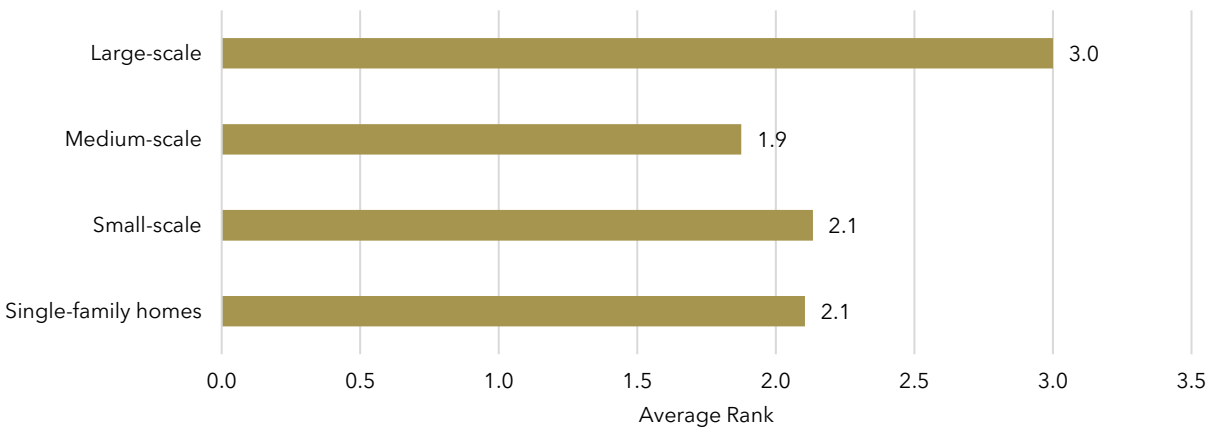


Figure 14. Online survey responses to the question "What types of buildings are you most interested in living in?" [n=22] *Note: Lower average ranking = higher priority



Survey Question: What do you like about neighborhoods in West Hollywood? What would you like to see change? Anything else you would like to add?

Survey respondents were asked their perspectives on neighborhoods throughout the city, including aspects they like and would like to see change. This open-ended prompt revealed a variety of themes. Positive comments about the neighborhood most commonly praised the ease of access to various neighborhood amenities such as retail, parks, and transit. Comments also highlighted WeHo's culture, diversity, and people.

Comments mentioned a wish to address homelessness and provide a better sense of safety. People also referenced wanting to see changes to neighborhood amenities, such as more community services or reduced noise from bars; increased housing, density, and affordability; improved transportation infrastructure; and streetscape enhancements such as more greenery.

Figure 15. **In-person and online survey responses to the question "What do you like about neighborhoods in WeHo?"** [In-person: n=76, Online: n=7]

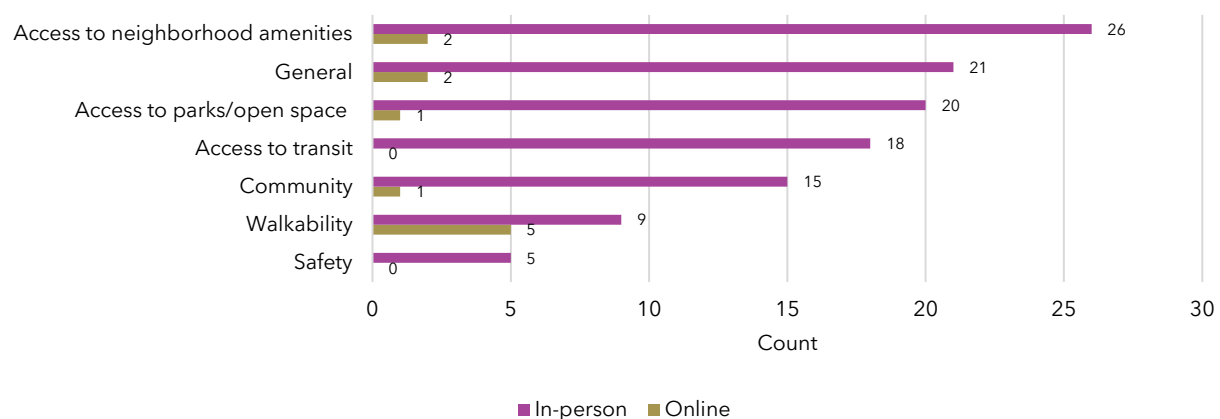


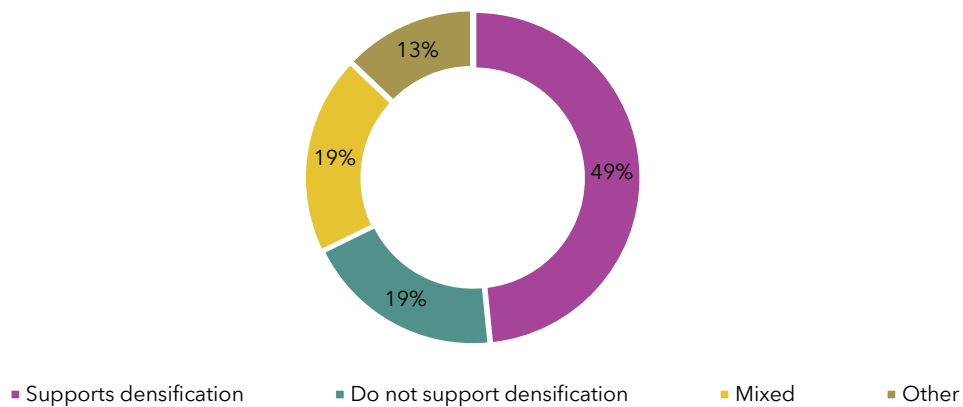
Figure 16. **In-person and online survey responses to the question "What would you like to see change?"** [In-person: n=47, Online: n=14]



Additional Comments

Website visitors were prompted to “Please share any additional feedback or questions” through an open form. 31 comments were collected through this form, of which 27 respondents (87%) cited that they live in WeHo. Nearly half of the comments (15) expressed broad support for rezoning efforts in furtherance of densification. These comments included general comments of support, such as increasing housing, density, and walkability. Some comments specifically mentioned increasing apartment stock in WeHo or reducing parking requirements. Six comments (19%) broadly did not support rezoning efforts, with most comments referring to preserving single-family neighborhoods and their character and history. Six comments (19%) expressed mixed sentiments around rezoning, with support for increasing density along commercial corridors but also a wish to maintain the character of single-family and historic neighborhoods.

Figure 17. **Sentiment of additional comments collected through the project website** [n=31]



3.3 Emerging Themes

The notes below summarize some of the recurring themes from comments received through the project website as well as discussion during community events.

Development along Commercial Corridors

- Community members proposed concentrating the highest densities at transit nodes, then transitioning to mid-rise development further from transit.
- Eastside commercial corridors have a large concentration of underutilized parcels, including parking lots, with potential for redevelopment.
- La Brea, Fairfax, and La Cienega may be well suited to high density development, whereas medium-density development may be more appropriate along Melrose.
- There is support for mixed-use development, with condos and apartments above retail to activate storefronts and support local businesses.

Open Space

- Community members often cited their appreciation for local parks and were interested in options for new developments to support the creation of more publicly accessible open spaces or potential opportunities to share open space across sites.
- When considering strategies for accommodating density, there was a preference to increase height rather than increasing lot coverage.

Transportation & Parking

- There are concerns with potential traffic and parking impacts associated with high-density development.
- Parking facilities may help to address some of the additional parking need associated with new housing development.
- Walkability and access to neighborhood amenities and transit are highly valued, with support for transit-oriented development in the city.
- Some survey respondents highlighted a desire to eliminate parking minimums and car dependence, while others expressed a need for increased parking.

Housing Affordability & Displacement Concerns

- There is a strong desire to minimize the potential for displacement.
- Some concerns exist around the potential for changes in tenure with redevelopment (e.g. if a parcel with an existing single-family dwelling is redeveloped as multifamily rental units)
- Community members expressed strong interest in affordable options for low-income households and housing options for older adults.
- Some comments also expressed frustration that recent development has not delivered affordable options for residents, as well as distrust of city processes and developer motives.
- Community members called for more supportive housing and services for unhoused residents.

Feasibility Challenges

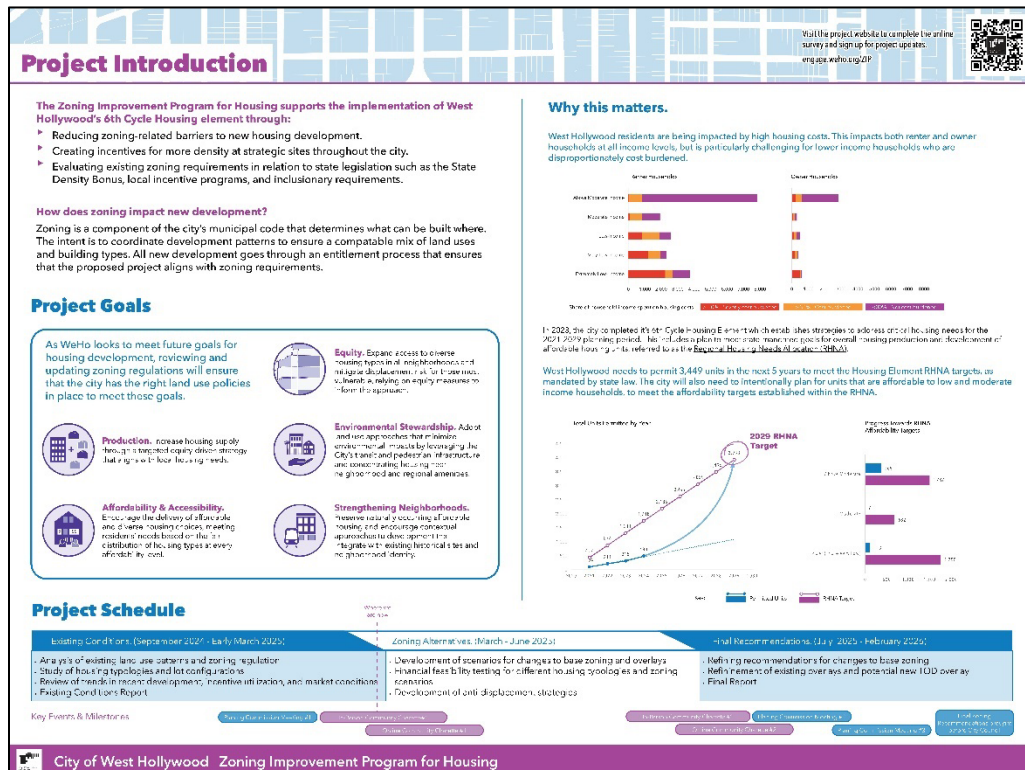
- The extent of upzoning needed should be considered on existing residential parcels given no net loss rules and replacement unit requirements.
- Potential strategies should be examined to encourage lot consolidation.
- Existing rent stabilization and affordability incentives may be at odds with goals for housing production. The approach to affordability within the Rent Stabilization and Long-Range Planning divisions needs to be aligned.
- There are many existing residential properties that are sitting vacant. How can the city create incentives for owners to sell or redevelop these properties?

Environment & Infrastructure

- There were concerns about the capacity of existing infrastructure, and whether there would be environmental impacts such as strain on water resources from new development.

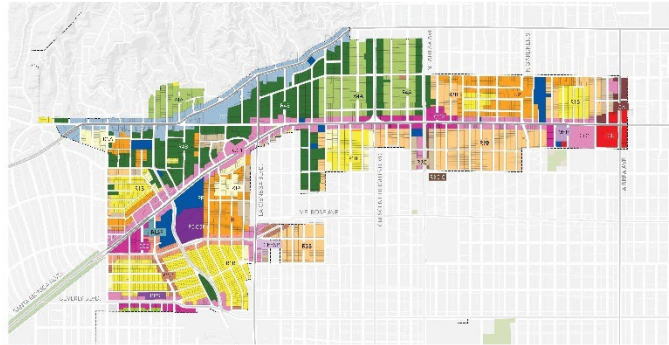
Property Values and Preservation of Neighborhood Character

- Protection and preservation of the character of historic and single-family neighborhoods is a common, recurring concern, with calls for upzoning to be limited to commercial areas.
- Some residents expressed concerns that zoning changes would negatively impact property values.



Existing Zoning & Development Standards

Visit the project website to complete the online survey and sign up for project updates.
eng.ape.westhwy.org/ZIP



Residential Zones:



Commercial Zones:



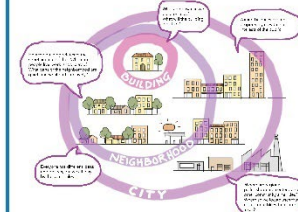
Public Facilities:

Specific Plan Areas: ZIP-Area 1, ZIP-Area 2, ZIP-Area 3, ZIP-Area 4, ZIP-Area 5, ZIP-Area 6, ZIP-Area 7, ZIP-Area 8, ZIP-Area 9, ZIP-Area 10, ZIP-Area 11, ZIP-Area 12, ZIP-Area 13, ZIP-Area 14, ZIP-Area 15, ZIP-Area 16, ZIP-Area 17, ZIP-Area 18, ZIP-Area 19, ZIP-Area 20, ZIP-Area 21, ZIP-Area 22, ZIP-Area 23, ZIP-Area 24, ZIP-Area 25, ZIP-Area 26, ZIP-Area 27, ZIP-Area 28, ZIP-Area 29, ZIP-Area 30, ZIP-Area 31, ZIP-Area 32, ZIP-Area 33, ZIP-Area 34, ZIP-Area 35, ZIP-Area 36, ZIP-Area 37, ZIP-Area 38, ZIP-Area 39, ZIP-Area 40, ZIP-Area 41, ZIP-Area 42, ZIP-Area 43, ZIP-Area 44, ZIP-Area 45, ZIP-Area 46, ZIP-Area 47, ZIP-Area 48, ZIP-Area 49, ZIP-Area 50, ZIP-Area 51, ZIP-Area 52, ZIP-Area 53, ZIP-Area 54, ZIP-Area 55, ZIP-Area 56, ZIP-Area 57, ZIP-Area 58, ZIP-Area 59, ZIP-Area 60, ZIP-Area 61, ZIP-Area 62, ZIP-Area 63, ZIP-Area 64, ZIP-Area 65, ZIP-Area 66, ZIP-Area 67, ZIP-Area 68, ZIP-Area 69, ZIP-Area 70, ZIP-Area 71, ZIP-Area 72, ZIP-Area 73, ZIP-Area 74, ZIP-Area 75, ZIP-Area 76, ZIP-Area 77, ZIP-Area 78, ZIP-Area 79, ZIP-Area 80, ZIP-Area 81, ZIP-Area 82, ZIP-Area 83, ZIP-Area 84, ZIP-Area 85, ZIP-Area 86, ZIP-Area 87, ZIP-Area 88, ZIP-Area 89, ZIP-Area 90, ZIP-Area 91, ZIP-Area 92, ZIP-Area 93, ZIP-Area 94, ZIP-Area 95, ZIP-Area 96, ZIP-Area 97, ZIP-Area 98, ZIP-Area 99, ZIP-Area 100.

ZONING BASICS & KEY TERMINOLOGY

WHAT IS ZONING?

Zoning is a tool used by local governments to regulate the use of land and the built environment. It is a way to ensure that land is used in a way that is consistent with the community's goals and vision. Zoning can be used to control the height, density, and use of buildings and land.



MAXIMUM BUILDING HEIGHT
The maximum building height is the tallest a building can be. It is usually measured in feet or stories. The maximum height is often determined by the zoning district and the building's use.

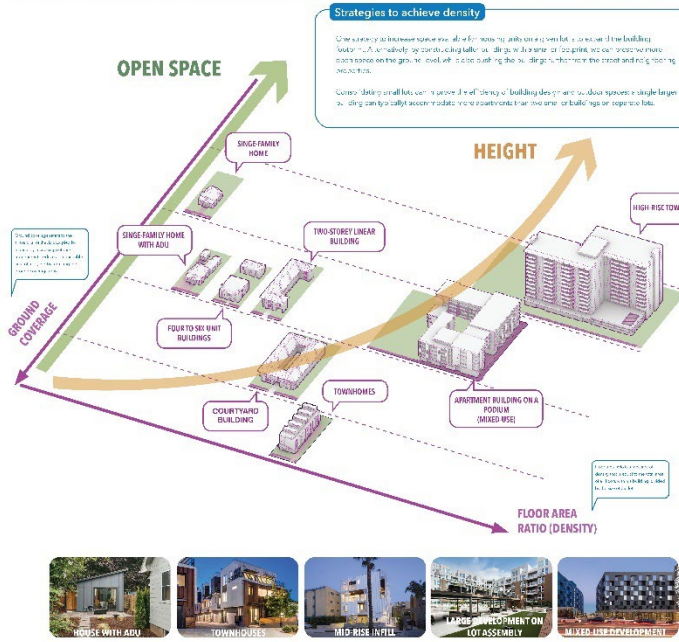
SET BACKS
Setbacks are the minimum distances between a building and the property lines. They are used to ensure that buildings are set back from the street and other properties.

FLOOR AREA RATIO (FAR)
The floor area ratio (FAR) is a measure of the total floor area of a building divided by the area of the lot it sits on. It is used to control the density of a building.

City of West Hollywood Zoning Improvement Program for Housing

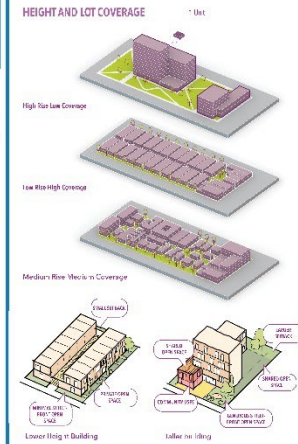
Approaches to Density

Visit the project website to complete the online survey and sign up for project updates.
eng.ape.westhwy.org/ZIP

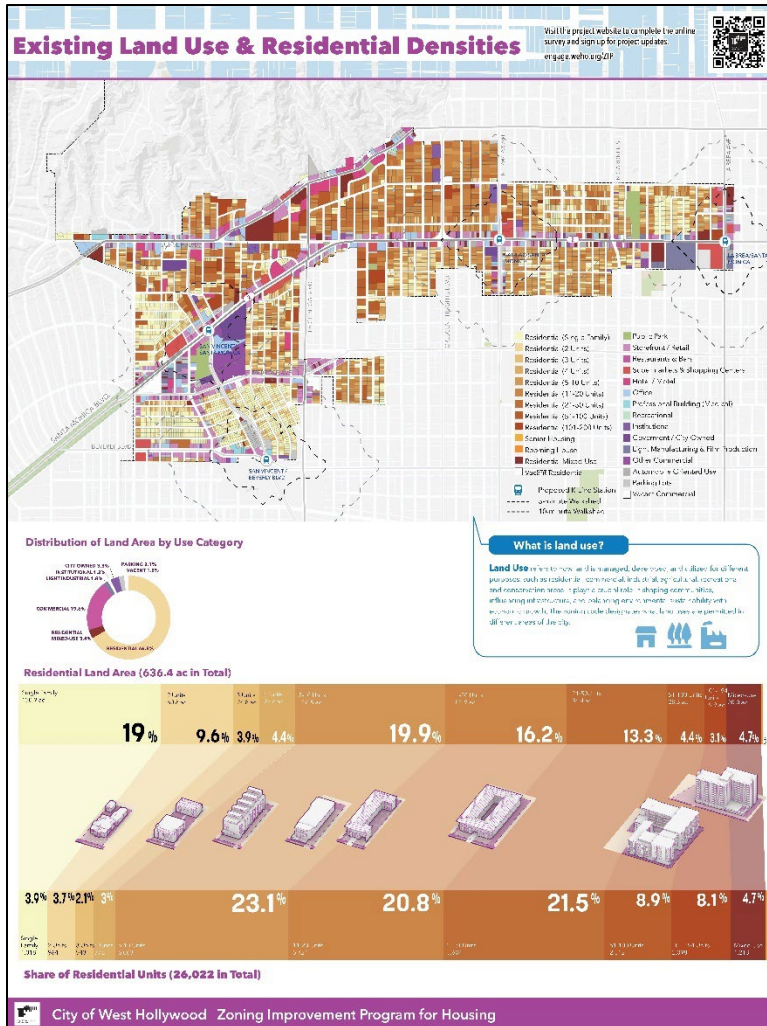


DENSITY AND URBAN FORM

Density is the number of people living in a given area. It is often measured in units per acre. Density can be increased by building taller buildings or by building more units on the same lot.

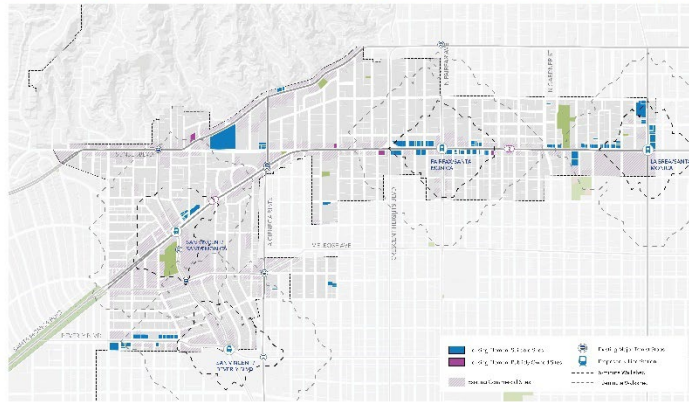


City of West Hollywood Zoning Improvement Program for Housing



Development Strategies & Opportunities

Visit the project website to complete the online survey and sign up for project updates.
eng.aph.westhwy.org/ZIP



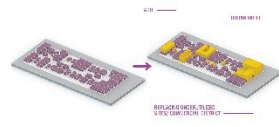
Housing Element Suitable Sites

As a component of the 6th Cycle Housing Element, the City of West Hollywood identified 2,025 sites with potential for future residential development. These sites are located throughout the city, including in the "Housing Suitable" and "Housing Opportunity" zones. The map shows the locations of these sites, including the Sunset Boulevard corridor and the Hollywood Boulevard corridor.

About the K-Line Project

The K-Line Northern Extension is a proposed project by the Los Angeles County Metro Authority. The project would extend the K-Line from the Hollywood Boulevard station to the Sunset Boulevard station. The project would include a new station at Sunset Boulevard and a new station at Hollywood Boulevard. The project would also include a new station at the intersection of Sunset Boulevard and Hollywood Boulevard.

STRATEGIES TO DENSIFY



Residential Infill

With increasing market demand for housing, it is important to ensure that there are enough homes to meet the needs of the community. Residential infill is a strategy to increase the density of existing residential areas. This can be done by converting existing commercial or industrial properties into residential units. This can also be done by building new residential units in existing residential areas.

Multi-plex Infill Projects



One example of a multi-plex infill project is the conversion of an existing commercial building into a multi-story residential building. This can be done by converting existing commercial or industrial properties into residential units. This can also be done by building new residential units in existing residential areas.



Housing Opportunities on Former Commercial Sites

With increasing market demand for housing, it is important to ensure that there are enough homes to meet the needs of the community. Housing opportunities on former commercial sites are a strategy to increase the density of existing residential areas. This can be done by converting existing commercial or industrial properties into residential units. This can also be done by building new residential units in existing residential areas.

Precedent - Movietown Plaza Redevelopment



The Movietown Plaza Redevelopment is a project in West Hollywood. It is a multi-story residential building that was converted from a former commercial building. The project is a good example of how to convert existing commercial or industrial properties into residential units.



Transit Oriented Communities

The development of transit-oriented communities is a strategy to increase the density of existing residential areas. This can be done by building new residential units in existing residential areas. This can also be done by building new residential units in existing residential areas.

Precedent - District NoHo (Los Angeles) (In Progress)



The District NoHo (Los Angeles) (In Progress) is a project in Los Angeles. It is a multi-story residential building that is currently under construction. The project is a good example of how to build new residential units in existing residential areas.



City of West Hollywood Zoning Improvement Program for Housing

Group Exercises from Community Events

ZONING IMPROVEMENT PLAN COMMUNITY WORKSHOP GROUP EXERCISES - MARCH 5, 2025

Exercise 1 - Opportunities for Densification

Where do you see the most opportunity to develop new housing units within the city? What forms of housing development do you envision in these areas?

Place stickers corresponding to the location and levels of density you envision in these areas:

- Low-density infill
- Medium density - 3-4 stories
- High density - 5+ stories

Exercise 2 - RHNA Target

The city needs to permit 3,449 new units in the next 5 years to meet the 2029 RHNA target. This includes a total of 1,642 units that are affordable to Low and Very Low Income households, and 676 units that are affordable to Moderate Income households (See table below). Larger buildings with 10+ units are more likely to contribute to affordable unit development, since these projects are required to meet inclusionary requirements and are better suited to 100% affordable housing development.

What mix of housing typologies could be built to achieve the RHNA target? How does this change your thoughts on Exercise 1?

	RHNA	Permitted Units
Low & Very Low Income	1,755	113
Moderate Income	682	6
Above Moderate Income	1,496	365
Total:	3,933	484

PAGE 1

Exercise 3 - Transit-Oriented Development

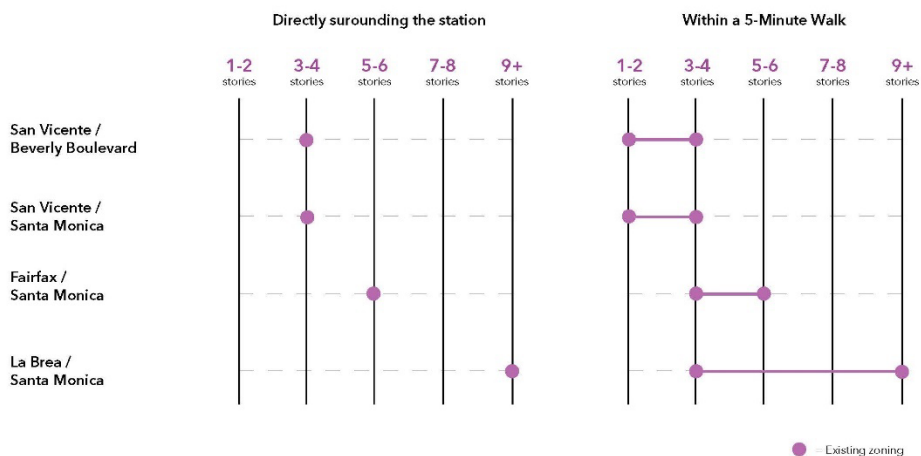
The proposed K-Line extension has the potential to significantly enhance connectivity to Los Angeles and other regional destinations, and presents an opportunity to develop more transit-oriented neighborhoods.

What levels of density do you envision...

- On the parcels directly surrounding these new stations?
- Within a five-minute walk of these new stations?

Place dots on the graphs below.

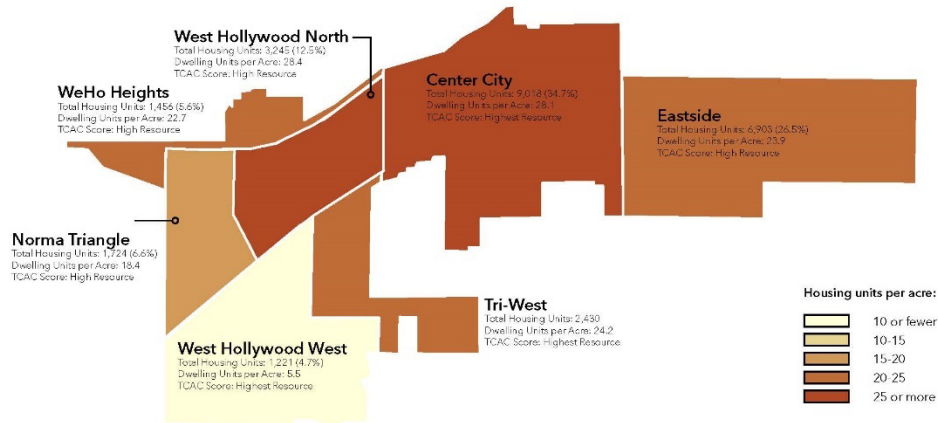
What other amenities would you like to see as a component of a transit-oriented community?



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Exercise 4 - Neighborhood Equity

The map below reflects existing levels of density within neighborhoods across the city, along with TCAC Opportunity Scores which provide a relative measure of neighborhood resources. Recognizing socioeconomic disparities and differences in existing development patterns across neighborhoods, how should neighborhood equity be taken into consideration within the zoning update? Are there specific neighborhoods where displacement is a concern?



TCAC Neighborhood Opportunities Scores: A metric developed by the California Tax Credit Allocation Committee (TCAC) to prioritize funding for affordable housing opportunities in high resource communities. Rankings are based on Census data and categorize each census tract as Highest Resource, High Resource, Moderate Resource, or Low Resource.

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Exercise 1: Opportunities for Densification – Consolidated Results from In-Person & Online Events

