



LOS ANGELES
CITY PLANNING

Purple Line Transit Neighborhood Plan

Plan Summary Handout Summer 2020

Overview and Goals

About the Purple Line TNP

In 2016, Los Angeles City Planning began the Purple Line Extension Transit Neighborhood Plan (TNP), a long-range planning effort around three future Metro D Line (Purple) subway extension stations on Wilshire Boulevard at La Brea Avenue, Fairfax Avenue, and La Cienega Boulevard.



Legend

- Project Study Area
- Metro Purple Line Extension (under construction)
- M Future Metro Purple Line Stations (under construction)

- Proposed Change Areas:***
- Wilshire Corridor
 - Neighborhood Serving Streets
 - Multifamily Neighborhoods

*Proposed change areas subject to modification.

Project Goals



Create balance while accommodating growth.

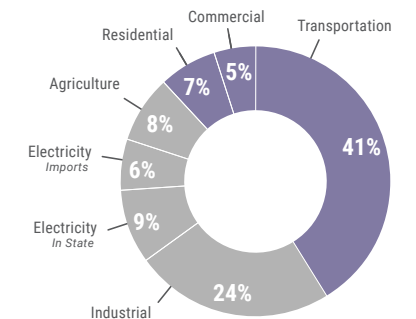
- Provide additional opportunities for housing and jobs near transit.
- Direct growth towards main corridor.



Ensure sustainable patterns of development.

- Reduce car emissions through land uses and scale that encourage transit ridership.
- Enact sustainable parking standards.
- Conserve multi-family housing stock.

In California, transportation represents the greatest source of emissions (~41%).



Source: California Air Resources Board (2019). California Greenhouse Gas Emission Inventory -2019 Edition. Data available at: ww3.arb.ca.gov/cc/inventory/data/data.htm



Provide community benefits.

- Link development of major projects to provision of community benefits.
- Focus on affordable housing first, and encourage publicly accessible open spaces and community facilities.



Conserve thriving multi-family neighborhoods.

- Retain rent-stabilized housing units for neighborhood stability.
- Develop new tools to preserve the look and feel of historic structures and neighborhoods.

Project Study Area Demographics

Data Source	Population	Households	Units	Jobs
Census (2010)	61,473	30,219	32,673	N/A
American Community Survey (2017)	63,093	29,095	32,159	N/A
Census OnTheMap (2014)	N/A	N/A	N/A	38,356
SCAG RTP/SCS (2016) ³	59,648	30,061	N/A	46,471
SCAG RTP/SCS (2018) ⁴	60,634	30,773	N/A	47,345
SCAG RTP/SCS (2040 Projection)	73,485	36,760	N/A	52,927
Los Angeles County Assessor (2018)	N/A	N/A	28,476	N/A

1. The data presented in this table are estimates (except for the Census 2010); different data sources utilize differing geographic boundary areas for the area that generally represents the boundaries of the Project Study Area.
2. Numbers from various sources differ due to the varying methodologies, geographic boundaries, purposes, and time frames for which data is collected. Each source should be consulted directly for details about methodologies and limitations.
3. The SCAG 2016 RTP/SCS uses a 2012 Base Year and 2040 horizon year (projections); the numbers provided here are from SCAG's 2016 Planning Year Estimates.
4. For purposes of environmental review, the Base Year establishes the baseline conditions by which a lead agency determines whether an environmental impact is significant. The 2018 Base Year numbers are derived by applying the annual average growth rate resulting from SCAG's projections to the SCAG 2016 Base Year.
5. Jobs represent the total number of employment opportunities in a geographic area and differ from the number of employed persons who live or work in an area.

Wilshire Corridor

Focus Growth on Wilshire Boulevard

Accommodating higher levels of development along Wilshire Boulevard ensures that more people can live and work near transit, rather than in adjacent corridors and neighborhoods where transit use is less accessible and new development pressure is more acutely felt. This, in turn, will contribute to regional and citywide goals to reduce greenhouse gas emissions from transportation. Other proposed regulations focus on the provision of high-quality buildings with human-scale elements and ground floor active uses, as well as reduced prominence of parking, which are further intended to encourage walking for short trips and taking transit for longer ones.



Focus housing and jobs along Wilshire Boulevard to redirect development pressure away from adjacent neighborhoods.



Ensure major development projects give something back to the community through the provision of public benefits, such as affordable housing and publicly accessible open space.



Require step-backs and landscape buffers for taller buildings next to low-density residential uses to improve transition of building scale.



Incorporate existing Miracle Mile Community Design Overlay (CDO) standards to ensure compatibility and high-quality building design.

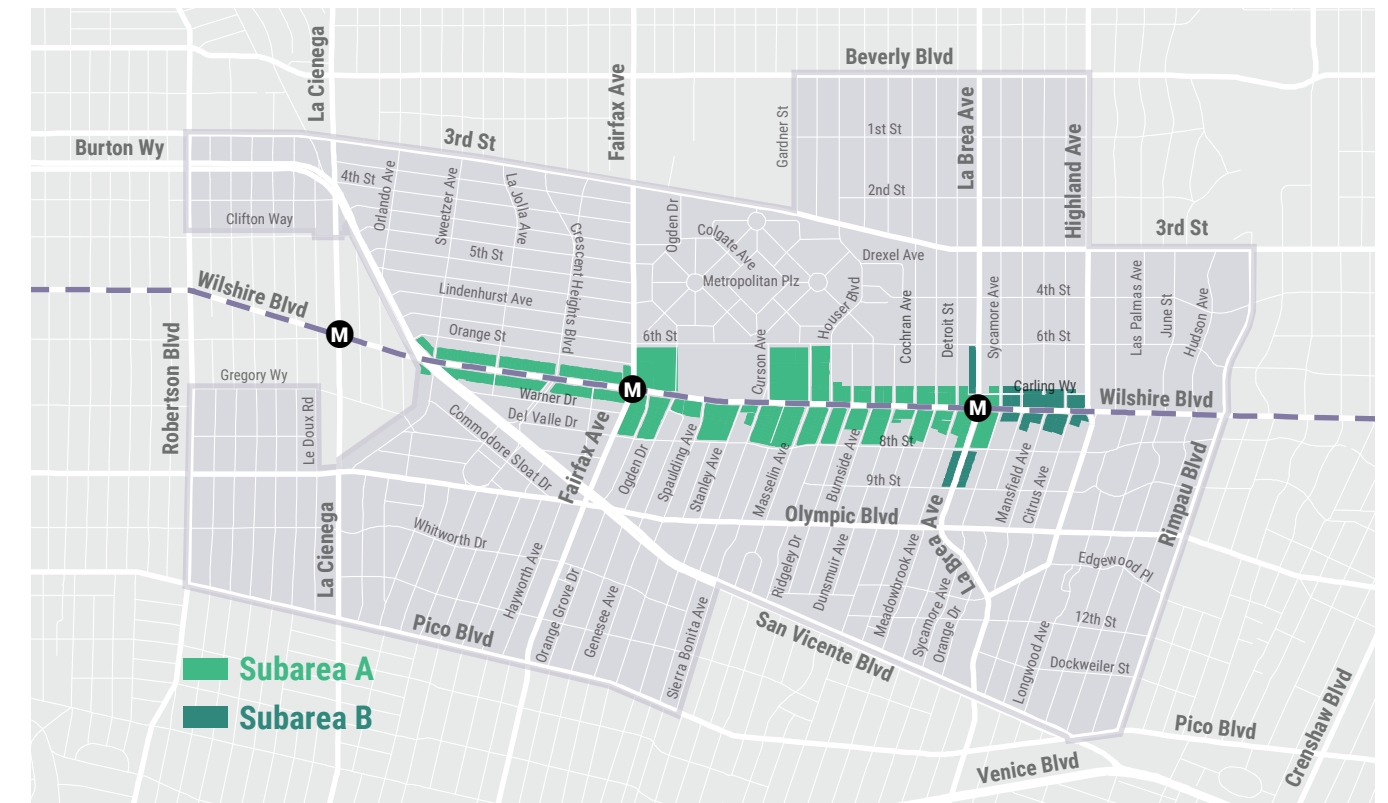


Create special rules for tall buildings to ensure separation between towers and allow for permeation of light and air to adjacent residential areas.



Eliminate minimum parking requirements and use other parking regulations (e.g. unbundling, sharing) to encourage conscious transportation choices; count above ground parking towards building area to encourage compact development.

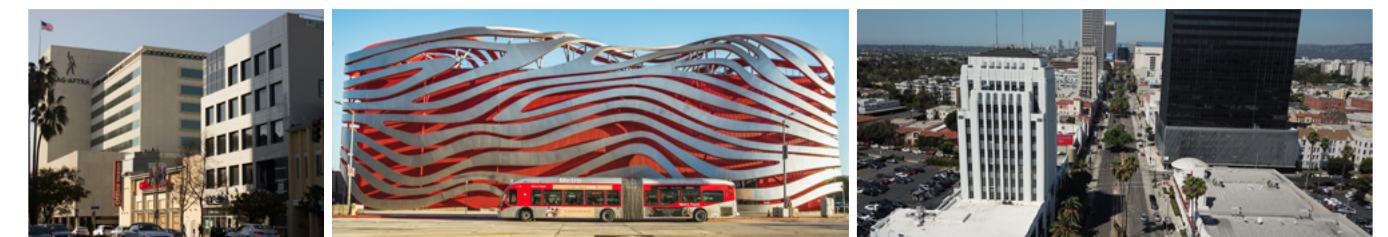
Proposed Wilshire Corridor Change Areas*



*Proposed change areas subject to modification.

	Subarea A		Subarea B	
	Current Zoning (with TOC)	Proposed Project	Current Zoning (with TOC)	Proposed Project
Base Floor Area Ratio (FAR)	3:1 – 6:1	6:1	1.5:1 – 3:1	3:1
(with Public Benefits)				
Maximum FAR	4.65:1 – 9.3:1 ^a	10:1	4.25:1 – 4.65:1 ^a	6:1
Maximum Height	Unlimited	Limited by Building Form	Unlimited	Limited by Building Form
Maximum Residential Density	1 unit per 222 sf of lot area ^a	Limited by Building Form	1 unit per 222 sf of lot area ^a	Limited by Building Form

^aBased on TOC tier that a majority of parcels are located. Incentives may be higher or lower as they vary depending on proximity to transit.



Neighborhood Serving Streets

Enhance Neighborhood Serving Streets

Encouraging mixed-use development on neighborhood serving streets allows them to continue to function as walkable corridors that serve adjacent neighborhoods, while allowing for limited additional residents and workers in close proximity to transit supports sustainability goals, allows for more support for local businesses and provides increased access to transit. Recognizing the need for context-sensitive zoning, the Plan proposes to replace and tailor the existing citywide Transit-Oriented Communities (TOC) incentives for this area to ensure a more appropriate scale, and uses new zoning tools to provide for better transitions to nearby neighborhoods, while preserving the “main street” look and feel of ground floors.



Activate commercial corridors with a variety of uses that serve the local community such as cafes, restaurants, and shops while providing housing at greater density.



Prioritize pedestrians by requiring buildings at the sidewalk with prominent entrances to have large transparent windows for visual permeability, allowing streets to feel safer and more active.



Encourage smaller scale businesses, which are typically more feasible for mom and pop neighborhood stores.



Encourage reuse of older buildings through flexible parking requirements.



Use new form and mass tools to require building articulation and enhance adjacency rules to ensure better transitions between large-scale buildings and abutting low-scale residential areas.



Conserve the walkable, smaller scale main street character of **Little Ethiopia** by limiting to commercial uses only and building heights to a maximum of two stories.

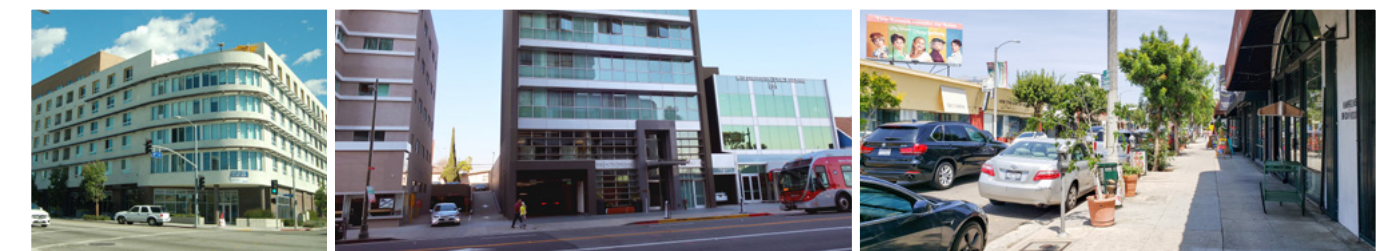
Proposed Neighborhood Serving Streets Change Areas*



*Proposed change areas subject to modification.

	Subarea C		Subarea D		Subarea E	
	Current Zoning (C2-1 with TOC)	Proposed Project	Current Zoning (C2-1 with TOC)	Proposed Project	Current Zoning (C2-1 with TOC)	Proposed Project
Base Floor Area Ratio (FAR)	1.5:1	2:1	1.5:1	2:1	1.5:1	1:5:1
Maximum FAR	3.75:1 ^a	4:1	3.75:1 ^a	4:1	3.75:1 ^a	N/A
Maximum Height	Unlimited	Limited by Building Form	67'	6 stories	67'	N/A (2 stories base maximum)
Maximum Residential Density	1 unit per 235 sf of lot area ^a	Limited by Building Form	1 unit per 235 sf of lot area ^a	Limited by Building Form	1 unit per 235 sf of lot area ^a	N/A (Commercial Only land uses)

^aBased on TOC tier that a majority of parcels are located. Incentives may be higher or lower as they vary depending on proximity to transit.



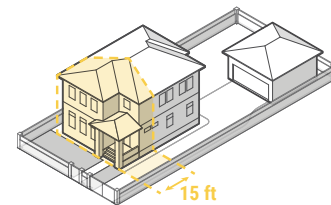
Multifamily Neighborhoods

Conserve Stable Multifamily Neighborhoods

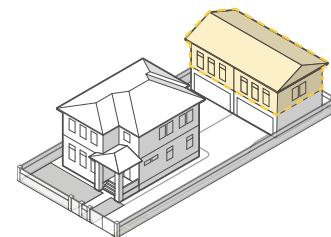
Many of the neighborhoods near the Purple Line were developed in the 1920s and 1930s as streetcar subdivisions, and represent a compact typology of development that supports transit linkages and walkable neighborhoods that support walking and use of transit. Conserving these neighborhoods helps to preserve this typology of transit-supportive development, while enacting a variety of citywide goals, including reducing construction emissions, retaining rent-stabilized housing, and protecting neighborhoods with distinct architectural and cultural significance as portions of these neighborhoods were identified as eligible historic districts in SurveyLA, the citywide historic resources survey.



Retain existing character-residential areas using tools that regulate the appearance of buildings from the street (Character Frontages) and limit the demolition of structures that contribute to a neighborhood's historic character (Conservation Districts).



Facilitate addition of new, rent-stabilized accessory units to underutilized sites, especially in rear lot areas.



Ensure compatibility with build-out pattern, scale, and mass of existing neighborhoods through the use of new zoning tools.



Maintain neighborhoods with walkable urban densities; reduce climate change emissions from new construction by conserving existing multifamily buildings.



Encourage the retention of existing rent-stabilized housing.



Right-size parking requirements to encourage transit use, while limiting neighborhood impacts.

Proposed Multifamily Neighborhood Change Areas*



*Proposed change areas subject to modification.

	Subarea F		Subarea G			Subarea H			
	Ridgeley-Detroit		Orange St	Citrus (Southern Blocks)	Orange St & Citrus	6th Street	Citrus (Northern Blocks)	6th St & Citrus	
	Current Zoning (IQR4-1 with TOC)	Proposed Project	Current Zoning (IQR3-1 with TOC)	Current Zoning (R3-1 with TOC)	Proposed Project	Current Zoning (R2-1)	Current Zoning (R3-1 with TOC)	Proposed Project	
Base Floor Area Ratio (FAR)	3:1	3:1	3:1	3:1	1.5:1	3:1	3:1	1.5:1	
Public Benefits (with Public Benefits)	Maximum FAR	4.65:1 ^a	4.5:1	4.5:1/4.65:1 ^a	4.2/4.35:1 ^a	2.5:1	N/A	4.2/4.35:1 ^a	N/A
	Maximum Height	78 ^a	7 stories	67'	56 ^a	3 stories	33'	56 ^a	2 stories
Maximum Residential Density	1 unit per 333 sf of lot area ^a	1 unit per 400 sf of lot area	1 unit per 706 sf of lot area ^a	1 unit per 500 sf of lot area ^a	1 unit per 800 sf of lot area	2 units per lot	1 unit per 533 sf of lot area ^a	4 units per lot	

^aBased on TOC tier that a majority of parcels are located. Incentives may be higher or lower as they vary depending on proximity to transit.



Plan Development Process



Since 2016, more than 600 people have attended the Purple Line Transit Neighborhood Plan's 27 outreach and engagement events, over 1,000 public comments were received, and more than 1,000 people have signed up for the project's interest list.

Planning Phase

Planning Tasks

Outreach Events

Listen

Conducted research, field visits, land use surveys, data collection, and outreach to gather input on issues/opportunities.

The planning process was launched in 2016.

Share

Drafted and shared initial concepts and made revisions based on feedback.

To form the draft plan, City Planning held and attended numerous events over 4 years, including a variety of public

Consult

Refined concepts and conducted additional outreach, while analyzing potential environmental impacts (EIR).

forums, reaching out to a variety of interested stakeholders and community groups.

Refine we are here!

Open Houses / Public Hearings

In the coming year, you will have the opportunity to review the draft zones that comprise the plan and accompanying policy documents, followed by the Draft EIR. City Planning will hold outreach events for members of the public to provide formal comments.

Adopt

Commissions, Committee, and Council Hearings

Appointed and elected officials will review the proposed Purple Line TNP and make final decisions regarding proposed policy and zoning recommendations. These meetings will be open to the public, and community members will have the opportunity to provide formal comments.



Let's Connect

Visit: planning4la.org/purple-line-tnp
to learn more and join our mailing list!



Metro
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