

3.0 PROJECT DESCRIPTION

This chapter provides a detailed description of the Exposition Corridor Transit Neighborhood Plan (ECTNP, Proposed Project, or Proposed Plan). The project description discussion includes the background of the Proposed Project, the Proposed Project objectives, the location of the Proposed Project, a description of the existing environment in the Project Area and in the surrounding area, a description of the proposed elements of the Proposed Project, and approval requirements for the Proposed Project to proceed. The estimated timeline for construction and operation are also included.

3.1 PROJECT BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) Exposition (Expo) Light Rail Transit (LRT) Line is a 15.2-mile-long transit line running between downtown Los Angeles and the City of Santa Monica. The majority of the line runs along the Expo right-of-way, roughly parallel to the Santa Monica Freeway (I-10). Phase 1 of the line was completed in 2012; it extends from Downtown to Culver City. Phase 2 of the line was completed in May 2016; it extends 6.6 miles from the Phase 1 terminus in Culver City to the Colorado/4th Street Station in Santa Monica. The underlying purpose of the Proposed Project is to plan for development around the Phase 2 stations in a manner consistent with state, regional and local policies to encourage infill around transit stations as a means to accommodate growth (see further discussion of existing land use policy in Section 4.8, Land Use and Planning). Thus, the Proposed Project includes a variety of land use regulatory changes in the areas along the Expo Phase 2 LRT Corridor (Expo Corridor), encompassing five station areas within the City of Los Angeles boundaries. These stations include Exposition/Bundy (Bundy), Exposition/Sepulveda (Sepulveda), Westwood/Rancho Park (Westwood), National/Palms (Palms), and Culver City. Without the Proposed Project, it is anticipated that development would occur in an ad hoc, disorganized fashion, requiring uncoordinated requests for General Plan amendments and/or zone changes on a site-by-site basis. Such ad hoc development would likely result in increased impacts as compared to the Proposed Project.

3.2 PROJECT OBJECTIVES

The ECTNP would guide future development in identified areas by specifying the type of uses, floor area ratios (FAR), development requirements and design standards that would apply. The primary objectives for the ECTNP are as follows:

Primary Objective 1: Implement the policies of the City of Los Angeles General Plan Framework, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the West Adams-Baldwin Hills-Leimert, Palms-Mar Vista-Del Rey, and West Los Angeles Community Plans that encourage growth to be directed to transit-oriented areas and foster more sustainable, mixed use development patterns that improve mobility options and reduce auto dependence.

Primary Objective 2: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around transit stations.

Primary Objective 3: Maintain and expand the City's jobs base and increase opportunities for economic development in the Expo Corridor in order to increase the generation of tax revenue in the City that will help pay for the provision of City services.

Primary Objective 4: Implement the General Plan Framework goal to capture a significant share of regional growth in emerging environmentally oriented and clean industries such as technology industry jobs, which are clustered on the Westside and comprise a growing industry sector, and institute zoning that accommodates and creates incentives for the location and continued clustering of these technology industry jobs in the Expo Corridor where they will benefit from the proximity to transit and mixed use environments.

Primary Objective 5: Create incentives for the provision of affordable housing in new residential development near the Expo LRT Line to enhance accessibility and housing options for core transit riders and increase transit ridership.

Primary Objective 6: Improve circulation within the station areas; increase mobility choices; promote transit ridership and use of other alternative transit modes; and reduce vehicle miles traveled per capita for those who live and/or work within the Expo Corridor.

The ECTNP also includes secondary objectives that aim to promote well-designed, cohesive, and sustainable neighborhoods around the Expo Corridor transit stations.

Secondary Objective 1: Ensure new development is pedestrian-oriented, acknowledges the transit stations, and is compatible with surrounding neighborhoods through the design of buildings, streets, and the public realm.

Secondary Objective 2: Stimulate vibrancy and activity and create a unique sense of place within each station area through the design of buildings, streets, and the public realm.

The Proposed Project would establish a Specific Plan and initiate zone changes, General Plan amendments and introduce development and urban design standards. The Proposed Project would also involve new streetscape plans, modified street standards, and parking strategies that together would enhance the pedestrian experience, promote transit ridership, and encourage a variety of mobility options. Zone changes and General Plan amendments would not affect every parcel within the Project Area; changes would only occur within specific “areas of proposed change.”

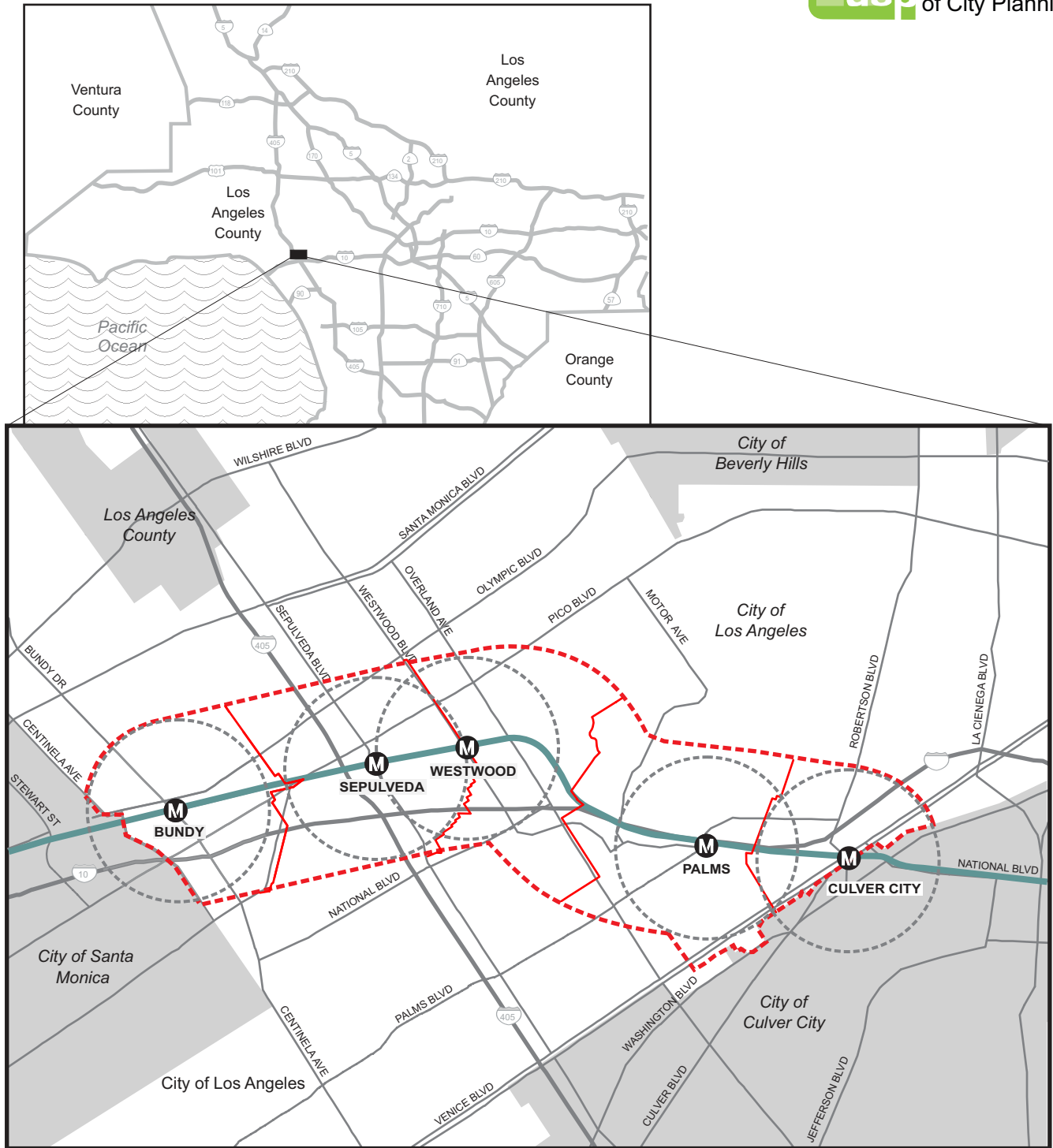
3.3 LOCATION AND SURROUNDING LAND USES

The Project Area is located approximately eight miles west of downtown Los Angeles and contains approximately 1,971 acres (**Figures 3-1** and **3-2**). The Project Area is located entirely within the incorporated City of Los Angeles and is comprised of an approximately five-mile-long, one-mile-wide corridor along the Expo Phase 2 LRT Corridor (which generally includes the half-mile radii around five stations: Bundy, Sepulveda, Westwood, Palms, and Culver City). As shown in **Figure 3-1**, the half-mile radii extend into the neighboring cities of Santa Monica and Culver City, and therefore are not included in the Project Area. The Project Area is divided into five station segments to facilitate impact analysis in this EIR, and, as shown in **Figure 3-2**, multiple areas of proposed change/subareas are contained in each of the station segments.

Within the Project Area, there is currently a mix of zoning. The primary zoning around the Palms and Westwood Stations is residential. The Westwood Station Area is comprised almost entirely of R1 (single-family residential) zoned properties, and the Palms Station is comprised mostly of R3 (multi-family residential) zoned properties. Around the Culver City, Sepulveda, and Bundy Stations, there are concentrations of industrially zoned land in the immediate vicinity of the transit stations, with a mix of residential, commercial, and public facilities zoning nearby.

Exposition Corridor Transit Neighborhood Plan

Figure 3-1 Regional Map



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LEGEND:

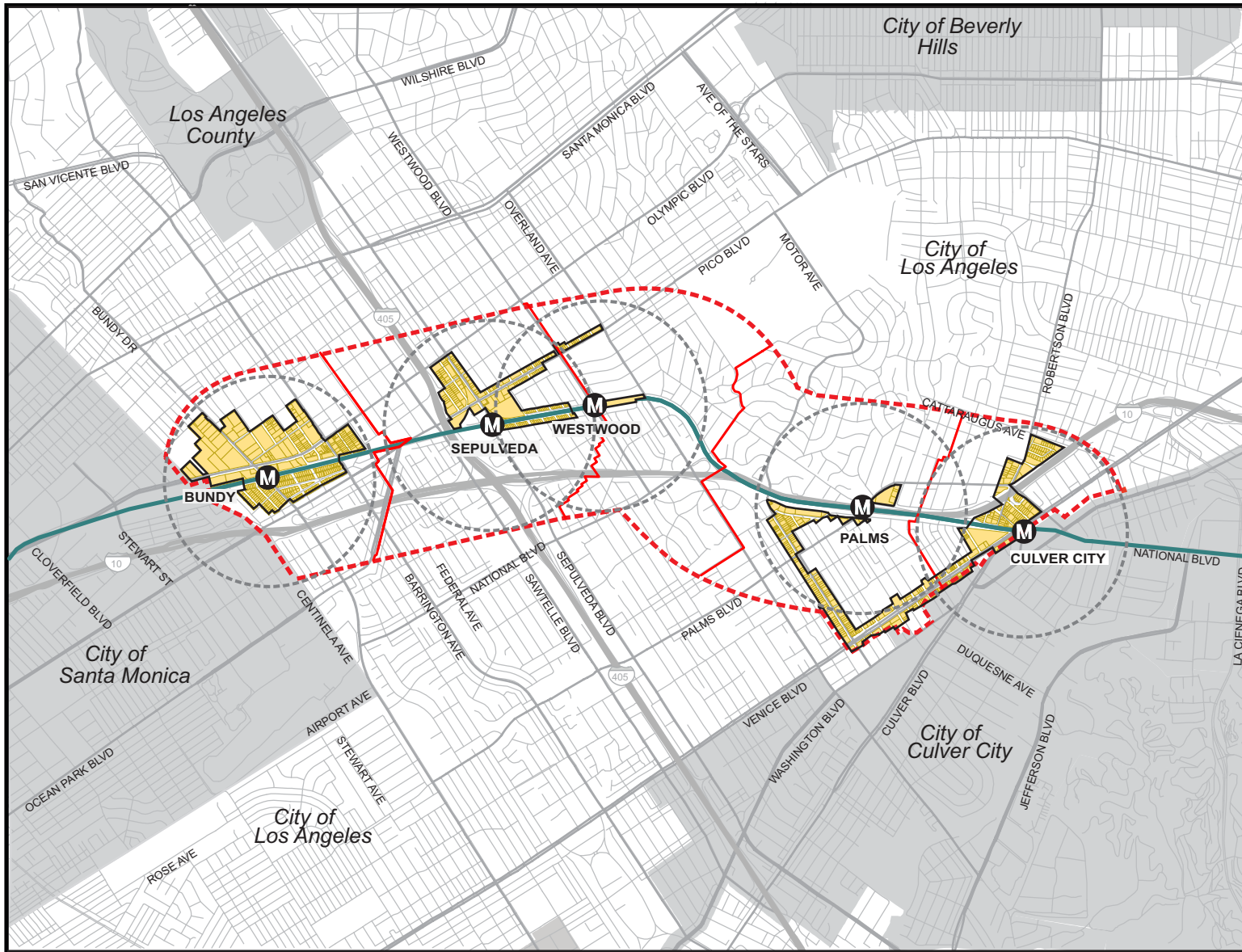
- - - ECTNP Boundary
- Expo LRT
- M Light Rail Station
- 0.5-Mile Radius
- Station Segment Boundary
- Jurisdictional Boundary



SOURCE: City of Los Angeles and TAHA, 2017.

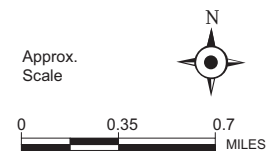
Exposition Corridor Transit Neighborhood Plan

Figure 3-2 Project Area and Areas of Proposed Change



LEGEND:

- - - ECTNP Boundary
- Station Segment Boundary
- Expo LRT
- M** Light Rail Station
- 0.5-Mile Radius
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas



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3.4 PROJECT DESCRIPTION

The Proposed Project would establish a Specific Plan to guide future development within the Expo Corridor. The Specific Plan would include General Plan amendments and zone changes that encourage infill development and a mix of uses within identified areas to promote transit ridership, reduce automobile dependence, and create vibrant neighborhoods around the transit stations.

The Proposed Project: (1) creates four new zones and one new land use designation, and changes zoning and land use designations within specified portions of the Project Area (see **Figure 3-2**); (2) includes public benefit requirements associated with tiered floor area ratios (FARs) in the new zones; (3) creates streetscape plans for identified street segments in the Project Area; and (4) requires design standards for new development within the Project Area (excluding R1 and R2 zones). Appendix A of the Specific Plan lists eligible public benefits, the potential environmental impacts of which have been analyzed and evaluated in this EIR. The Proposed Project also includes new open space regulations and parking regulations for select properties within the Project Area. Each of these Proposed Project components is discussed in detail below.

ANTICIPATED POPULATION, HOUSING AND EMPLOYMENT

The proposed General Plan land use designation and zoning changes are aimed at accommodating forecasted growth in the area, and are anticipated to result in growth in the number of dwelling units and non-residential floor area, exceeding the amount allowed by the current land use designation and zoning in the Project Area. That growth is summarized in the following **Table 3-1**, which compares existing conditions to the reasonable expected development under the Current Plan and the Proposed Plan (in 2035, the horizon year of the plan).

TABLE 3-1: DWELLING UNITS, POPULATION, EMPLOYMENT, AND NON-RESIDENTIAL SQUARE FOOTAGE FOR THE ECTNP AND THE ALTERNATIVE COMPLIANCE SCENARIO/g/				
	Housing (dwelling units)	Population (persons)	Employment (jobs)	Non-Residential Square Footage
Existing Conditions (2013)	25,018/a/	50,595/a/	33,962/b/	11,424,485/c/
Current Plan Reasonable Expected Development (2035)	26,072	52,447	37,775	13,727,355
Proposed Plan Reasonable Expected Development (2035)	29,441/d/	59,571/e/	48,296/f/	16,957,415
<i>Difference Between Existing Conditions and Proposed Plan</i>	4,423	8,976	14,334	5,532,930
<i>Difference Between Current Plan and Proposed Plan</i>	3,369	7,124	10,521	3,230,060
Alternative Compliance Reasonable Expected Development (2035)	31,060/d/	62,810/e/	43,419/f/	15,311,503
<i>Difference Between Existing Conditions and Alternative Compliance Scenario</i>	6,042	12,215	9,457	3,887,018
<i>Difference Between Current Plan and Alternative Compliance Scenario</i>	4,988	10,363	5,644	1,584,148
SOURCES and NOTES:				
/a/ Existing Population and Housing are estimates derived from the US Census (2010), adjusted to 2013 using average growth rates from the California Department of Finance. See Section 4.10, Population, Housing, and Employment and Appendix F of this EIR for detailed methodology.				
/b/ U.S. Census "On The Map" application (2013).				
/c/ Existing non-residential square footage is derived from the existing number of jobs in each station segment, multiplied by an average square foot per employee factor that reflects the types of land uses in each area.				
/d/ Estimated number of dwelling units in Proposed Plan Reasonable Expected Development is based on a methodology using reasonably anticipated residential densities for each zone. See Appendix F for further discussion about the methodology and how population, housing, employment, and non-residential development were determined for the Proposed Project.				
/e/ Population in Proposed Plan Reasonable Expected Development is derived from the estimated number of dwelling units multiplied by the SCAG estimated persons per household (by Community Plan Area) for 2035.				
/f/ Employment in Proposed Plan Reasonable Expected Development is derived from the estimated square footage of non-residential use, using square foot per employee factors that reflect the types of land uses permitted by the proposed zoning.				
/g/ DCP has considered SCAG 2012-2035 RTP/SCS base year estimates and 2040 growth projections contained in the 2016-2040 RTP/SCS and has concluded the estimates in this table remain reasonable and consistent with the 2016-2040 RTP/SCS estimates and projections. See Appendix K of this EIR for details.				

ALTERNATIVE COMPLIANCE SCENARIO

The ECTNP includes an Alternative Compliance scenario that would allow designated sites (within the areas of proposed change) to have a different mix of residential and non-residential uses than required per the proposed zoning of the property. Projects utilizing this path would still be subject to the maximum FAR and other zoning and development standards, and would also be required to provide increased public benefits and affordable housing. **Table 3-1** shows the effect the Alternative Compliance scenario could have on population, housing, and employment in the future (2035), and compares the population, housing, and employment of the Proposed Project incorporating the Alternative Compliance scenario to the existing conditions and the Current Plan.

Figures 3-3a and **3-3b** show the parcels where the Alternative Compliance scenario would be permitted. Projects reviewed under the Alternative Compliance scenario of the Specific Plan would be required to obtain a “Director’s Determination for Alternative Compliance.”

SUMMARY OF LAND USE AND ZONE CHANGES

The Proposed Project proposes land use changes that can accommodate the anticipated growth in population, housing, and employment shown above. Of the approximately 1,971 acres that comprise the Project Area, approximately 258 acres (13 percent) are proposed for General Plan land use and zone changes that would modify the allowable intensity, density, and types of uses on those properties and thus increase the capacity for housing and jobs. These areas of proposed change, also known as Subareas in the Specific Plan and shown in **Figure 3-2**, are located directly around the transit stations and along major corridors within the Project Area.

Of the land use and zone changes, the majority (approximately 58 percent) involve a change from a Light Manufacturing land use designation to a Hybrid Industrial designation, creating an opportunity for higher-intensity office and light industrial development while also introducing limited capacity for residential development in areas where it is currently not permitted. Approximately 26 percent of the change areas involve rezoning properties along commercial corridors (primarily zoned as C2) to the Mixed Use: Commercial/Residential zone in order to encourage mixed use and higher intensity commercial development in areas currently dominated by low scale commercial buildings and single-use multi-family residential uses. Approximately six percent of the changes involve rezoning select properties along key corridors to the RAS4 zone to allow neighborhood-scale mixed use development that creates and/or maintains ground floor commercial activity on those streets while introducing capacity for multi-family housing. Approximately nine percent of the changes involve rezoning select R1 and R2 zoned properties proximate to the stations to the RD1.5 or R3 zones to encourage additional housing capacity proximate to the stations. Finally, approximately one percent of the changes comprise rezoning several currently vacant City-owned properties along the Expo right-of-way to the Open Space (OS) zone to make them consistent with plans for development of a public open space. Station specific zone, FAR, and height changes are discussed in Section 4.8, Land Use and Planning.

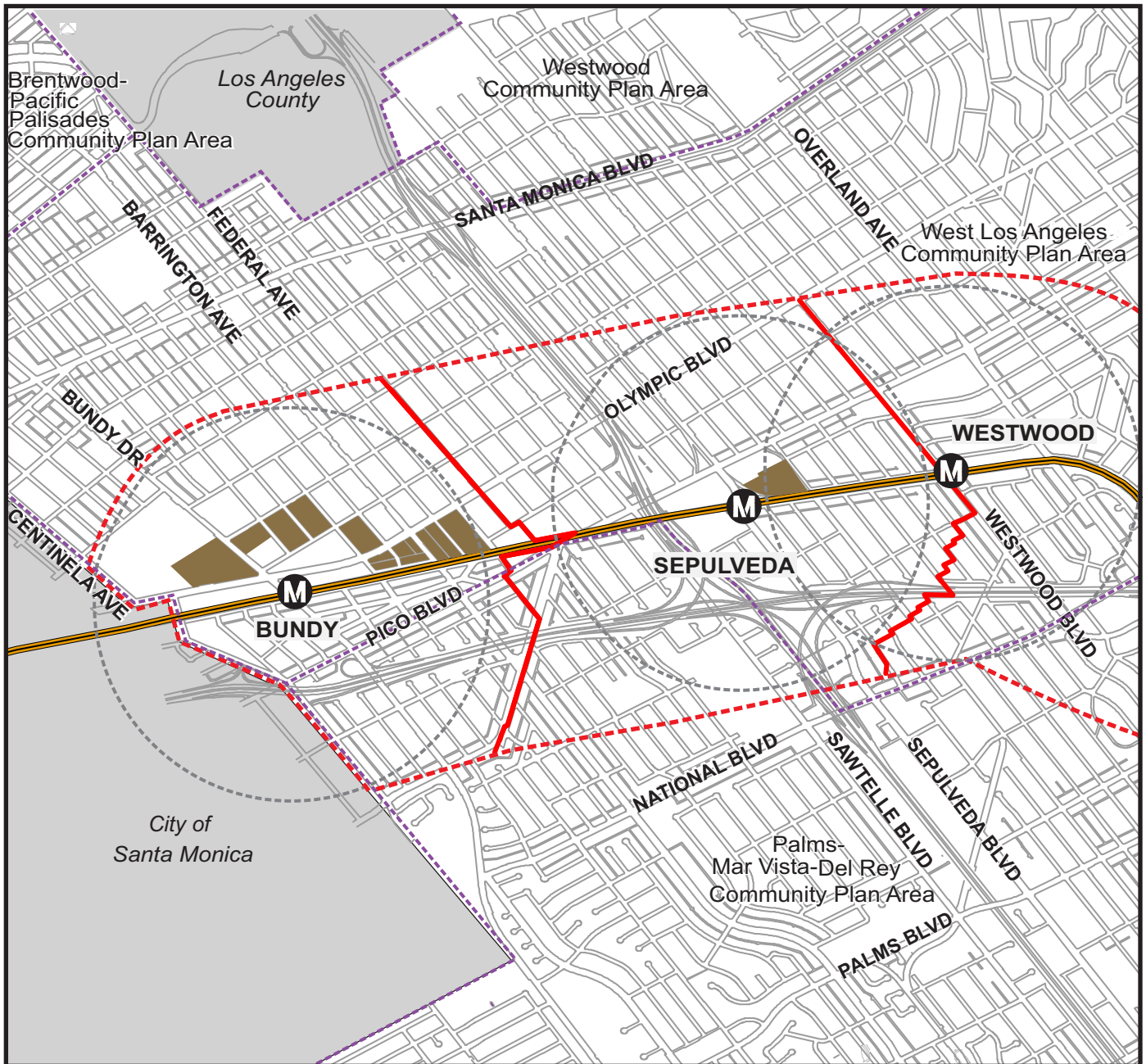
The Proposed Project also includes Urban Design Standards and Guidelines and Streetscape Plans (see below), which do not directly result in additional capacity for population, housing, and employment, but are key project features that contribute to the livability and walkability of the Project Area.

GENERAL PLAN AMENDMENTS AND ZONE CHANGES

General Plan Land Use

Figures 3-4a and **3-4b** show the existing General Plan land use designations. The Proposed Project would initiate several General Plan amendments, including land use designation, and would create a new General Plan land use designation: Hybrid Industrial. **Figures 3-5a** and **3-5b** show the proposed General Plan land use designations for the Project Area. The Hybrid Industrial designation encourages clean industry uses, including high tech, creative, and media industry functions. Specific General Plan land use designation changes are discussed in Section 4.8, Land Use and Planning.

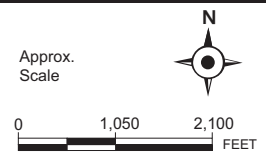
Figure 3-3a Map of Sites Eligible for Alternative Compliance (Bundy Station to Westwood Station)

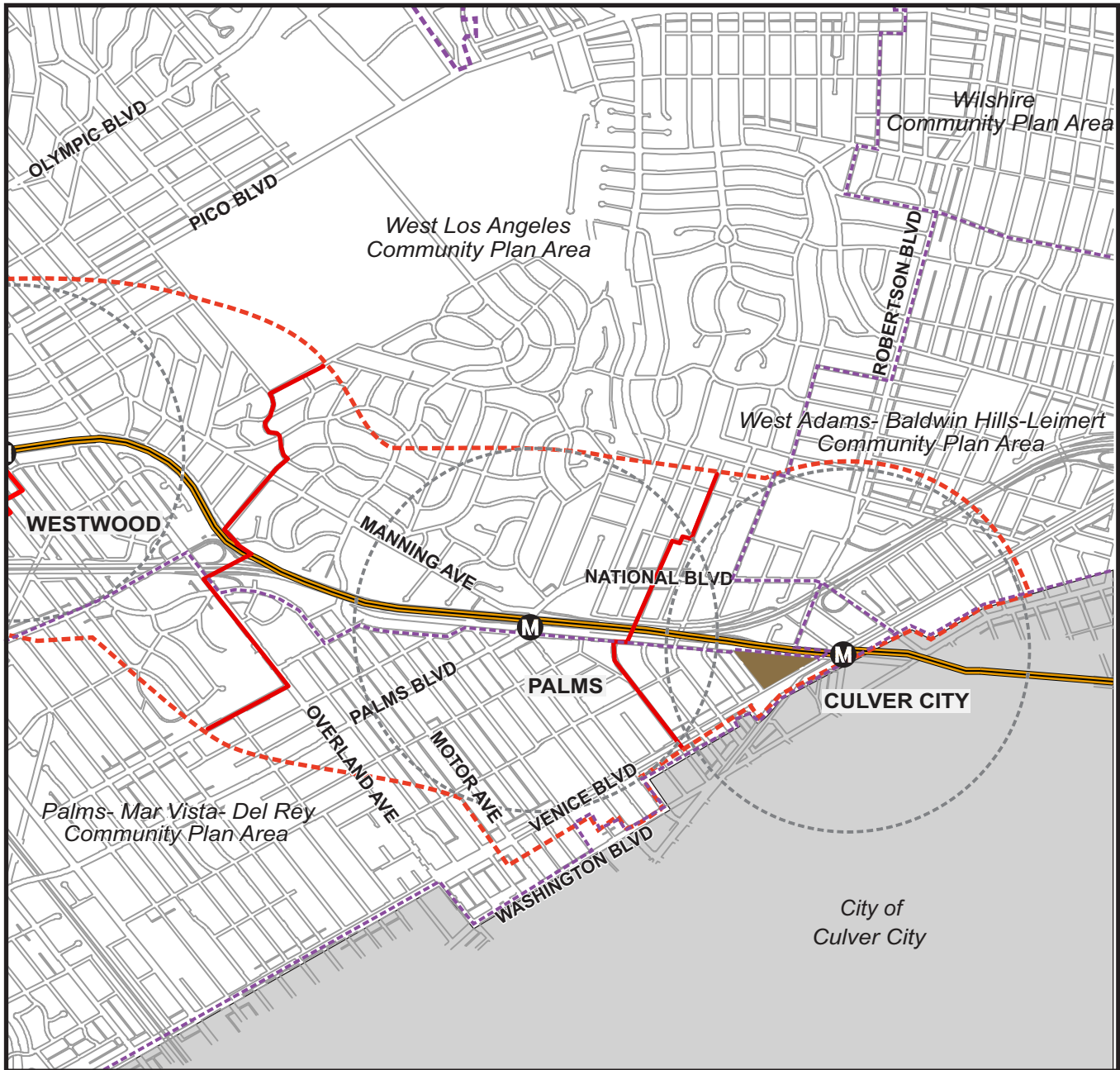


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LEGEND:

- - - ECTNP Boundary
- Eligible for Alternative Compliance
- Expo LRT
- M Light Rail Station
- 0.5-Mile Radius
- Station Segment Boundary
- Community Plan Areas
- Jurisdictional Boundary

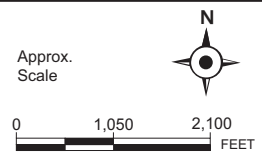




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- Station Segment Boundary
- Community Plan Areas
- Jurisdictional Boundary
- Eligible for Alternative Compliance



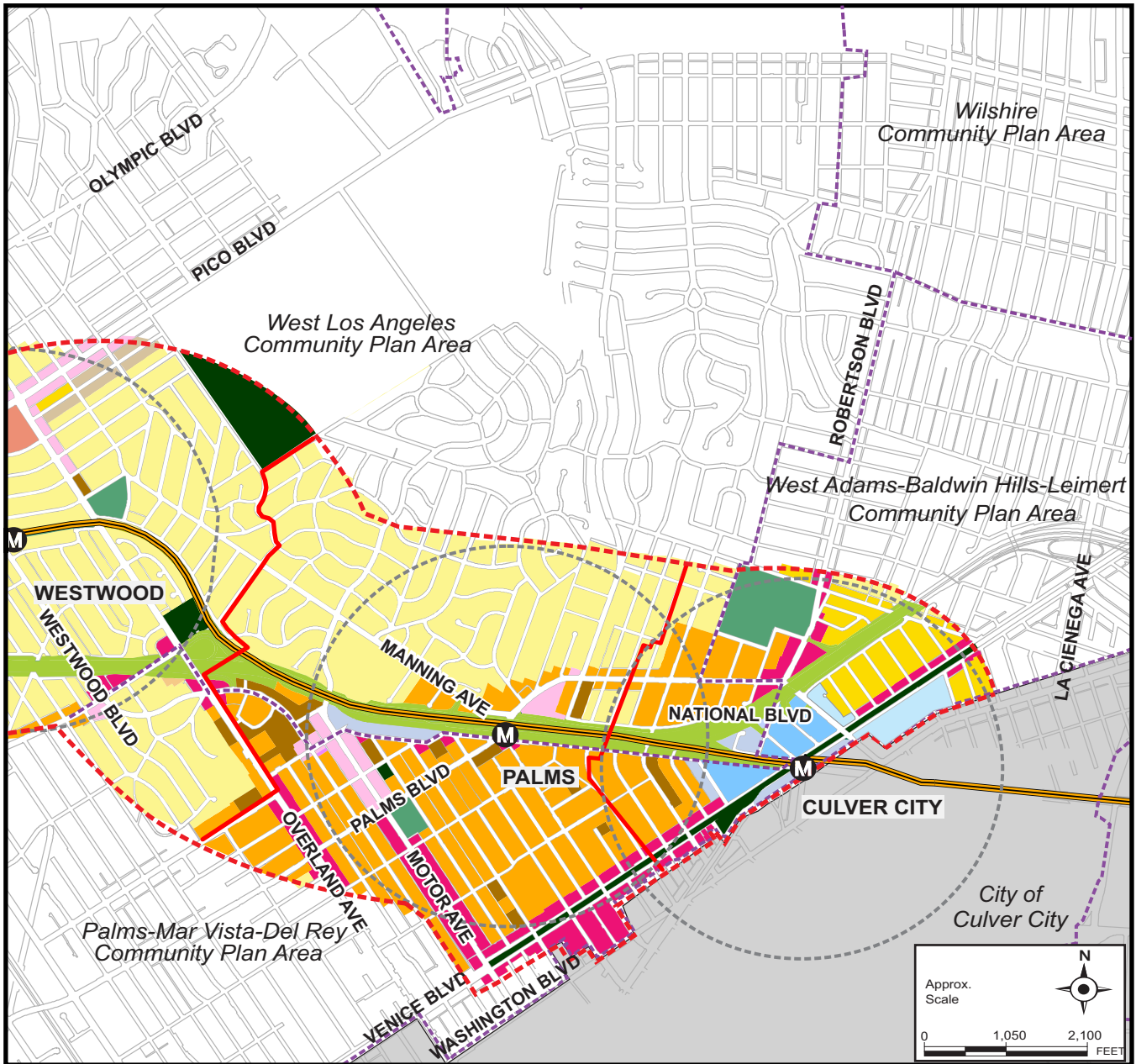


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- 0.5-Mile Radius
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- Jurisdictional Boundary
- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities-Freeway



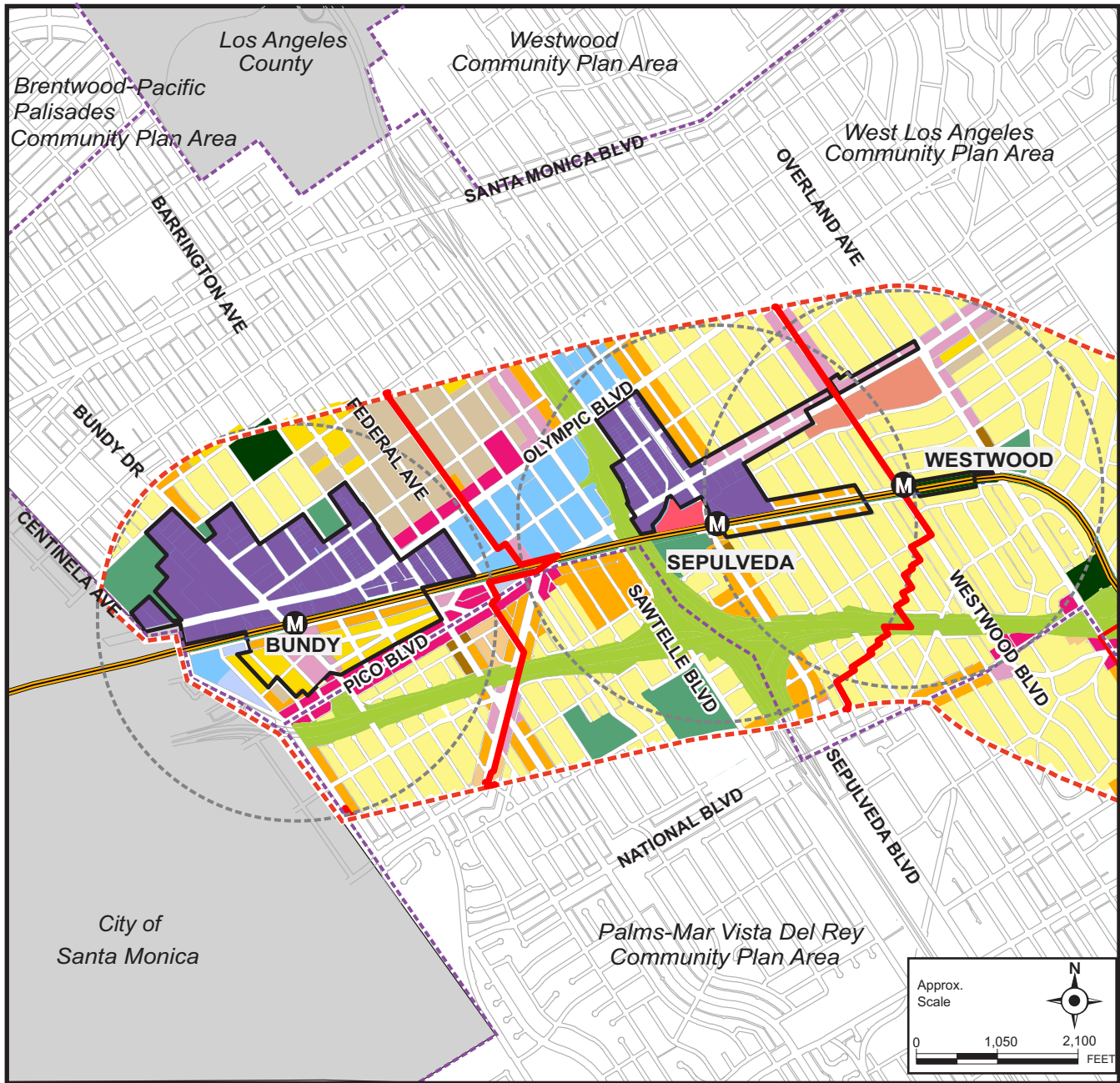


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- Parking
- Open Space
- Public Facilities
- Public Facilities- Freeway



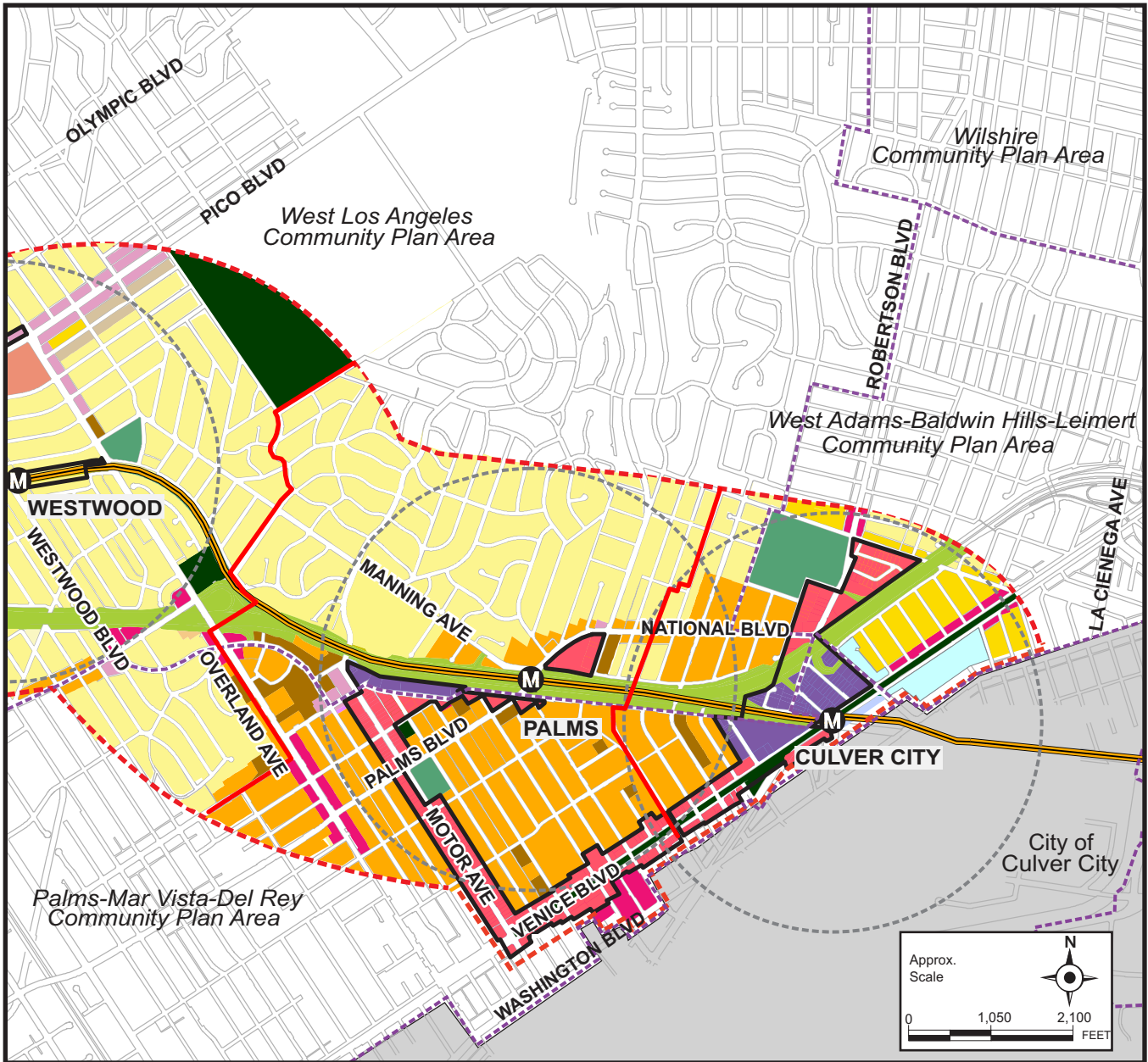


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LEGEND:

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- Light Rail Station
- 0.5-Mile Radius
- - - Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas
- Low Residential
- Low Medium Residential
- Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities-Freeway





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- Low Medium II Residential
- Medium Residential
- High Medium Residential
- Neighborhood Office Commercial
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Commercial Manufacturing
- Hybrid Industrial
- Limited Industrial
- Light Industrial
- Parking
- Open Space
- Public Facilities
- Public Facilities-Freeway



Zone Changes

Figures 3-6a and **3-6b** show the existing zoning. The Proposed Project would initiate zone changes, either to existing zone classifications (RAS4, R3, and RD1.5) or to new zone classifications created by the Proposed Project (New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential). **Figures 3-7a** and **3-7b** show the proposed zoning for the Project Area. These zones are generally described below, and are grouped by whether they are existing zones found in the current City zoning code or new zones established by the proposed Specific Plan.

Existing Zone Classifications

RAS4 (Residential Accessory Services). This zone is a multi-family residential zone that allows neighborhood-serving commercial use on the ground floor. Within the Proposed Project, a change to this zone is intended to revitalize commercial corridors while allowing uses that are compatible with abutting residential neighborhoods. The residential density in this zone is limited to one dwelling unit per 400 square feet of lot area (or approximately 108 dwelling units per acre). Typical building types include multi-story mixed use or residential-only buildings. The FAR is limited to 3.0:1.

R3 (Multi-family Residential). This zone is a medium density multi-family residential zone. Typically, developments include apartments or condominiums with sub-grade or structured parking. The residential density in this zone is limited to one dwelling unit per 800 square feet of lot area (or approximately 54 dwelling units per acre). The FAR is limited to 3.0:1.

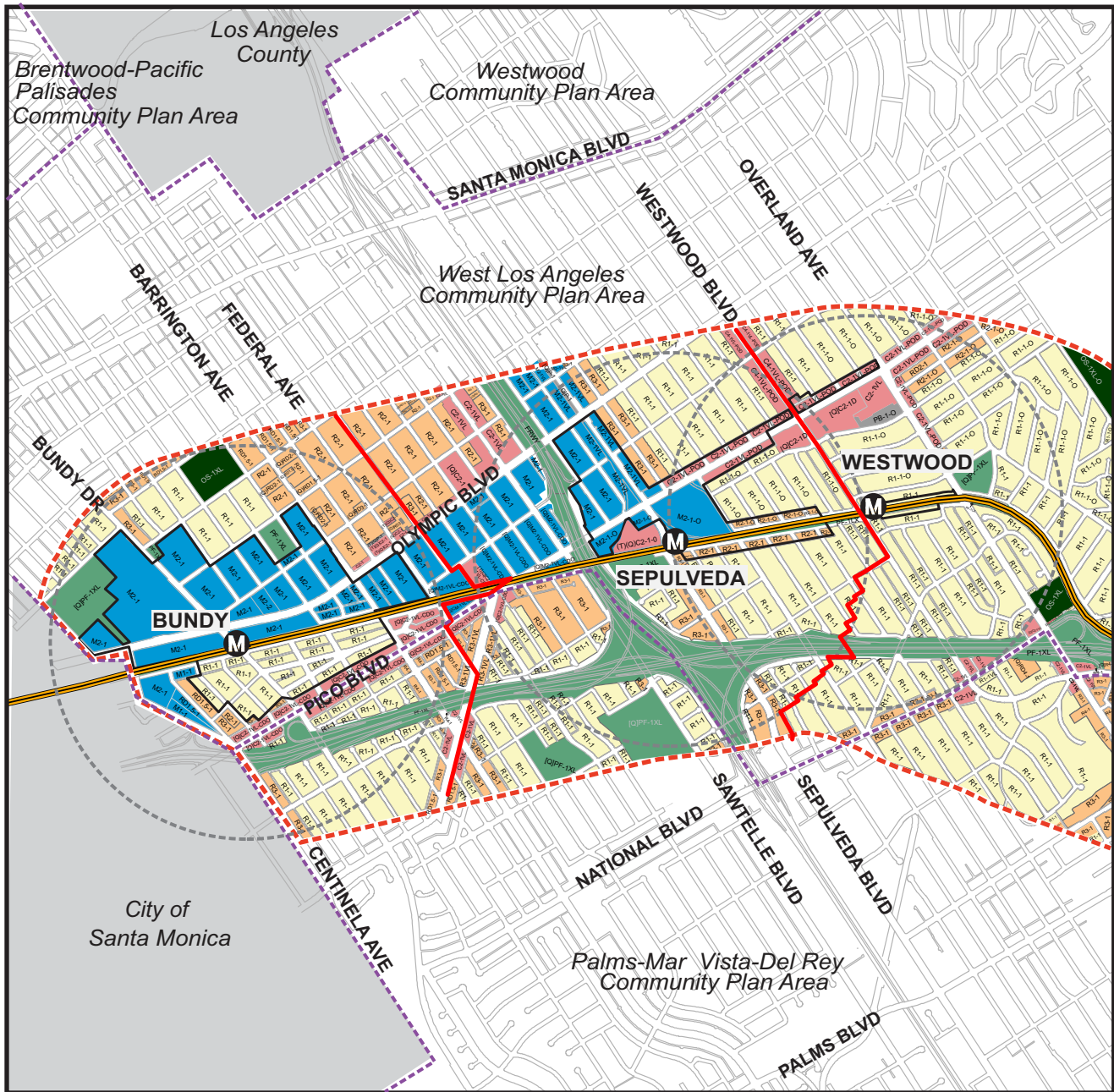
RD1.5 (Restricted Density Multi-family Residential). This zone is a low medium density (per the General Plan Land Use) multi-family residential zone, which allows one dwelling unit per 1,500 square feet of lot area (or approximately 29 dwelling units per acre). Typical developments include a residential unit with accessory living quarters, duplexes, multi-family apartments or condominiums, or small lot subdivisions. The FAR is limited to 3.0:1.

New Zone Classifications

New Industry. The proposed New Industry zone is intended to be an employment zone with uses tailored to 21st century and creative industries, such as digital technology, research and development, media, design, and publishing, motion pictures, and broadcasting. Light manufacturing and assembly uses associated with these industries are also appropriate in this zone. Retail and restaurant uses are intended to be ancillary uses that support the employment uses. Traditional residential uses are prohibited in this zone, but live/work units built to building code standards that allow non-residential employees are permitted. Permitted FARs range from 2.5:1 to 4.0:1, depending on the amount of public benefits provided.

Hybrid Industrial: Jobs Emphasis. This hybrid zone is intended to be an employment-focused zone while also allowing a limited amount of residential uses. The employment uses in this zone are similar to those in the New Industry zone, but can include a larger amount of retail, restaurant, and entertainment uses. Residential use is limited to 30 percent of the total square footage of a project, though projects would have the ability to include up to 50 percent residential use by providing additional public benefits. Projects that include residential uses would be permitted a FAR range of 2.0:1 to 4.0:1 (depending on the public benefits provided) and projects without residential uses would have a permitted FAR range of 2.5:1 to 4.0:1 (depending on the public benefits provided).

Hybrid Industrial: Residential Emphasis. This hybrid zone is intended to be a zone that requires a minimum level of employment uses (similar to New Industry and Hybrid Industrial: Jobs Emphasis) along with a greater but still limited amount of residential use. This zone allows residential use for up to 70 percent of the total square footage of a project, though projects would have the ability to include up to 75 percent residential use by providing additional public benefits. A project would be allowed to be entirely commercial or include a mix of residential and commercial uses.



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LEGEND:

--- ECTNP Boundary

Expo LRT

M Light Rail Station

○ 0.5-Mile Radius

- - - Community Plan Areas

— Station Segment Boundary

▭ Jurisdictional Boundary

▭ Areas of Proposed Change/Subareas

Generalized Zoning

Single Family Residential

Multiple Family Residential

Commercial

Industrial

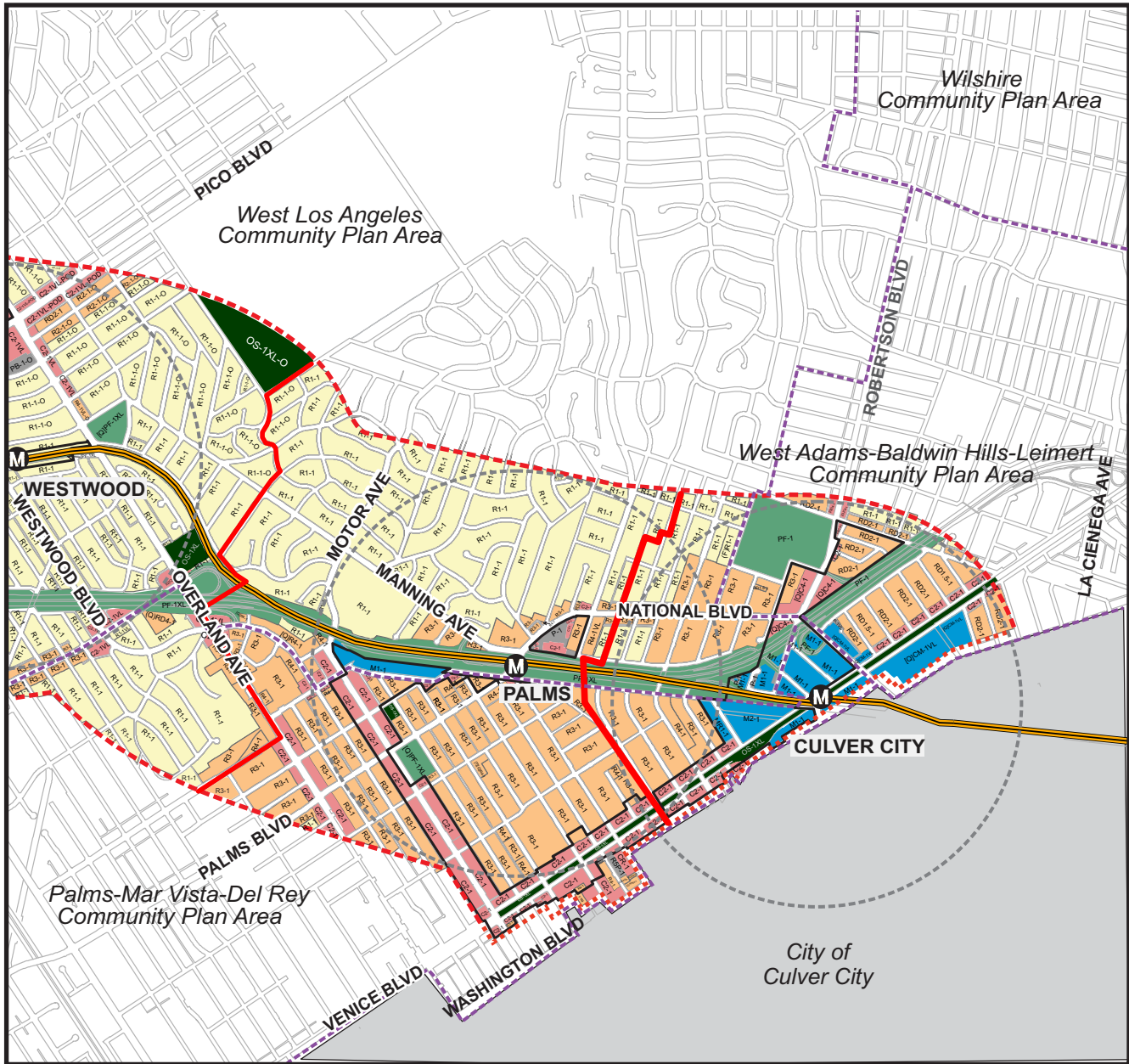
Parking

Open Space

Public Facilities

Approx. Scale

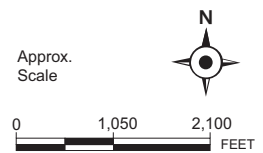


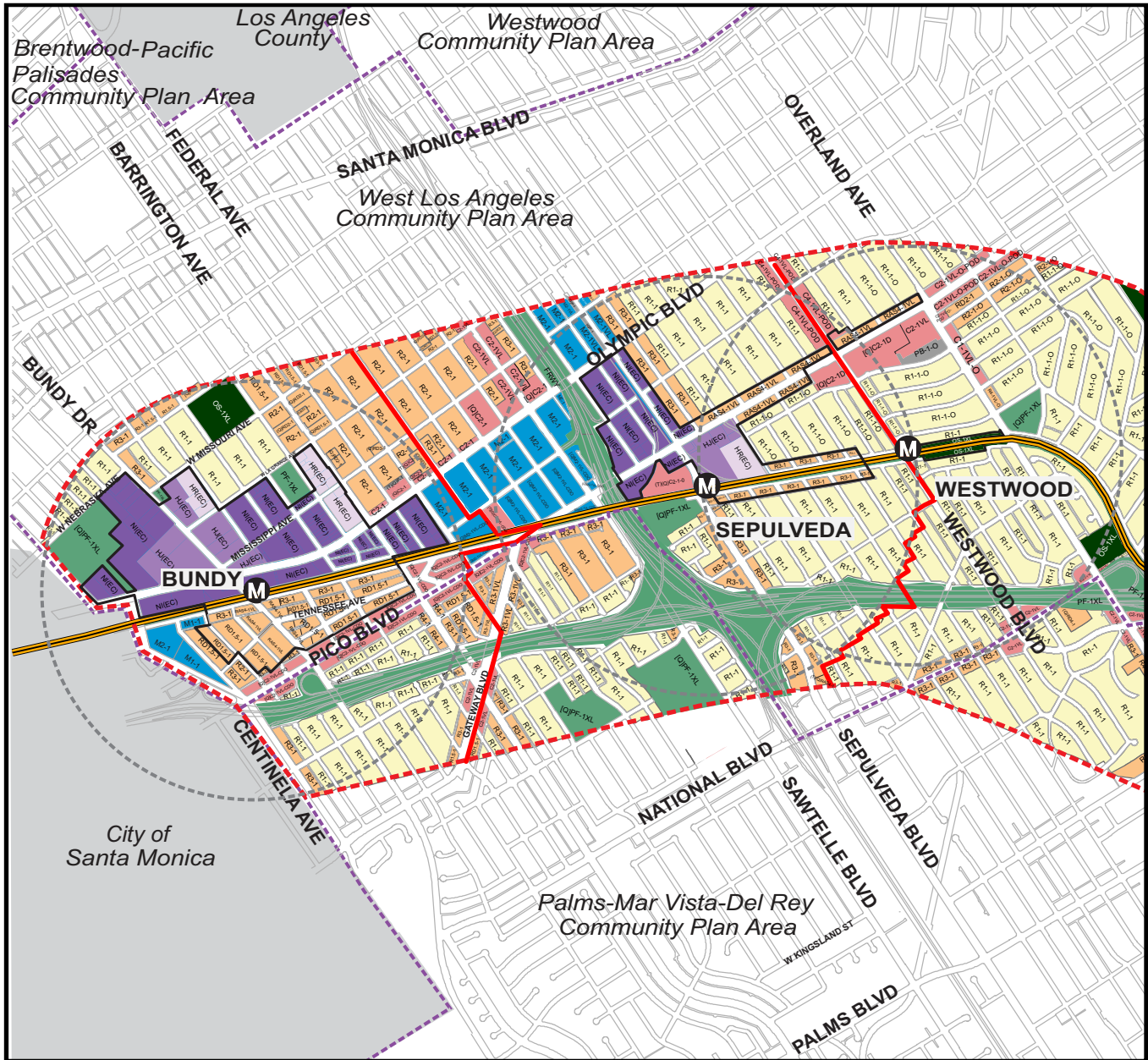


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LEGEND:

- | | |
|------------------------------------|-----------------------------|
| ECTNP Boundary | Generalized Zoning |
| Expo LRT | Single Family Residential |
| Light Rail Station | Multiple Family Residential |
| 0.5-Mile Radius | Commercial |
| Community Plan Areas | Industrial |
| Station Segment Boundary | Parking |
| Jurisdictional Boundary | Open Space |
| Areas of Proposed Changes/Subareas | Public Facilities |





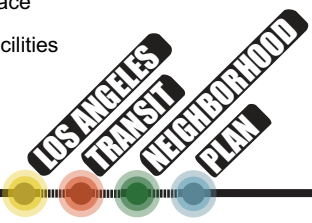
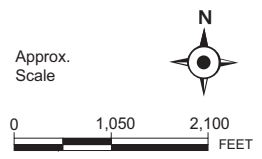
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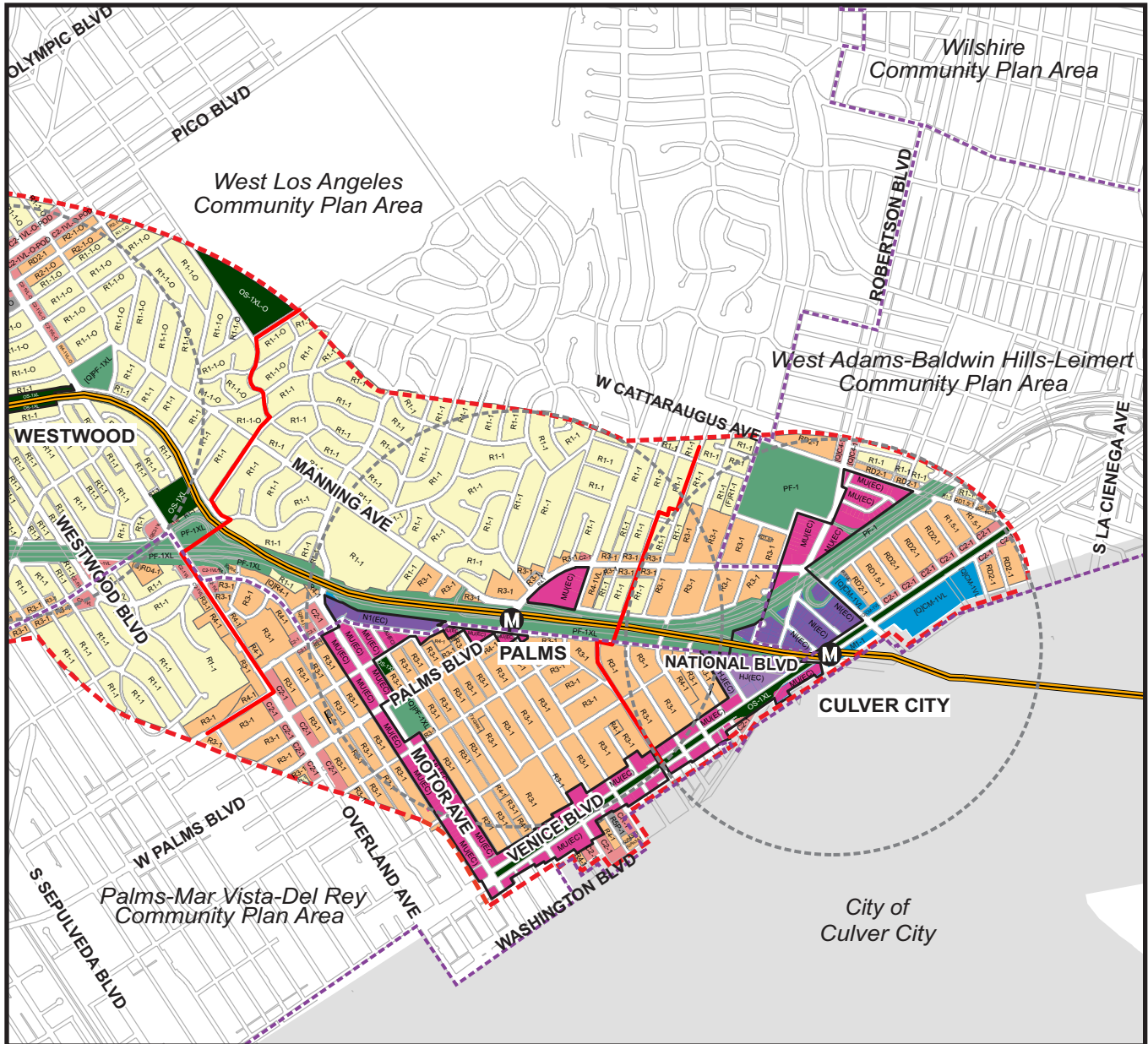
LEGEND:

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- 0.5-Mile Radius
- - - Community Plan Areas
- - - Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Generalized Zoning

- Single Family Residential
- Multiple Family Residential
- Commercial
- Mixed Use: Commercial/Residential
- Hybrid Industrial: Residential Emphasis
- Hybrid Industrial: Jobs Emphasis
- New Industry
- Industrial
- Parking
- Open Space
- Public Facilities





A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

--- ECTNP Boundary

Expo LRT

M Light Rail Station

○ 0.5-Mile Radius

--- Community Plan Areas

--- Station Segment Boundary

--- Jurisdictional Boundary

□ Areas of Proposed Change/Subareas

Generalized Zoning

Single Family Residential

Multiple Family Residential

Commercial

Mixed Use: Commercial/Residential

Hybrid Industrial: Residential Emphasis

Hybrid Industrial: Jobs Emphasis

New Industry

Industrial

Parking

Open Space

Public Facilities

Approx. Scale



The Hybrid Industrial: Residential Emphasis zone would serve as a transition zone from residential-only neighborhoods to jobs centers. The permitted FAR for projects that include residential uses would range from 2.0:1 to 4.0:1 (depending on the public benefits provided), for projects without residential uses the permitted FAR would range from 2.5:1 to 4.0:1 (depending on the public benefits provided).

Mixed Use: Commercial / Residential. This zone is intended to allow neighborhood and community commercial uses and institutional uses, either alone or in combination with multi-family residential. This zone activates commercial corridors with a variety of uses that serve the local community while also providing housing. The Mixed Use: Commercial/Residential zone allows residential use for up to 90 percent of the total square footage, depending on the FAR of a development project. A project site could consist entirely of non-residential use or a mix of residential and commercial use. The permitted FAR would range from 2.0:1 to 3.6:1 (depending on the public benefits provided).

Development projects involving new construction or addition/redevelopment within the four new zones described above would have a base FAR that could be increased up to a bonus FAR level depending on the provision of public benefits (**Table 3-2**; see also Public Benefits, below).

TABLE 3-2: NEW ZONE CLASSIFICATIONS AND ASSOCIATED MAXIMUM FLOOR AREA RATIOS				
	New Industry	Hybrid Industrial: Jobs Emphasis	Hybrid Industrial: Residential Emphasis	Mixed Use: Commercial/ Residential
Base FAR	2.5:1	2.0:1 ^{/a/}	2.0:1 ^{/a/}	2.0:1
Bonus FAR	4.0:1	4.0:1	4.0:1	3.6:1
^{/a/} Projects without residential uses are permitted a Base FAR of 2.5:1. SOURCE: City of Los Angeles, 2017.				

Corridor-Wide General Plan Land Use and Zone Changes

Table 3-3 shows the existing General Plan land use designations and zoning for properties within the areas of proposed change within the ECTNP Area. **Table 3-4** shows the proposed General Plan land use designations and zoning for the areas of proposed change within the ECTNP Area.

TABLE 3-3: EXISTING LAND USE AND ZONING WITHIN ECTNP AREAS OF PROPOSED CHANGE					
General Plan Land Use	Acres	Zoning	FAR	Max Allowable Height (Stories) /d/	Max Allowable Height (Feet) /d/
Neighborhood Commercial	20.1	C2-1, P-1	1.5:1	N/A	N/A
		C2-1VL	1.5:1	3 /a/	45
General Commercial	40.7	C2-1, C4-1	1.5:1	N/A	N/A
		CR-1	1.5:1	6	75
		RD2-1, R3-1	3.0:1	N/A	45
		R4-1	3.0:1	N/A	N/A
Limited Manufacturing	11.65	M1-1, P-1	1.5:1	N/A	N/A
Light Manufacturing	139.1	M1-1, M2-1	1.5:1	N/A	N/A
		M2-1VL	1.5:1	3	45
		M2-2	6:1	N/A	75
Low Residential	26.3	R1-1	/b/	N/A	33 /c/
Low Medium I Residential	5.6	R2-1	3.0:1	N/A	33
Low Medium II Residential	7	RD1.5-1, RD2-1	3.0:1	N/A	45
Medium Residential	5.7	R3-1	3.0:1	N/A	45
High Medium Residential	1.5	R3-1	3.0:1	N/A	45
^{/a/} Buildings used entirely for residential (and ground floor commercial in RAS zones) are only limited as to height, not stories. ^{/b/} See LAMC Section 12.08 C.5 for limitations on the allowable floor area for properties in the R1-1 zone. ^{/c/} The maximum building height in the R1 zone is limited to 28 feet when the roof of the uppermost story of the building has a slope of less than 25 percent. ^{/d/} This represents a general height limitation for the zone; some properties have "Q" qualifying conditions which vary from the general limitations. SOURCE: City of Los Angeles, 2017.					

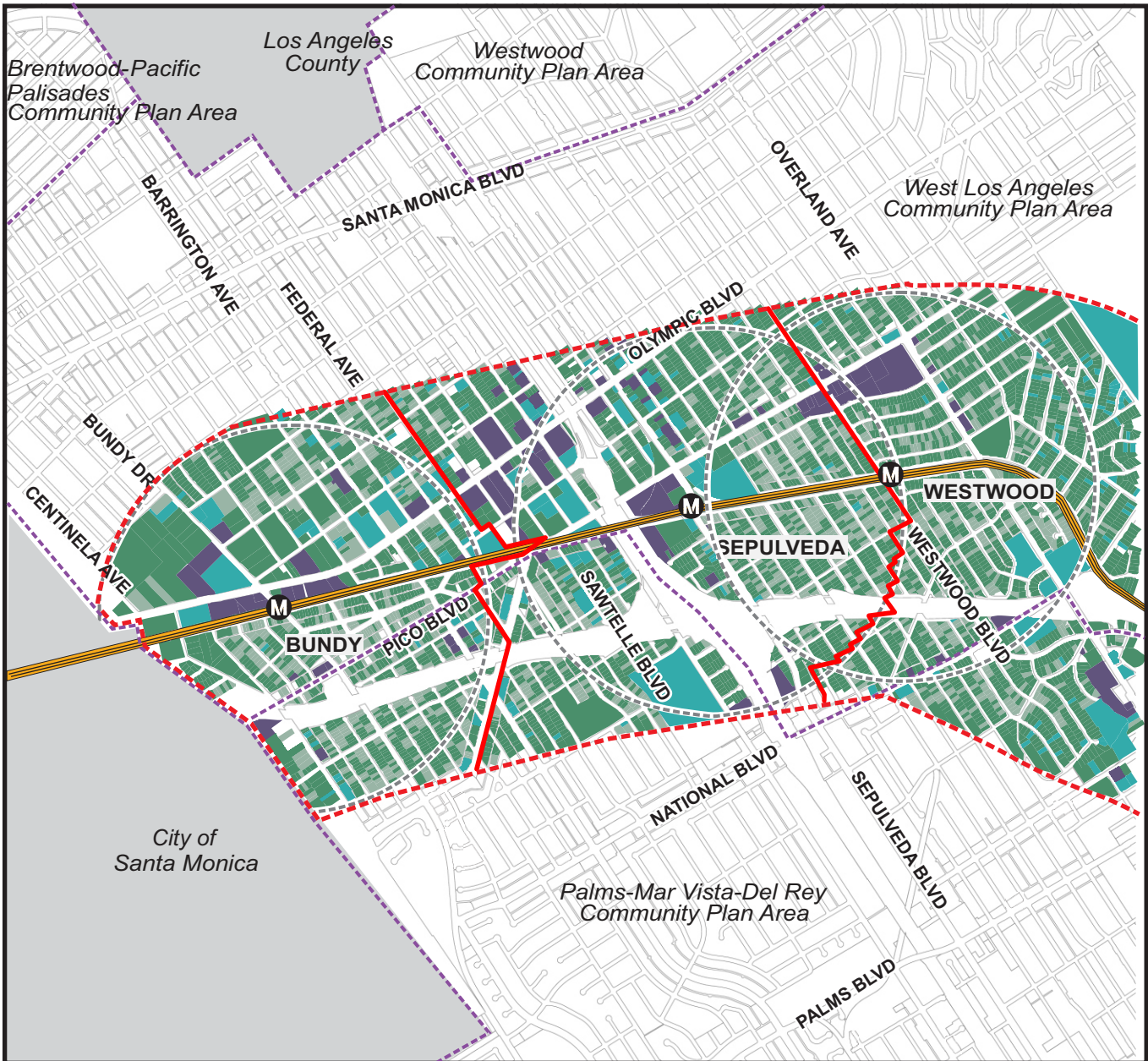
TABLE 3-4: PROPOSED LAND USE AND ZONING WITHIN ECTNP AREAS OF PROPOSED CHANGE

General Plan Land Use	Acres	Zoning	FAR	Height Range (Stories)	Max Height (Feet)
Community Commercial	21.8	Mixed Use: Commercial/ Residential	2:1 to 3.6:1	3 to 6 stories 3 to 7 stories	68 68 to 78
Hybrid Industrial	34.1	Hybrid Industrial: Jobs Emphasis	2:1 to 4.0:1 2.5:1 to 4.0:1	3 to 7 stories 4 to 11 stories 6 to 12 stories	96 148 161
Hybrid Industrial	17	Hybrid Industrial: Residential Emphasis	2.0:1 to 4.0:1 2.5:1 to 4.0:1	4 to 7 stories	96
Hybrid Industrial	97.2	New Industry	2.5:1 to 4.0:1	4 to 6 stories 3 to 7 stories 4 to 11 stories 6 to 12 stories	83 96 148 161
Neighborhood Commercial	15.7	RAS4-1VL	3.0:1	N/A	50
Open Space	2.2	OS	N/A	N/A	N/A
Low Medium II Residential	14	RD1.5-1	3.0:1	N/A	45
Medium Residential	10	R3-1	3.0:1	N/A	45
Neighborhood Commercial	45.5	Mixed Use: Commercial/ Residential	2.0:1 to 3.6:1	3 to 5 stories	58

SOURCE: City of Los Angeles, 2017.

BUILDING HEIGHTS AND FLOOR AREA RATIOS

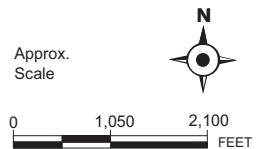
Figures 3-8a and 3-8b show the heights of existing buildings in the ECTNP Area. Figures 3-9a and 3-9b show the maximum building heights that would be for the areas of proposed change under the ECTNP. Figures 3-10a and 3-10b illustrate the existing maximum allowable FAR, Figures 3-11a and 3-11b illustrate the proposed FAR, and Figures 3-12a and 3-12b illustrate the difference between the maximum FAR allowable by the existing zoning and the maximum FAR allowed by the proposed zoning. Where the proposed zoning includes a range of FARs, the maximum Bonus FAR was used in order to demonstrate the greatest possible change in FAR between existing and proposed zoning. For properties currently zoned as R1, an FAR of 0.5:1 was assumed to account for the typical floor area allowed on a single-family property per Los Angeles Municipal Code (LAMC) Section 12.08 C.5. While additional floor area may be allowed in the R1 zone, an FAR of 0.5:1 was used to demonstrate the greatest possible change in FAR between existing and proposed zoning on these properties.



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- - - ECTNP Boundary
 - Expo LRT
 - Light Rail Station
 - 0.5-Mile Radius
 - - - Community Plan Areas
 - Station Segment Boundary
 - Jurisdictional Boundary
- | Building Heights | |
|------------------|---------------------|
| | 1-15 Feet |
| | 16-30 Feet |
| | 31-44 Feet |
| | 45 Feet and greater |





A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- - - ECTNP Boundary
 - Expo LRT
 - Light Rail Station
 - 0.5-Mile Radius
 - - - Community Plan Areas
 - Station Segment Boundary
 - Jurisdictional Boundary
- | Building Heights | |
|------------------|---------------------|
| | 1-15 Feet |
| | 16-30 Feet |
| | 31-44 Feet |
| | 45 Feet and greater |

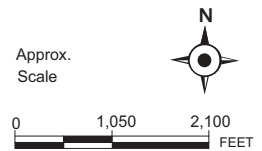
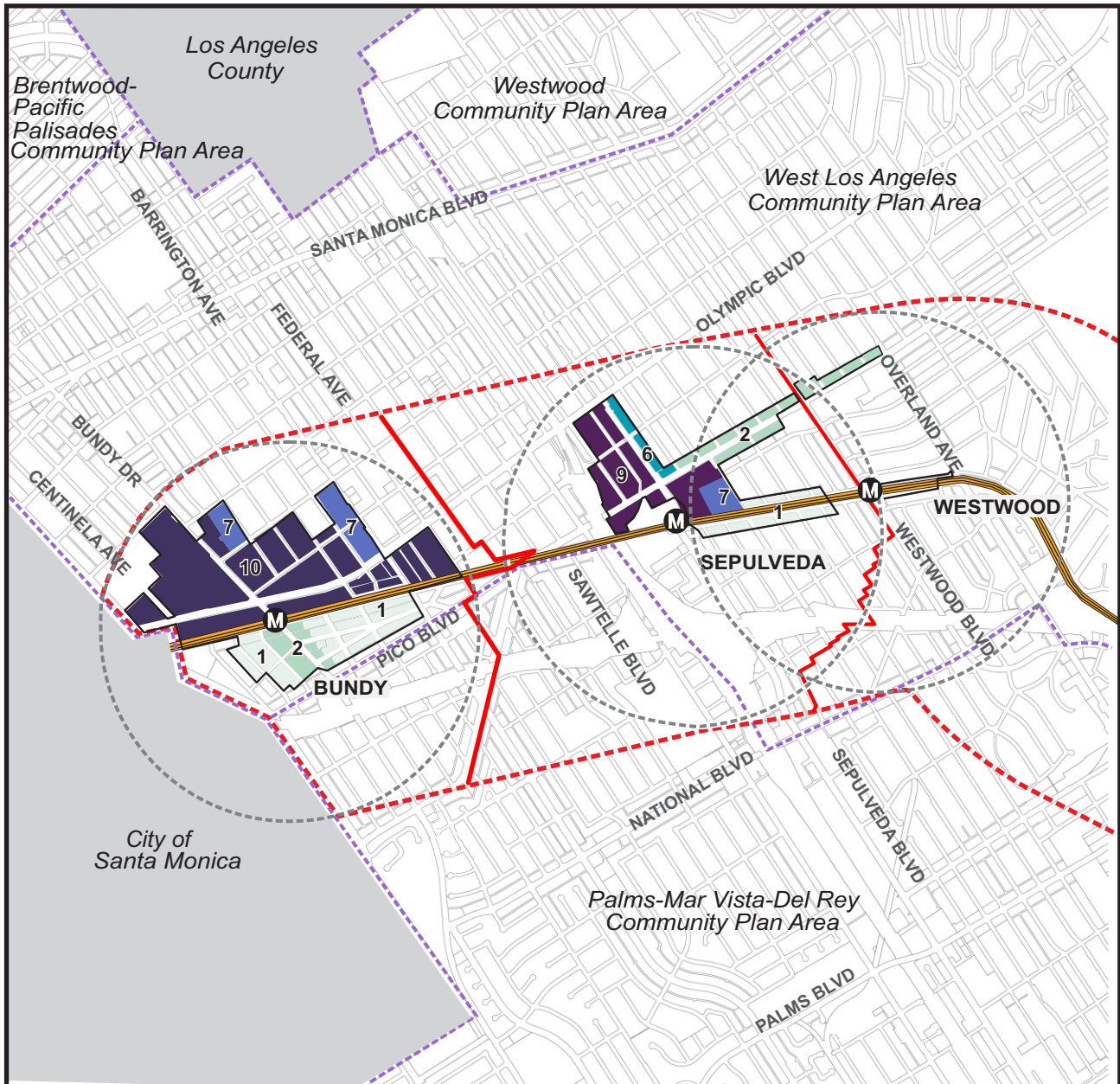


Figure 3-9a Proposed Maximum Allowable Building Heights (Bundy Station to Westwood Station)



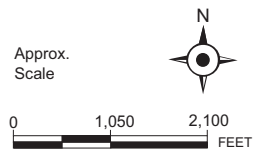
A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

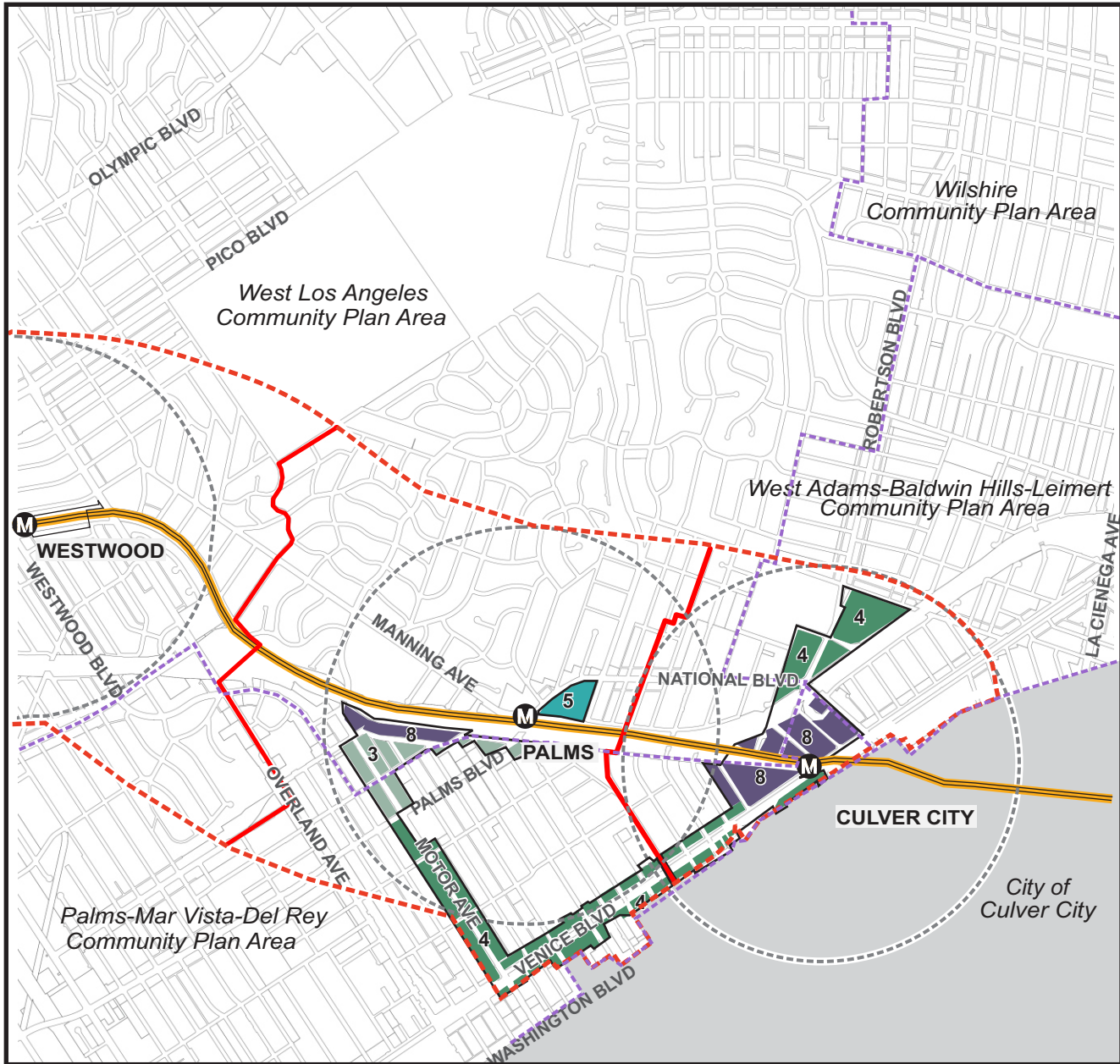
LEGEND:

- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Community Plan Area
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Building Heights	
1	45 Feet
2	50 Feet
3	58 Feet
4	68 Feet
5	78 Feet
6	83 Feet
7	96 Feet (78 Feet*)
8	96 Feet
9	148 Feet (118 Feet*)
10	161 Feet (128 Feet*)

* Applies to buildings with residential use above the ground floor.





A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

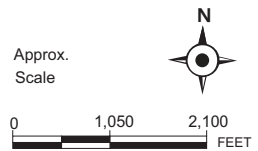
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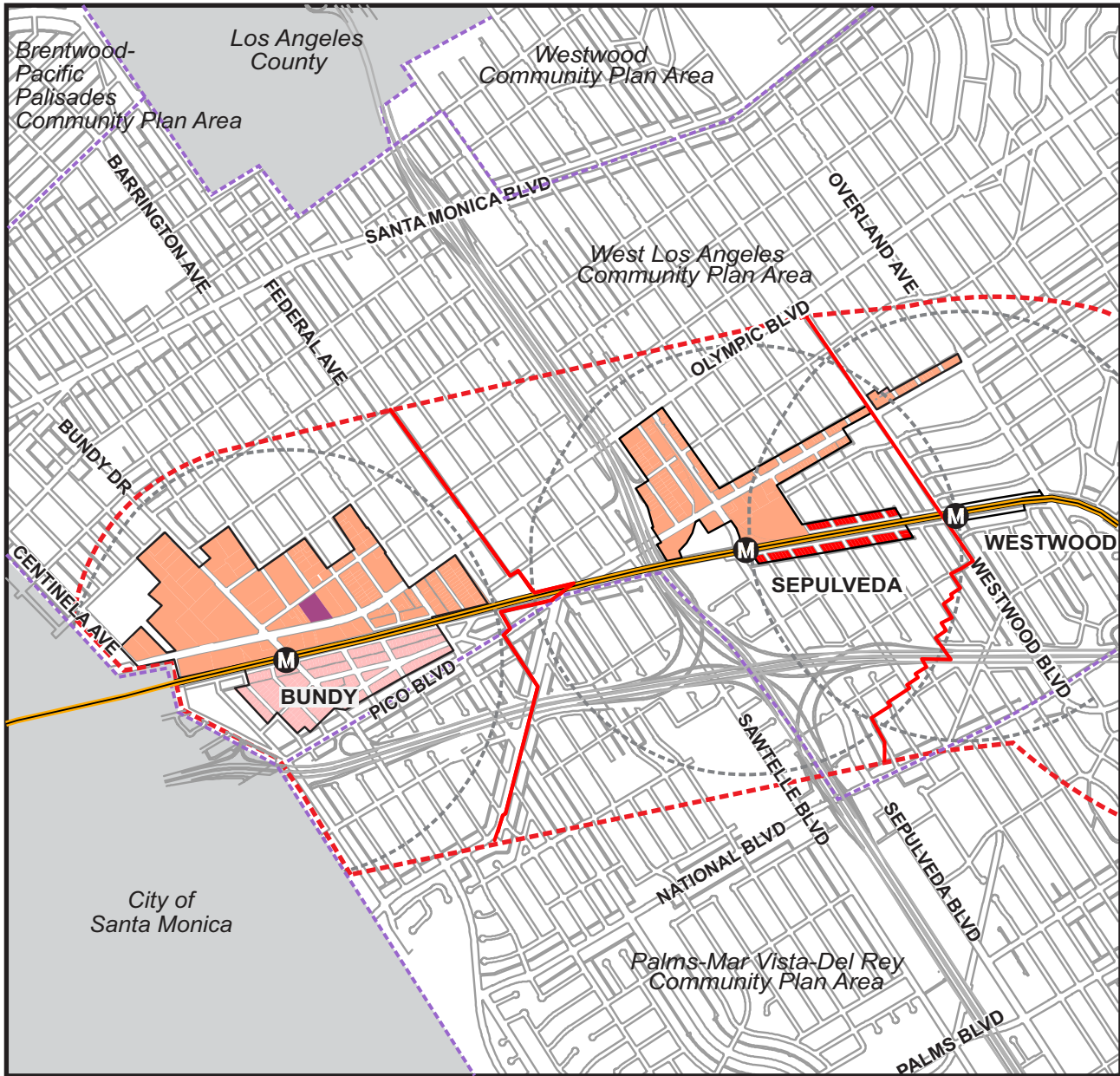
- - - ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- - - Community Plan Area
- - - Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/ Subareas

Building Heights

1	45 Feet	6	83 Feet
2	50 Feet	7	96 Feet (78 Feet*)
3	58 Feet	8	96 Feet
4	68 Feet	9	148 Feet (118 Feet*)
5	78 Feet	10	161 Feet (128 Feet*)

* Applies to buildings with residential use above the ground floor.

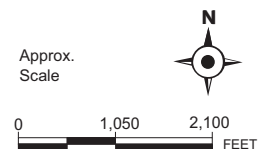


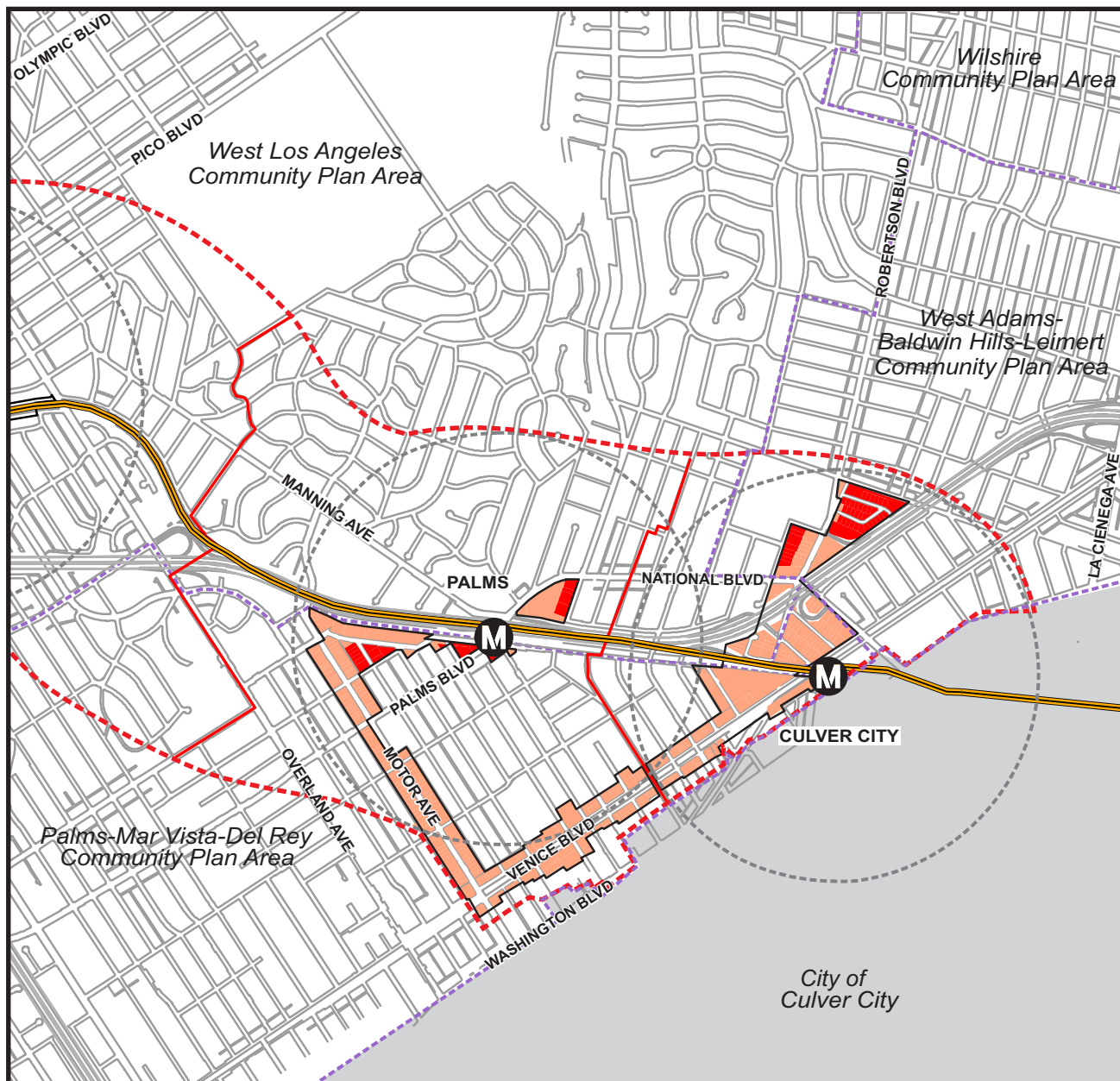


A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- - - ECTNP Boundary
 - Expo LRT
 - M Light Rail Station
 - 0.5-Mile Radius
 - Community Plan Areas
 - Station Segment Boundary
 - Jurisdictional Boundary
 - Areas of Proposed Change/Subareas
- | Existing Maximum FAR Permitted by Current Zoning | |
|--------------------------------------------------|-----|
| | 0.5 |
| | 1.5 |
| | 3.0 |
| | 3.6 |
| | 4.0 |
| | 6.0 |

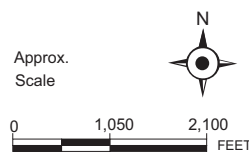




A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- - - ECTNP Boundary
 - Expo LRT
 - M Light Rail Station
 - 0.5-Mile Radius
 - Community Plan Areas
 - Station Segment Boundary
 - Jurisdictional Boundary
 - Areas of Proposed Change/Subareas
- | Existing Maximum FAR Permitted by Current Zoning | |
|--------------------------------------------------|-----|
| | 0.5 |
| | 1.5 |
| | 3.0 |
| | 3.6 |
| | 4.0 |
| | 6.0 |





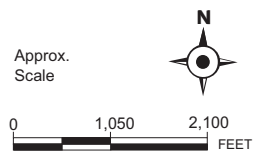
A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

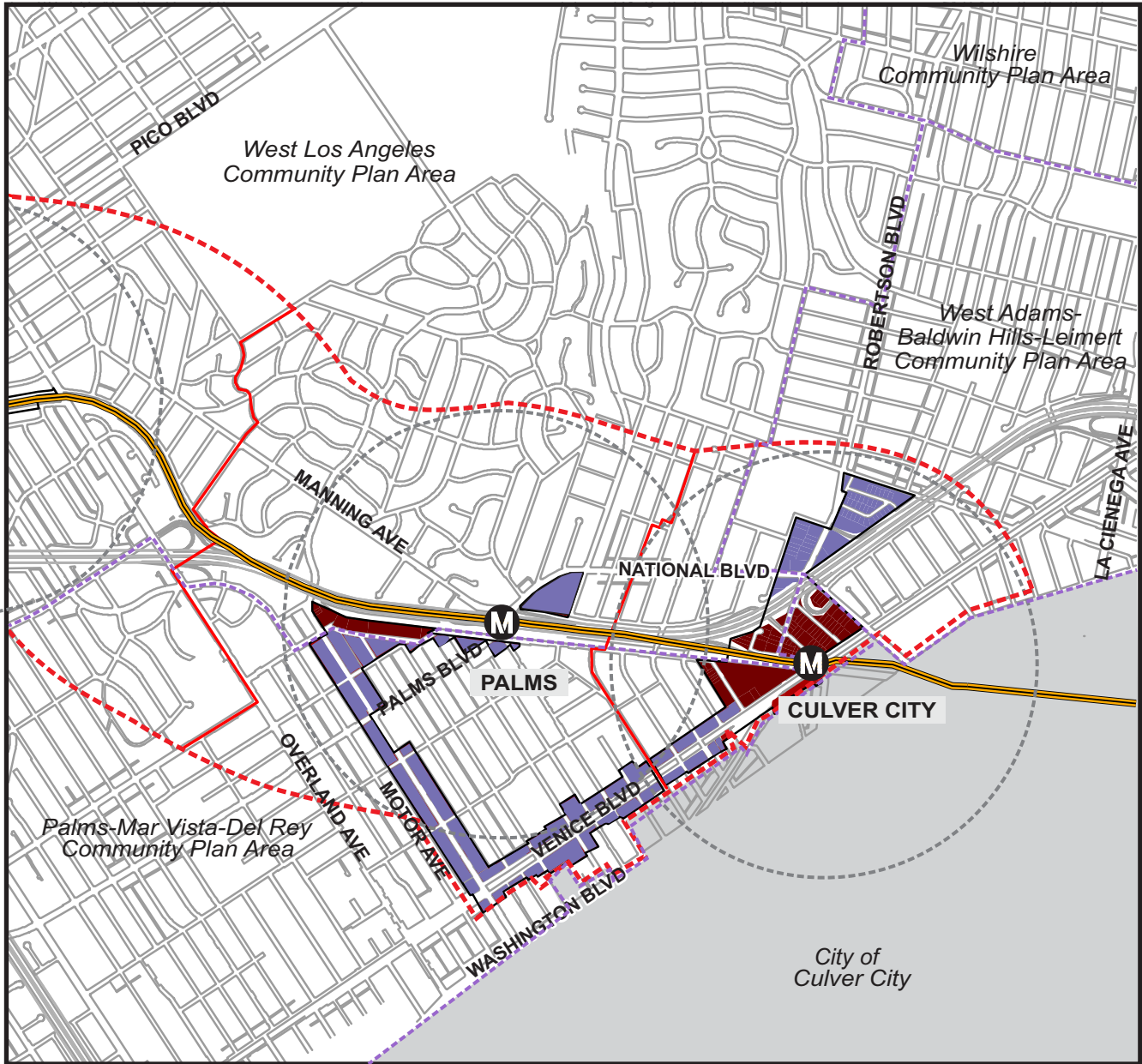
LEGEND:

- - - ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- - - Community Plan Areas
- Station Segment Boundary
- Jurisdictional Boundary
- Areas of Proposed Change/Subareas

Maximum FAR Permitted by Proposed Zoning

- 0.5
- 1.5
- 3.0
- 4.0
- 6.0

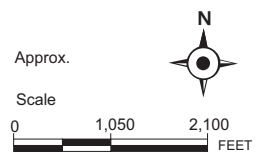




A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

- - - ECTNP Boundary
 - Expo LRT
 - Light Rail Station
 - 0.5-Mile Radius
 - - - Community Plan Areas
 - - - Station Segment Boundary
 - Jurisdictional Boundary
 - Areas of Proposed Change/Subareas
- | Maximum FAR Permitted by Proposed Zoning | |
|------------------------------------------|-----|
| | 0.5 |
| | 1.5 |
| | 3.0 |
| | 3.6 |
| | 4.0 |
| | 6.0 |





A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

--- ECTNP Boundary

Expo LRT

M Light Rail Station

○ 0.5-Mile Radius

--- Community Plan Areas

--- Station Segment Boundary

Jurisdictional Boundary

Areas of Proposed Change/Subareas

Change in Maximum FAR Permitted by Proposed Zoning

-2.0

0.0

+0.6

+1.5

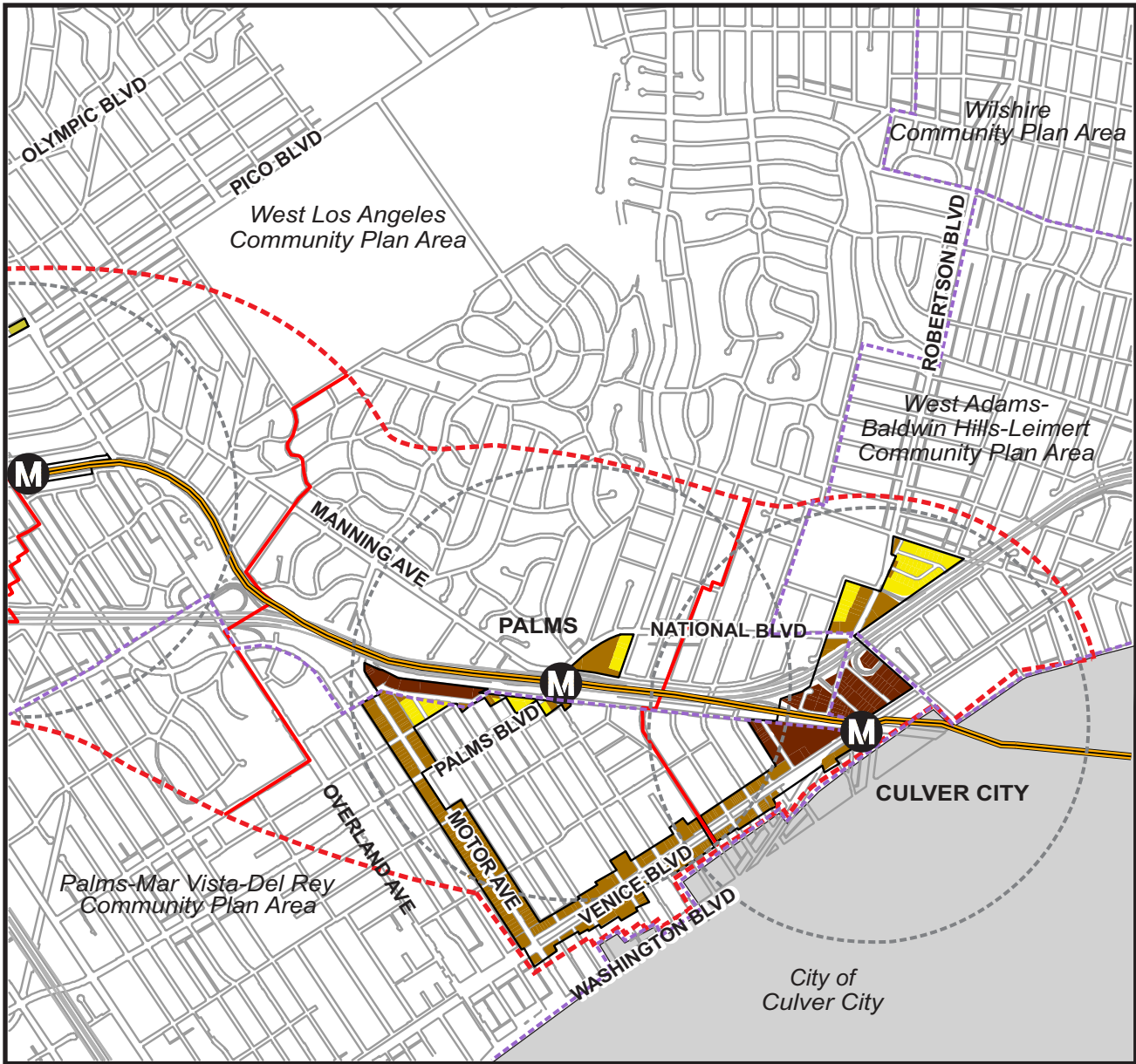
+2.1

+2.5

Approx. Scale

0 1,050 2,100 FEET





A project partially funded by the Los Angeles County Metropolitan Transportation Authority.

LEGEND:

--- ECTNP Boundary

Expo LRT

M Light Rail Station

○ 0.5-Mile Radius

- - - Community Plan Areas

— Station Segment Boundary

▭ Jurisdictional Boundary

▭ Areas of Proposed Change/Subareas

Change in Maximum FAR Permitted by Proposed Zoning

-2.0

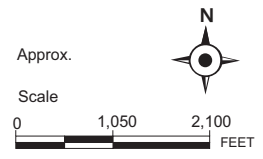
0.0

+0.6

+1.5

+2.1

+2.5



PUBLIC BENEFITS

The ECTNP would require all projects in the areas of proposed change to provide basic public benefits, such as on-site streetscape improvements, on-site open space, bicycle facilities, unbundled parking, and other transportation demand management strategies, as applicable.

Community Amenities and Affordable Housing. Projects within the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones would be eligible for increased FAR in exchange for providing additional public benefits in the form of affordable housing and community amenities. As shown in **Table 3-2**, each zone has a Base and Bonus FAR. In order to take advantage of Bonus FAR, additional public benefits are required in the form of affordable housing and community amenities.

Examples of community amenities include: off-site streetscape improvements; enhancements to freeway underpasses; publicly accessible open space; transit and bike amenities (e.g., enhanced bus shelters and kiosks, mobility hubs, long-term bike storage); and community facilities (e.g., childcare center, senior/youth/cultural facility). Projects using the Bonus FAR must also set aside a portion of the units as affordable housing for Extremely Low-, Very Low-, or Low-income households; the portion required varies based on household income category.

The public benefits are intended to correspond to the intensity of the project, and would be administered using a point system that is based on a project’s location and square footage of residential and non-residential uses (see **Table 3-5**). Market studies prepared for the Project Area showed that residential uses can support greater levels of public benefits compared to non-residential uses, and that properties closer to the Bundy and Sepulveda Stations can support a greater level of public benefits compared to the Palms and Culver City station areas; therefore, residential uses and projects in the Bundy and Sepulveda station areas have a greater point factor. The square footage dedicated to restricted affordable housing units is not assessed a point value.

TABLE 3-5: PUBLIC BENEFITS POINT SCHEDULE				
	Station Area			
	Bundy	Sepulveda	Palms	Culver City
Non-Residential Use (per 1,000 GSF)	0.050	0.050	0.010	0.010
Affordable Housing (per 1,000 NSF)	0	0	0	0
Market-rate housing and Live/Work Units (per 1,000 NSF)	0.105	0.105	0.011	0.011
Market-rate housing and Live/Work Units in projects using Alternative Compliance (per 1,000 NSF)	0.315	0.315	0.035	0.035
Live/Work Units in projects in the New Industry Zone with more than 30% Live/Work Units (per 1,000 NSF)	0.315	0.315	0.035	0.035

GSF (gross square footage) includes all building floor area, including common areas.
NSF (net square footage) excludes square footage of common areas within residential buildings, and includes only square footage of individual dwelling units.
SOURCE: City of Los Angeles, 2017.

Once the point value of a project is calculated, an equivalent amount of public benefits are assigned to the project based off of the menu found in Appendix A of the Specific Plan.

Vehicle Trip Reduction. In lieu of providing the above public benefits, projects within the New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Mixed Use: Commercial/Residential zones that are comprised of 70 percent or greater non-residential uses must meet the Vehicle Trip Reduction requirements (described below) to be eligible for the Bonus FAR.

Such projects would be required to demonstrate either a ten percent reduction in peak-hour vehicle trips from expected vehicle trip levels, or an Average Vehicle Ratio (AVR) of 1.75 for AM/PM peak-hour weekday vehicle trips. Expected vehicle trip levels would be based on a trip generation analysis prepared at the time of application.

The vehicle trip reduction strategies may include, but would not be limited to, the following Transportation Demand Management (TDM) strategies (which would be in addition to TDM strategies required in the City-wide ordinance):

- TDM Coordinator
- Area-wide Transportation Management Association (TMA)
- Commute Trip Reduction (CTR) Marketing (such as a Transportation Information Center [TIC])
- Transit Fare Subsidy
- On-site sale of monthly transit passes
- Bicycle Facilities
- Integrated Mobility Hubs
- On-site car share and/or bike share programs
- Provide Pedestrian Network Improvements
- Flexible Work Hours
- Telecommuting
- Employer-Sponsored Vanpool/Shuttle
- Ridesharing
- School Pool Program
- School Bus Program
- Parking Cash Out
- Unbundled Parking
- Workplace Parking Pricing
- Limiting Parking Supply

Beginning one year after a Certificate of Occupancy is obtained, the property owner would be required to submit annual reports, documenting counts of peak-hour weekday vehicle trips beginning and ending at the property. These annual reports would be reviewed by the Department of City Planning, in consultation with LADOT as needed, to monitor a project's compliance with the trip reduction requirements.

OTHER PLAN PROVISIONS

Parking Regulations. In addition to requiring that projects comply with current City-wide minimum parking standards, the ECTNP includes several requirements and provisions unique to select areas within the ECTNP Area. The Proposed Project requires that all parking for new development in areas of proposed change, with the exception of properties in the R3 or more restrictive zones, be unbundled from the sale or lease price of an individual dwelling unit or non-residential space. It also includes mechanisms to encourage shared parking among uses within a development site.

Finally, the Proposed Project allows individual neighborhood-serving retail and personal services uses that are less than 1,500 square feet within mixed use developments to be excluded from minimum parking requirements. This provision would also apply to individual neighborhood-serving restaurants less than 1,500 square feet, for up to a maximum of 50 percent of an individual project's non-residential square footage or 1,500 square feet, whichever is greater. This provision would apply only to specified Neighborhood Commercial properties in the ECTNP. The objective of these parking provisions is to encourage small neighborhood-serving commercial uses in specified areas where the commercial uses are intended to serve surrounding neighborhoods and not serve as a regional destination.

Open Space Regulations. All new development projects located in the ECTNP Area would be required to provide open space. This includes the open space for residential uses currently required by the LAMC. In addition, the ECTNP would require open space to be constructed based on non-residential square footage in a commercial or mixed use development. The ECTNP also allows for a reduction in required open space if the provided open space is made publicly accessible.

STREETSCAPE PLANS

The Proposed Project includes streetscape plans for a number of key corridors identified below. These plans illustrate streetscape improvements in the public right-of-way with the goal of creating a pedestrian-friendly environment that encourages walking, bicycling, and transit use while maintaining vehicular circulation. The location of the street segments included in the proposed streetscape plans are shown in **Figure 3-13** and listed below:

- Bundy Drive between Missouri Avenue and Pico Boulevard
- Olympic Boulevard between Centinela and Barrington Avenues
- Sepulveda Boulevard between Olympic and National Boulevards
- National Boulevard between Mentone Avenue and Castle Heights Boulevard
- Palms Boulevard between National Boulevard and Motor Avenue
- Exposition Corridor Streetscape Plan
- Motor Avenue between I-10 and Venice Boulevard (in Livable Boulevards Streetscape Plan)
- Pico Boulevard between I-405 and Patricia Avenue (in Livable Boulevards Streetscape Plan)
- Pico Boulevard between Centinela Avenue and I-405 (in Livable Boulevards Streetscape Plan)

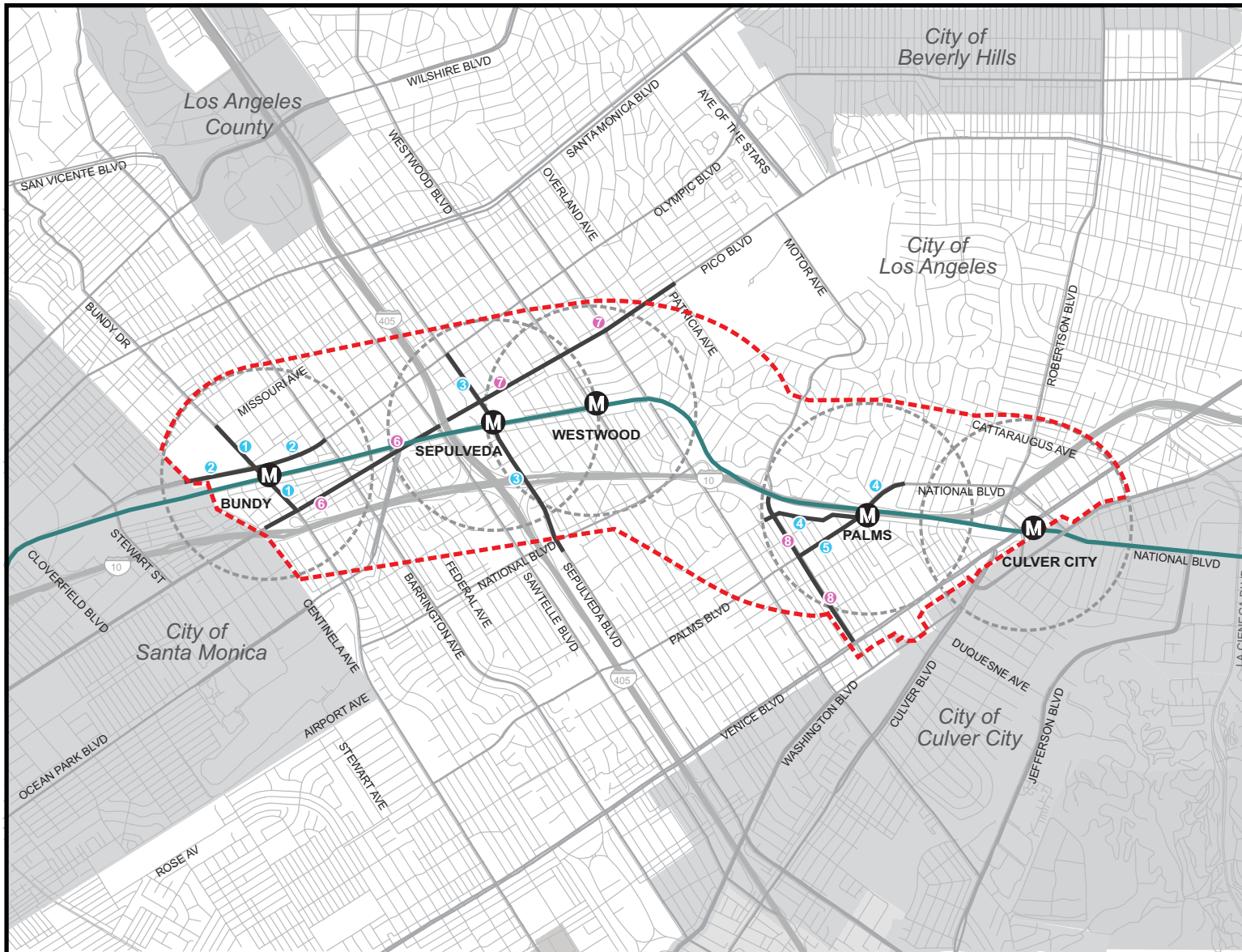
The current dimensions, street designations per the adopted Mobility Plan 2035 (MP 2035), and proposed dimensions for these segments are shown in **Table 3-6**. The proposed dimensions are consistent with the Moiblity Plan 2035 street standards, and would accommodate the streetscape improvements in the proposed streetscape plans.

National Boulevard. The proposed streetscape plan for National Boulevard reflects an expanded right-of-way per the new Avenue II street classification standards in the MP 2035; the existing roadway width would be maintained. Between Mentone Avenue and Palms Boulevard/Exposition Boulevard the streetscape plan would provide consistent landscape treatment, including street trees.

On the north side of the street, the sidewalk would be widened to 14 feet by means of a dedication as properties are redeveloped. Between Palms Boulevard/Exposition Boulevard and Castle Heights Avenue, the proposed streetscape plan would provide wider sidewalks and parkways and consistent landscape treatment. Sidewalks in the range of 12 to 15 feet in width would be made possible through a combination of dedications and easements on private property as properties are redeveloped.

Bundy Drive. The proposed streetscape plan for Bundy Drive reflects and expanded roadway and right-of-way per the new Avenue I street classification standards in the MP 2035. The streetscape plan would increase the sidewalk width to 15 feet – including walkways and parkways, where relevant – on both sides of the street (from the current 7 to 10 feet), introduce a consistent pattern of street trees along the sidewalks, reduce travel lane widths, and incorporate parking on both sides of the street. The number of travel lanes would remain as existing. The streetscape plan would require the reconstruction of curbs, gutters, and driveways along the portion of Bundy Drive north of Olympic Boulevard. In order to achieve the right-of-way dimensions required, a dedication would be required as properties are redeveloped.

Olympic Boulevard. The proposed streetscape plan for Olympic Boulevard, which reflects the right-of-way per the new Boulevard II street classification in the MP 3025, would increase the sidewalk width from 12 feet to 15 feet, introduce a consistent pattern of street trees along the sidewalks, and install center landscaped medians between left-turn lanes. To achieve the wider sidewalk width, an easement on private properties fronting the street would be necessary as properties are redeveloped.



LEGEND:

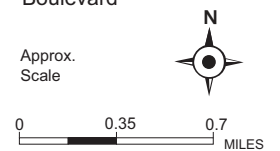
- ECTNP Boundary
- Expo LRT
- Light Rail Station
- 0.5-Mile Radius
- Streetscape Segments
- Jurisdictional Boundary

Expo Streetscape Plan

- Bundy Drive between Pico Boulevard and Missouri Avenue
- Olympic Boulevard between Centinela and Barrington Avenues
- Sepulveda Boulevard between Olympic and National Boulevards
- National Boulevard between Castle Heights and Mentone Avenues
- Palms Boulevard between Motor Avenue and National Boulevard

Livable Boulevards Streetscape Plan

- Pico Boulevard between Centinela Avenue and I-405
- Pico Boulevard between I-405 and Patricia Avenue
- Motor Avenue between I-10 and Venice Boulevard



A project partially funded by the Los Angeles County Metropolitan Transportation Authority.



SOURCE: City of Los Angeles and TAHA, 2017.



TABLE 3-6: STREETSCAPE SEGMENT DIMENSIONS												
Street Name	Specific Location	Current Dimensions/a/			Designation Per MP 2035	MP 2035 Standard Dimensions			MP 2035 Network	Proposed Dimensions		
		Sidewalk /b/	Roadway	Right-of-Way		Sidewalk /b/	Roadway	Right-of-Way		Sidewalk /b/	Roadway Width	Right-of-Way
Bundy Dr.	Missouri Ave. to La Grange Blvd.	7' to 10'	56'	73'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Bundy Dr.	La Grange Blvd. to Olympic Blvd.	10'	66'	86'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Bundy Dr.	Olympic Blvd. to Pico Blvd.	7'	70'	84'	Avenue I	15'	70'	100'	Transit Enhanced Network; Bicycle Lane Network	15'	70'	100'
Olympic Blvd.	Centinela Ave. to Barrington Ave.	12'	86'	110'	Boulevard II	15'	80'	110'	Vehicle Enhanced Network	15'/e/	86'/d/	110'
Sepulveda Blvd.	Olympic Blvd. to Pico Blvd.	0' to 8'	52'	100'	Boulevard II	15'	80'	110'	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
Sepulveda Blvd.	Pico Blvd. to National Blvd.	5' to 20'	60'/c/	100'	Boulevard II	15'	80'	110'	Transit-Enhanced Network; Bicycle Lane Network	15'	80'	110'
National Blvd.	Castle Heights Ave. to Palms Blvd.	8' to 10'	63'	81' to 83'	Avenue II	15'	56'	86'	Neighborhood Enhanced Network	12' to 15'/e/	63'/d/	86'
National Blvd.	Palms Blvd. to Mentone Ave.	12' to 15'	57'	84'	Avenue II	15'	56'	86'	Bicycle Lane Network; Bicycle Enhanced Network	14' to 15'	57'/d/	86'
Palms Blvd.	National Blvd. to Motor Ave.	7'	62'	76'	Avenue II	15'	56'	86'	Bicycle Lane Network	12'	62'/d/	86'
Pico Blvd. //	I-405 to Patricia Ave.	15'	70'	100'	Avenue I	15'	70'	100'	Bicycle Lane Network; Transit Enhanced Network	15'	70'	100'
Pico Blvd. //	Centinela to I-405	15'	70'	100'	Avenue I	15'	70'	100'	Bicycle Lane Network; Transit Enhanced Network	15'	70'	100'
Motor Ave. //	I-10 to Venice Blvd.	9'	62'	80'	Modified Avenue II	15'	56'	86'	Bicycle Enhanced Network	12'	62'	86'

/a/ The range indicated is the range of existing dimensions as of the date of adoption of this plan. All dimensions are approximate and should be field verified and should not be used for engineering purposes. LADOT's signing and striping plans, GIS parcel maps and Google aeriels were used for roadway, sidewalk/parkway, and right-of-way widths.

/b/ Sidewalk includes both walkway (Pedestrian Zone) and tree well or parkway area (Amenity Zone).

/c/ Roadway width at the intersection of Pico and Sepulveda is 78'.

/d/ The proposed right-of-way for this street segment is consistent with the MP 2035 street designation. The roadway width does not need to comply with the MP 2035 street designation and shall be constructed to the proposed dimensions shown here.

/e/ The standard sidewalk width on this street segment is achieved through a required sidewalk easement.

// These Streetscape Segments can be found in the Livable Boulevards Streetscape Plan; other plans are in the Exposition Corridor Streetscape Plan.

SOURCE: Gruen Associates, February 2014; Department of City Planning, 2017.

Sepulveda Boulevard. The proposed streetscape plan for Sepulveda Boulevard reflects an expanded roadway and right-of-way per the new Boulevard II street classification standards in the MP 2035. The streetscape plan includes two scenarios – one that anticipates a center-running transit line on Sepulveda Boulevard, and one that does not. In both scenarios, a dedication on each side of Sepulveda Boulevard would be required as properties are redeveloped, as well as reconstruction of curbs, gutters, and driveways. Within the widened right-of-way, the sidewalk width (including parkways, where existing) would be increased to 15 feet, and a consistent landscape treatment along the sidewalk would be installed. In the scenario with transit, parking along one or both sides of Sepulveda Boulevard may need to be removed. In the scenario without transit, parking along both sides of Sepulveda Boulevard would be maintained. The center-running transit line on Sepulveda Boulevard is not covered in this EIR, and a separate environmental clearance would be required in the future.

Palms Boulevard. The proposed streetscape plan for Palms Boulevard reflects an expanded right-of-way width per the new Avenue II street classification standards in the MP 2035; the existing roadway width would be maintained. Sidewalks (including parkways) would be widened to 12 feet by means of a dedication on each side as properties are redeveloped. The streetscape plan would also install street trees as well as landscaped curb extensions in between parking stalls and at intersections.

Motor Avenue. The proposed streetscape plan for Motor Avenue would expand the right-of-way per the new Avenue II streets classification in the MP 2035, while the existing roadway width would be maintained. On both sides of the street, the sidewalks would be widened to 12 feet by means of a dedication as properties are redeveloped. In addition, the streetscape plan would include a consistent landscape and street furniture treatment, as well as curb extensions at intersections.

Pico Boulevard. The proposed streetscape plan for Pico Boulevard between I-405 and Patricia Avenue maintains the existing right-of-way and roadway widths, consistent with the new Avenue I street classification standards in the MP 2035. Sidewalks currently 15 feet in width would be maintained, and a consistent landscape and street furniture treatment would be introduced. Several new landscaped medians would also be installed within the existing left-turn lane in between intersections.

The proposed streetscape plan for Pico Boulevard between Centinela Avenue and I-405 also maintains the existing right-of-way and roadway widths, consistent with the new Avenue I street classification standards in the MP 2035. Sidewalks currently 15 feet in width would be maintained, and a consistent landscape, street tree, and street furniture treatment would be introduced. Several new landscaped medians would also be installed within the existing left-turn lane in between intersections, as well as curb extensions.

URBAN DESIGN STANDARDS AND GUIDELINES

The Proposed Project establishes Urban Design Standards and Guidelines for all properties within the Project Area, excluding properties in the R1 and R2 zones. The Urban Design Standards and Guidelines are intended to create livable neighborhoods with an emphasis on walkability and the making of great streets and neighborhoods. The focus of the Urban Design Standards and Guidelines is on the relationship of buildings to the street and the public realm to create high quality public spaces and a walkable environment. The Urban Design Standards and Guidelines include requirements for the following:

- Setbacks and Yards
- Streetwall
- Massing and Lot Coverage
- Building Orientation and Entry
- Ground Floor Treatment
- Ground Floor Use
- Architectural Treatment
- Windows and Doors
- Exterior Lighting
- Mechanical and Utilities
- Open Space
- Parking and Access

The Proposed Project would incorporate in full the design standards of the existing West Pico Community Design Overlay District (CDO) and the CDO will be repealed. Where the existing Westwood/Pico Neighborhood Oriented District (NOD) overlaps with the ECTNP, all provisions of the ECTNP, including the Urban Design Standards and Guidelines, would apply; additionally, the use prohibitions and signage regulations of the NOD would also continue to apply.

PROJECT FEATURES

Following is a more detailed description of the components and features of the Proposed Project that are intended to implement the Project Objectives (See Section 3.2) while reducing potential impacts.

The Proposed Plan:

- Accommodates jobs
 - Allows light industrial uses in the New Industry, Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis zones, including manufacturing, packaging, distribution, and research and development (R&D), which support the creative, technology, media, and similar industries clustered in the area.
 - Requires a minimum amount of non-residential use (10 to 20 percent) in the Mixed Use: Commercial/Residential zone.
 - Prohibits residential use in the New Industry zone, with the exception of live/work units built to building code standards that allow non-residential employees.
 - Allows only a limited amount of residential use in the Hybrid Industrial: Jobs Emphasis zone (up to 50 percent) and Hybrid Industrial: Residential Emphasis zone (up to 75 percent).
 - Limits new retail and restaurant uses in the New Industry and Hybrid Industrial: Jobs Emphasis zones so they remain ancillary to the employment uses on the site.
 - Offers higher base floor area ratios for projects that are comprised entirely of non-residential use.
 - Allows additional floor area in exchange for vehicle trip reduction for projects comprised primarily (more than 70 percent) of non-residential use.
- Increases housing supply
 - Rezones select industrial properties to Hybrid Industrial zones to allow limited residential uses where such uses are not currently allowed.
 - Rezones properties along major commercial boulevards to Mixed Use: Commercial/Residential to provide opportunities for new multifamily housing while still requiring a minimum amount of neighborhood-serving and job-generating uses.
- Streamlines processes
 - Streamlines the development review process for projects that comply with the ECTNP.
 - Establishes an Alternative Compliance process for eligible sites to provide flexibility in maintaining jobs in the area while accommodating housing needs.
- Promotes transit supportive land use intensities and development patterns
 - Implements land use changes that accommodate additional jobs and housing within close proximity to transit.
 - Rezones single-family residential area adjacent to the Bundy Station to various low to medium density multifamily residential uses.
 - Prohibits or limits new auto-oriented and low-intensity uses on properties surrounding the transit stations, reserving these areas for compact, job-generating development.
 - Rezones select industrial properties within a half-mile of a transit station to the New Industry, Hybrid Industrial: Jobs Emphasis, and Hybrid Industrial: Residential Emphasis zones to direct jobs and housing to the station areas.

- Applies new mixed use zones to currently single-use areas, which can lead to more walking trips among destinations.
- Creates incentives for new development to provide public benefits
 - Provides additional development rights in the form of greater FARs in exchange for the provision of public benefits
 - Creates an incentive for new development to provide affordable housing, placing more core transit riders close to stations and expanding their access to jobs.
 - Requires large mixed use developments to provide transportation-related public benefits, such as mobility hubs, bicycle facilities, and other amenities that address the first/last mile linkage to transit stations.
 - Requires publicly accessible open spaces to be located on the ground floor and open to the public, and contain seating and other programmatic elements.
- Requires pedestrian-friendly and quality urban design
 - Creates safe, interesting and inviting buildings that improve the pedestrian experience. Set maximum front yard setbacks. Creates a continuous pedestrian experience, uninterrupted by excessive driveways, with a required continuous street wall, no blank facades, and primary pedestrian entrances oriented to the street.
 - Requires new commercial, industrial, and multifamily residential development within transit neighborhoods to orient towards the street and other public space and include active ground floor uses that help define and activate the street and create visual interest.
 - Limits building lengths and requires projects on large sites to break up blocks with paseos, new streets, or other open space to ensure appropriate scale of development and facilitate pedestrian flow through the station areas.
 - Encourages new buildings to incorporate high-quality materials and appropriate architectural details.
 - Institutes transitional height requirements (stepbacks) where zone changes to New Industry, Hybrid Industrial: Jobs Emphasis, Hybrid Industrial: Residential Emphasis, and Residential/Accessory Services (RAS4) zones is adjacent to single-family and two-family residential uses.
 - Ensures that surface parking and parking structures are concealed from the street.
 - Creates a hierarchy of “Active Streets” and “Retail Streets” within the Project Area that requires varying levels of ground-floor activity and transparency to provide nearby employees, residents, and visitors with services and amenities that are accessible on foot and inviting to people walking.
 - Establishes Streetscape Plans that improve the configuration and condition of public rights-of-way to better promote pedestrian, bicycle, and vehicular circulation.
- Improves mobility
 - Requires commercial developments that use a floor area bonus to demonstrate a reduction in vehicle trip generation using transportation demand management strategies.
 - Generally maintains current Code parking requirements and encourages shared parking among uses within a development.

3.5 CONSTRUCTION SCHEDULE AND PHASING

The Proposed Project is a Specific Plan that would guide development in the Project Area. There is no specifically planned development as a part of this Proposed Project. Therefore, there is no construction schedule or phasing. The ECTNP is anticipated to be adopted in 2017 with implementation starting after adoption and continuing through 2035.

3.6 DISCRETIONARY ACTIONS AND APPROVALS

Approval of the following would be required by the Planning Commission and City Council in order to implement the ECTNP:

- General Plan Amendments
- Zone Changes
- Exposition Corridor Transit Neighborhood Plan Specific Plan (Ordinance)
- Specific Plan Amendments
- Urban Design Guidelines
- Modified Street Classifications and Standards
- Streetscape Plans
- Other Ordinances, including modification of existing overlays, as appropriate
- Amendments to the General Plan Framework, Transportation (Mobility) Element, and other General Plan Elements, as appropriate.

After the adoption of the ECTNP, individual projects would be required to submit an application, which would be reviewed to determine consistency with the ECTNP. The subsequent environmental review required for subsequent projects determined to be consistent with the ECTNP will depend upon the circumstances of each project and may include the following approaches: (1) A determination pursuant Public Resources Code (PRC) Section 21166 and CEQA Guidelines Section 15162 that the project was fully assessed in this EIR and no further environmental review is required; (2) an addendum to this EIR pursuant to CEQA Guidelines Section 15164; (3) a determination that the project is statutorily or categorically exempt from CEQA; or (4) the project requires subsequent environmental review pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.

Within the Project Area, a maximum of 1,200 dwelling units above what is permitted by the zoning would be allowed through the Alternative Compliance scenario. These additional 1,200 units, along with the corresponding reduction in non-residential square footage, are incorporated into the assumptions analyzed in the Alternative Compliance scenario of this EIR. Individual subsequent projects utilizing the Alternative Compliance scenario that are consistent with the land use designation, development intensity, design guidelines, and standards and the policies of the ECTNP and do not raise any of the circumstances set forth in PRC Section 21166 or CEQA Guidelines Section 15162 requiring subsequent environmental review, would be required to apply for a "Director's Determination for Alternative Compliance," but generally would not be required to prepare additional environmental review. Individual projects utilizing the Alternative Compliance scenario that exceed the 1,200-dwelling unit limit are not included in the EIR assumptions and would be required to conduct project-specific environmental review in addition to the application for a Director's Determination (Specific Plan Project Permit per LAMC Section 11.5.7) and a Specific Plan amendment. As set forth above, this environmental review may include (1) A determination pursuant PRC Section 21166 and CEQA Guidelines Section 15162 that the project was fully assessed in this EIR and no further environmental review is required; (2) an addendum to this EIR pursuant to CEQA Guidelines Section 15164; (3) a determination that the project is statutorily or categorically exempt from CEQA; or (4) the project requires subsequent environmental review pursuant to PRC Section 21166 and CEQA Guidelines Section 15162.