



ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

NOHO NEIGHBORHOOD COUNCIL | DEPARTMENT OF CITY PLANNING, CITY OF LOS ANGELES

AUGUST 13, 2018

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Why We're Here Tonight



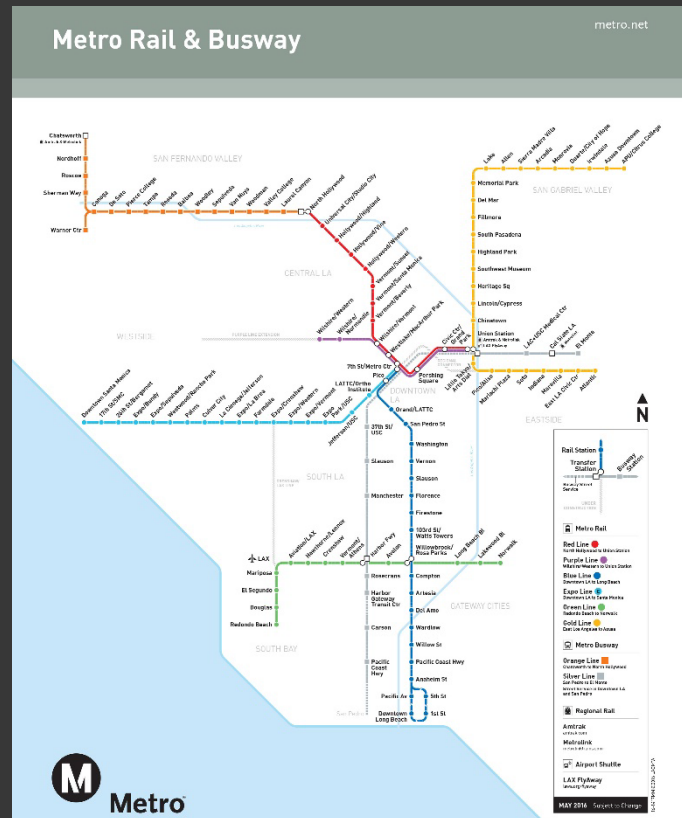
- Overview
- Vision
- Strategies
- Next Steps

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Overview: Roles of Department of City Planning & Metro



- ❑ **METRO** – A countywide agency that plans, constructs, and operates bus and rail lines and transit stations



- ❑ **DEPARTMENT OF CITY PLANNING** – A City of Los Angeles department that regulates the development of private property, including density, height, size, and design regulations



ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Overview: Growing Transit Network



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Overview: Growing Transit Network



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Overview: Department of City Planning



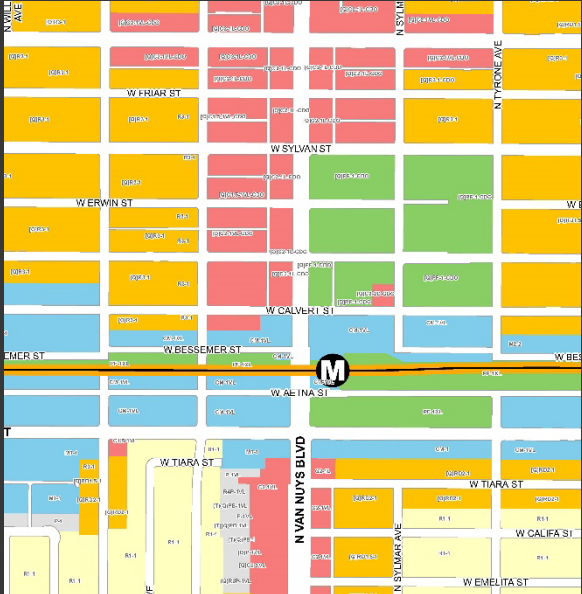
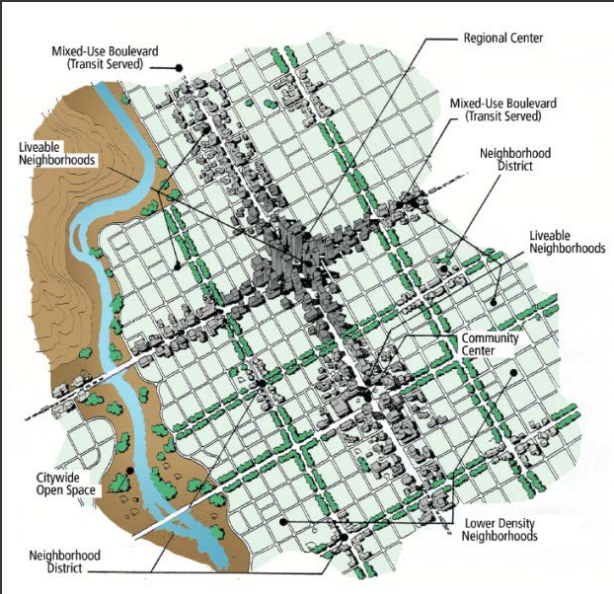
PROJECT PLANNING

Review of projects for compliance with City regulations, site plan and design, and conditional use permits for alcohol sales, hotels, etc.



LONG-RANGE POLICY PLANNING

Creation of policies and regulations that regulates the development of private property near transit, including density, height, size, and design regulations

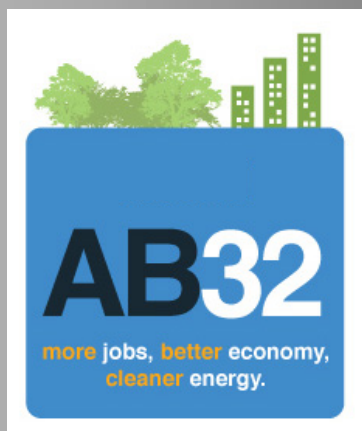


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Overview: State & Regional Policy Mandates



State



CA Sustainable Communities and
Climate Protection Act, 2008

SB375



Regional



2016 2040 RTP SCS



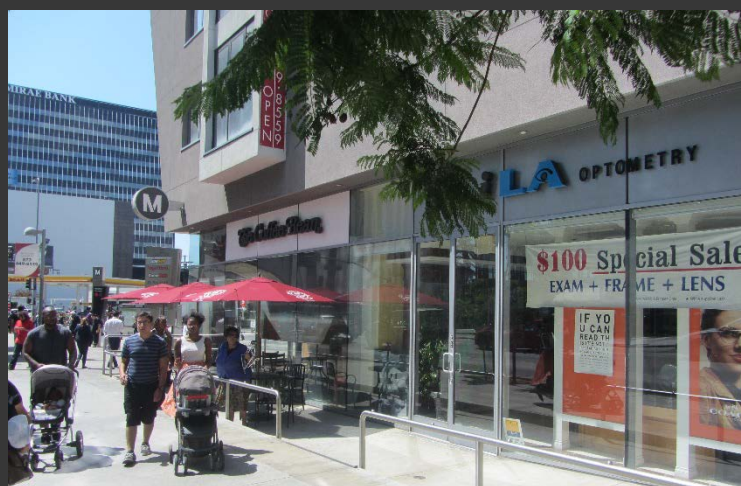
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Overview: Transit Neighborhood Planning



Goals

- Create opportunities for more jobs & housing of all types near transit
- Foster a vibrant mix of uses within each station area
- Increase access to a variety of mobility options for all
- Improve quality of public spaces for residents, employees & visitors

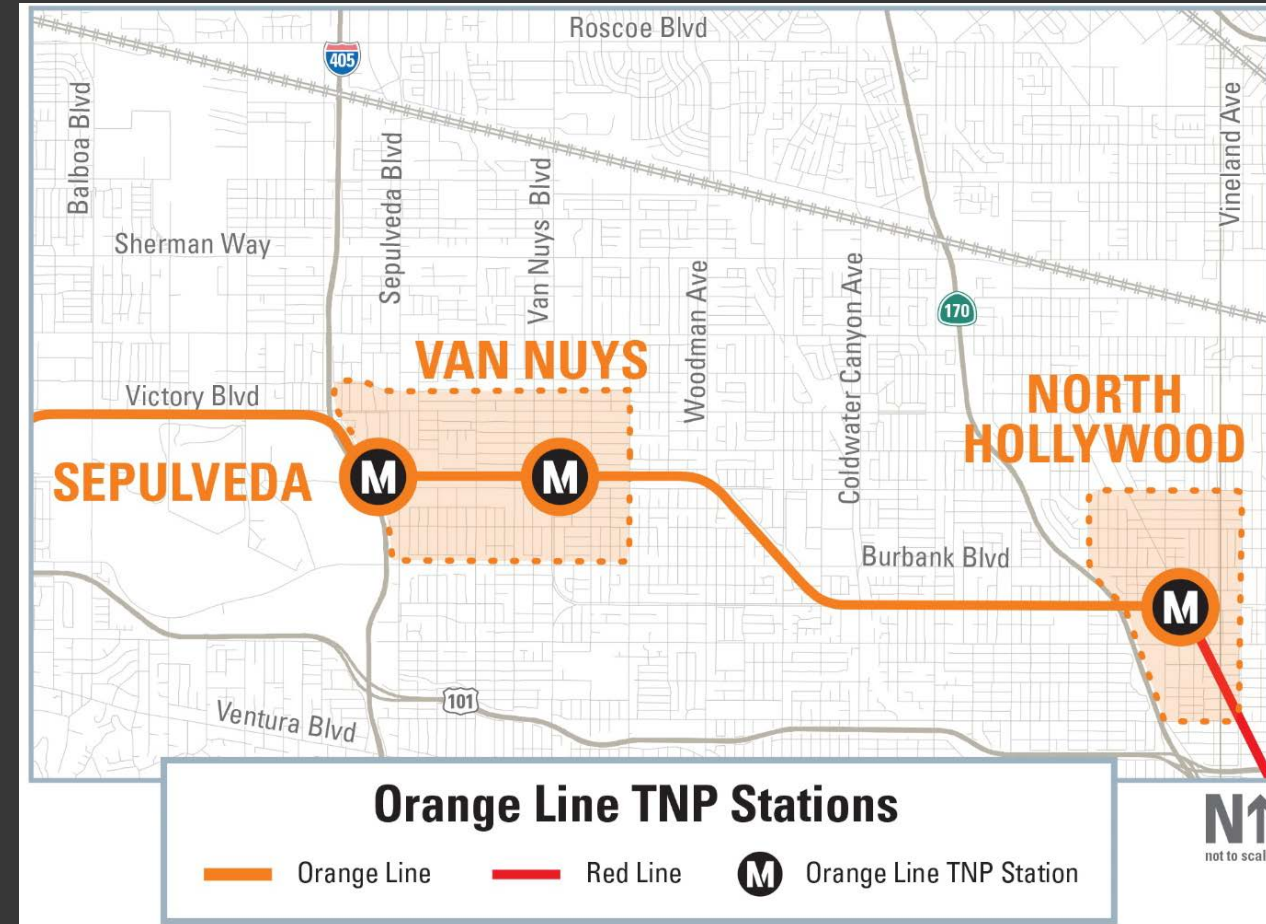


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Overview: Project Objectives



- New zoning for three transit neighborhoods along the Orange Line
- Funded through Metro grant
- Guide for future development through 2040
- No development projects are proposed – this long-range planning effort will develop regulations for any new development



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Overview: Timeline



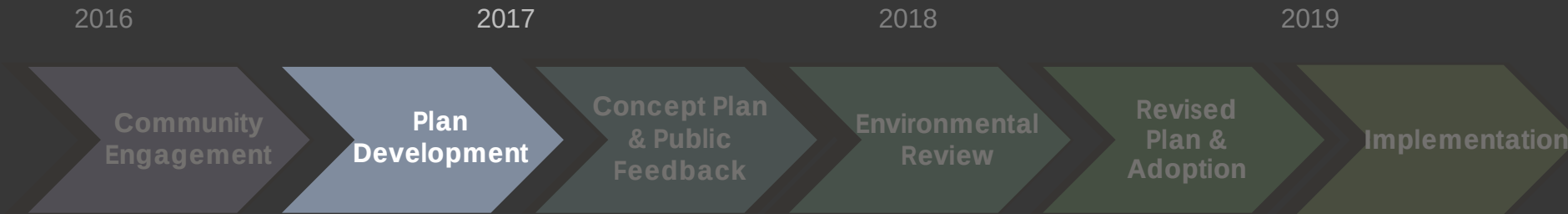
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Overview: Timeline

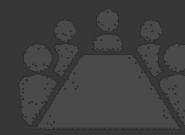


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Overview: Timeline



- Review of Existing Regulations
- Market Study
- Feasibility Analysis
- Initial Concepts



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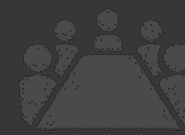
Overview: Timeline



- Share initial concepts & vision
- Collect feedback
- Make revisions
- November 2017 public workshops

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Overview: Timeline



- Current Phase
- Conducted public Scoping Meeting
 - July 25, 2018
- Analyze potential environmental impacts

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Vision: What We've Heard – Key Themes



PLACES



DESIRE FOR DESTINATIONS &
NEIGHBORHOOD-SERVING USES



OPEN SPACE & GREEN
SPACE



AMENITIES NEAR BIKE PATH

GETTING AROUND



OPTIONS AROUND
MOBILITY



ADEQUATE PARKING



SAFE CROSSINGS

LIVABILITY



KEEP DENSITY CLOSER TO
STATIONS



DIVERSITY OF TYPES & COST
OF HOUSING



NEED FOR AFFORDABLE
HOUSING & SOCIAL SERVICES

DESIGN



SHADE FROM THE VALLEY
HEAT



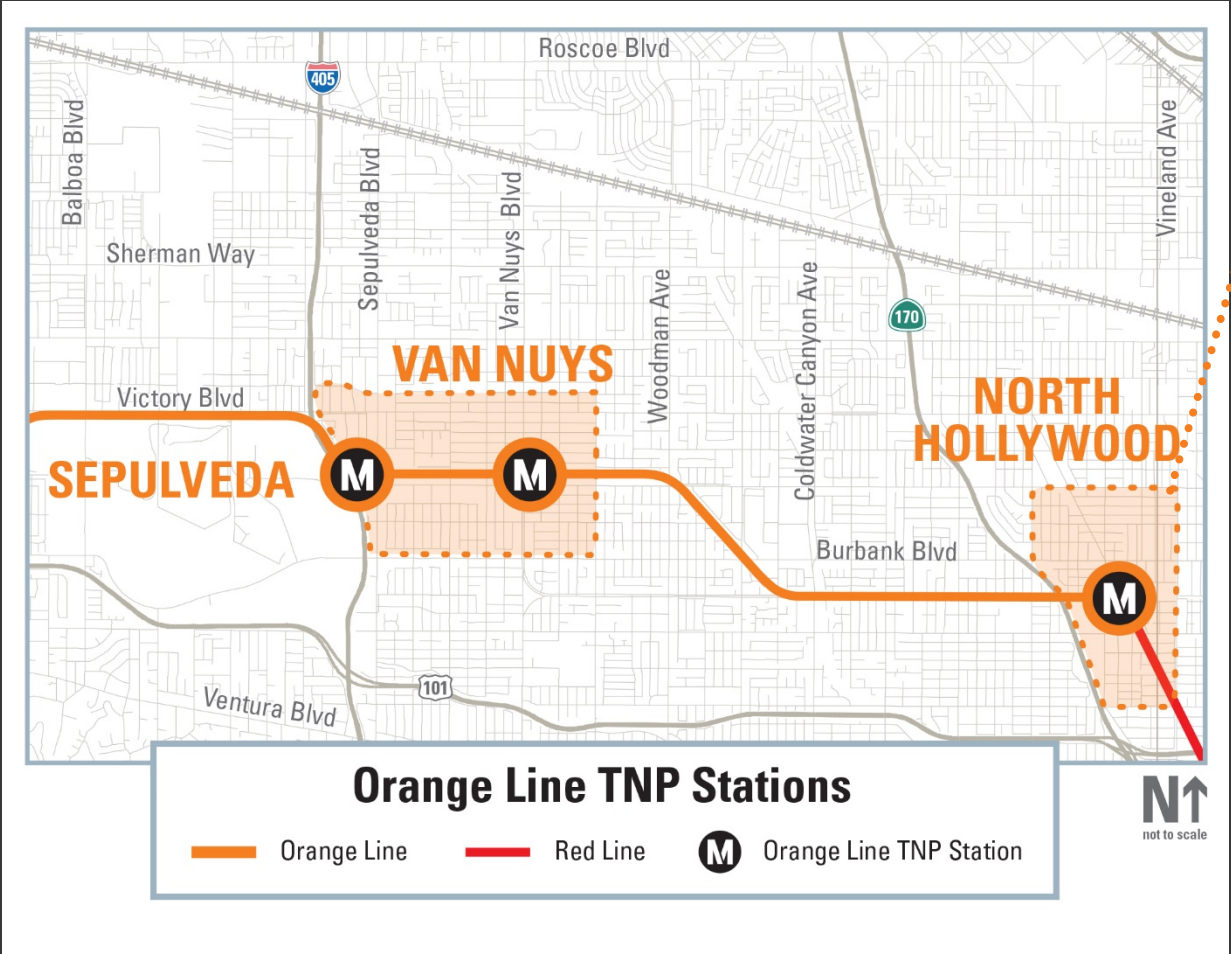
SAFETY & CLEANLINESS



PEDESTRIAN-FRIENDLY DESIGN
& WAYFINDING

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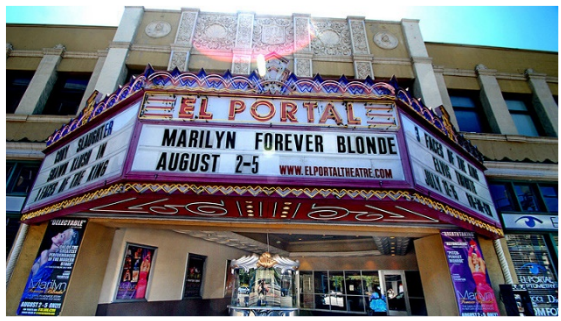
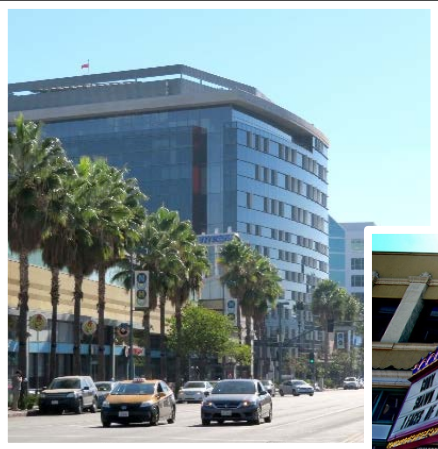
Vision for 2040



North Hollywood Station Area

VISION:
Creative Industry &
Performing Arts Hub

Reinforce NoHo's character as a regional arts destination and creative jobs hub, with theaters, restaurants, office space and varied housing types; encourage public amenities including pedestrian-friendly streetscapes, a mix of retail and services, and open space.



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Strategies: North Hollywood Station Area Concepts



Goals

- **Allow densities that support the area's identity as a regional center** by removing development restrictions in the Community Redevelopment Agency Plan.
- **Retain existing design standards outlined in the Community Redevelopment Agency Design for Development Plan** by implementing pedestrian-friendly design and site planning regulations.
- **Preserve the character of the NoHo Arts District** by encouraging creative and performing arts-oriented uses in commercial areas while allowing mixed-use development.
- **Preserve industrial areas for job generating uses** and improve circulation for pedestrians and drivers throughout these areas.
- **Enhance and expand multifamily residential** by requiring pedestrian-friendly design and incentivizing provision of affordable housing.

Strategies (* bonus FAR for public benefits)

Commercial Mixed-Use A

- FAR: 3/6* • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Commercial Mixed-Use B

- FAR: 3/4* • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Commercial Mixed-Use C

- FAR: 2.5/3.75* • Max. Height: Restricted by FAR
- Density (sq ft/unit): 400/200*

Industrial A

- FAR: 2.5/4 • Max. Height: Restricted by FAR
- Density (sq ft/unit): N/A

Residential A

- FAR: 3/4.5* • Max. Height: 67'
- Density (sq ft/unit): Restricted by Form

Residential B

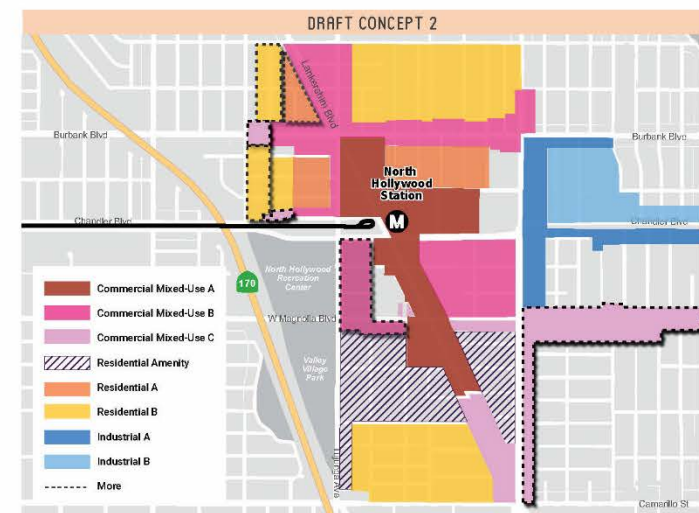
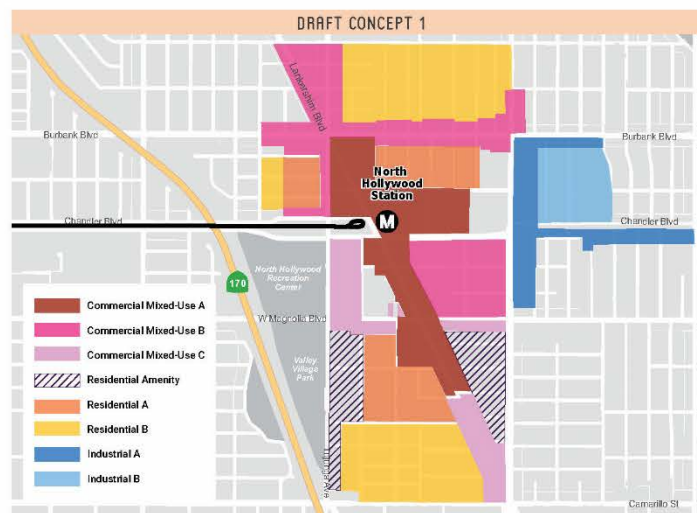
- FAR: 3/4.5* • Max. Height: 45/67*
- Density (sq ft/unit): 800/470*

Residential Amenity

- FAR: 3/4.5* • Max. Height: 75'
- Density (sq ft/unit): 200

Industrial B

- FAR: 2 • Max. Height: Restricted by FAR
- Density (sq ft/unit): N/A



Open
Space

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Next Steps



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Next Steps: Stay Connected



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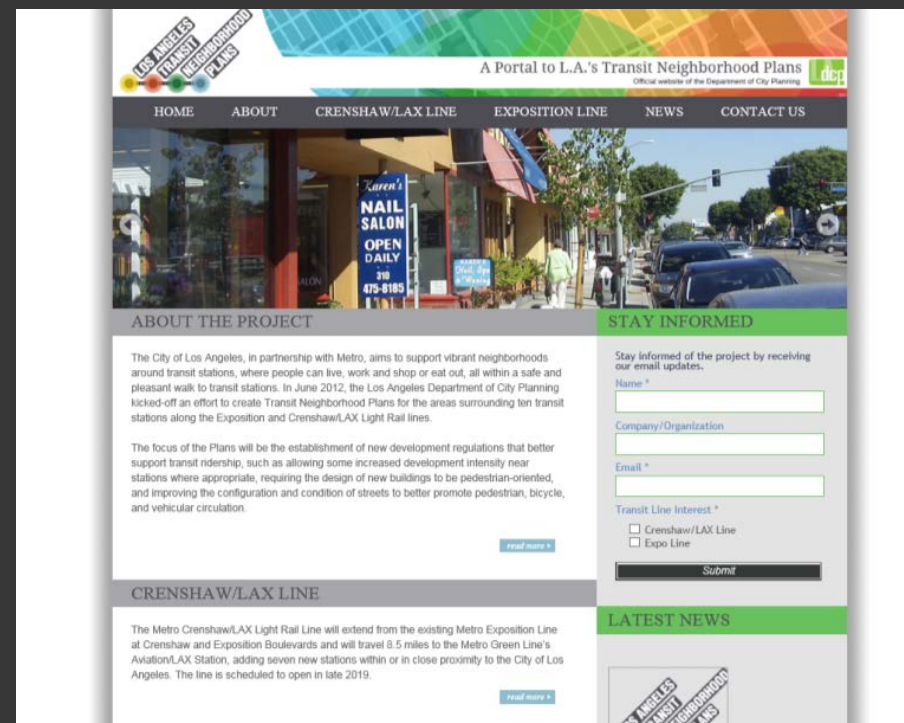
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City Planning Associate

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Join the Interested Parties list at www.LATNP.org

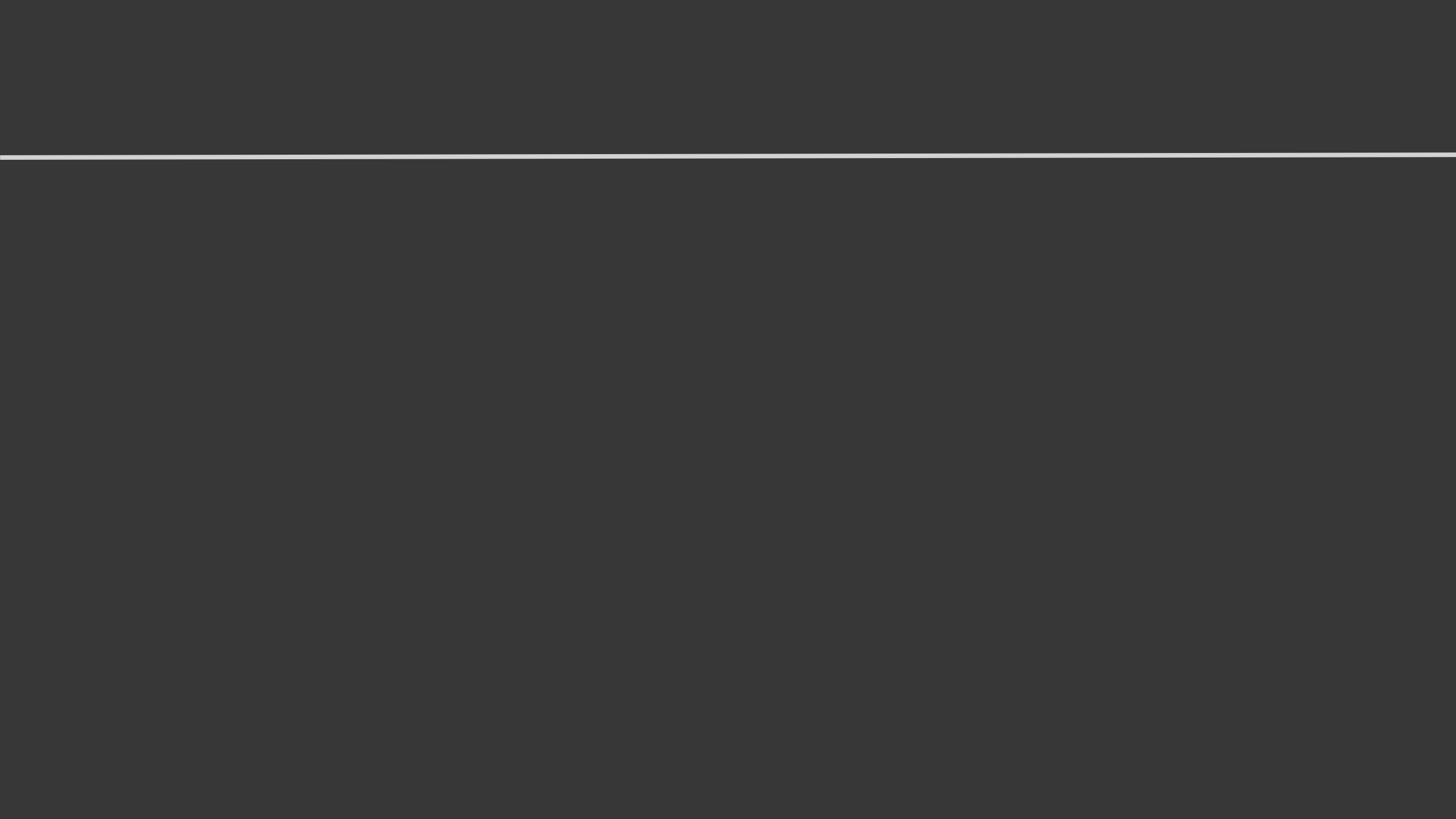


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Overview: Relationship Among Current Planning Efforts



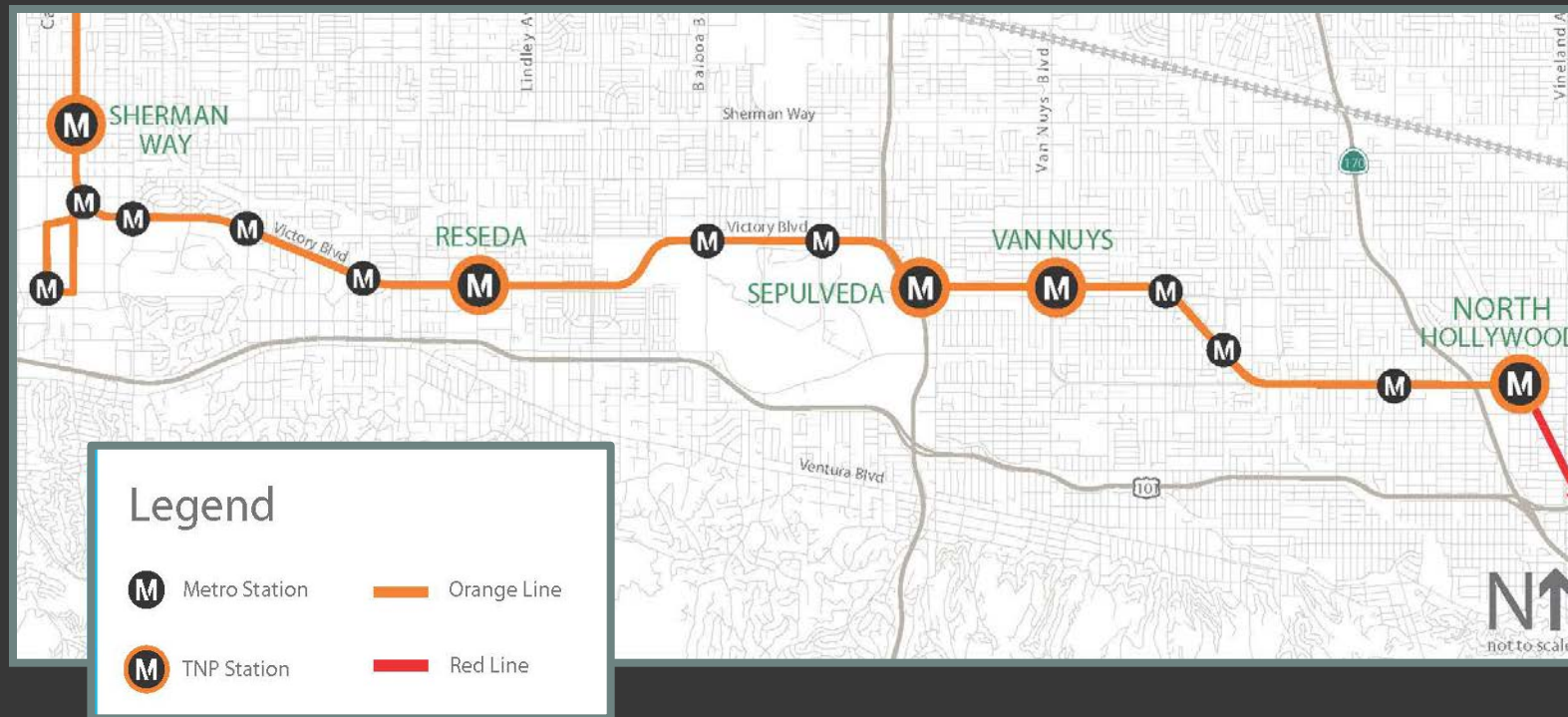
- General Plan update
A visioning process to update the state-required General Plan elements
- General Plan Land Use Element (Community Plans)
An update to the land use & zoning of 35 Community Plans, including three *Southwest Valley Community Plans* & three *Southeast Valley Community Plans*
- Transit Neighborhood Plans
A targeted planning effort around transit stations
- re:code LA
A rewrite of the City's zoning code, which implements land use policy

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Overview: Why This Plan Now?

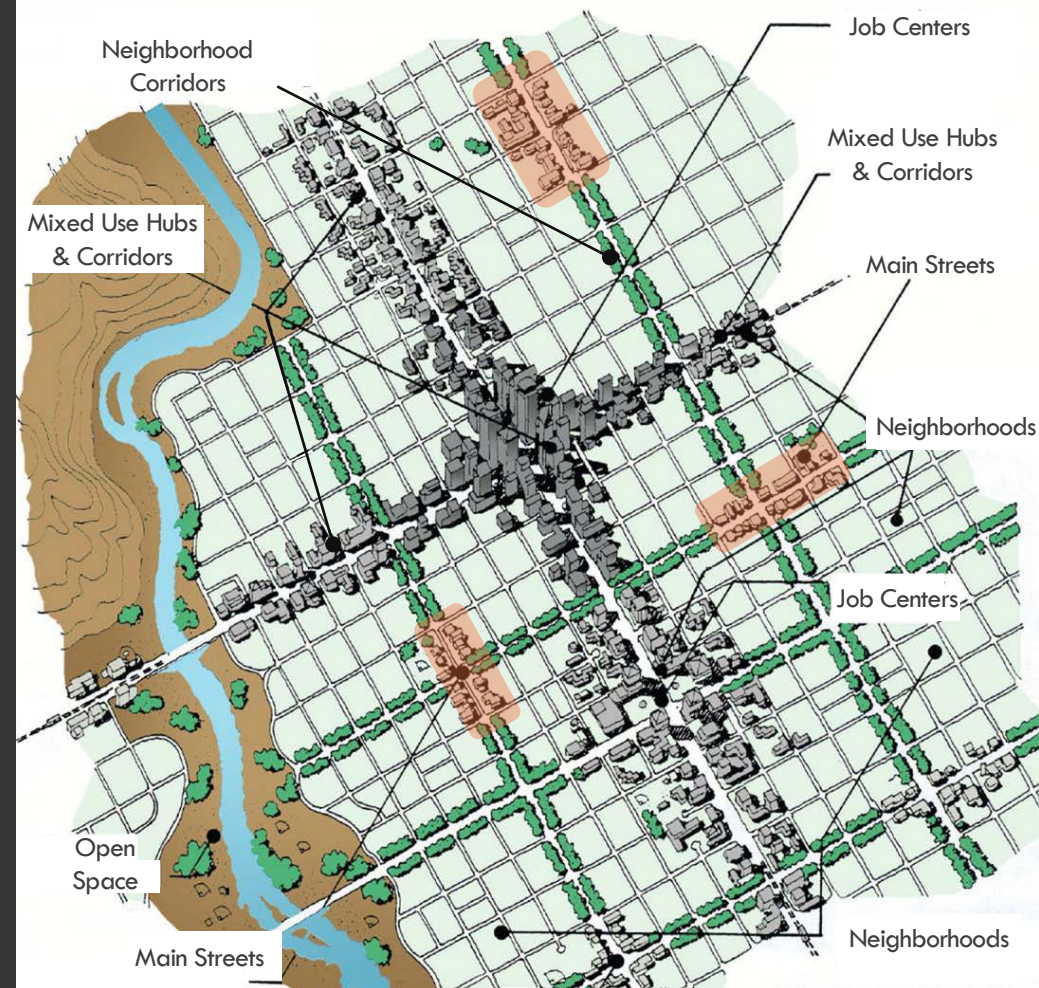


- Transit Neighborhood Plans are partially funded through Metro grants secured in 2014 for transit-supportive planning to improve access and reduce greenhouse gas emissions
 - The Transit Neighborhood Plans initiative was launched to take advantage of the opportunity for additional resources prior to the General Plan update and accelerated Community Plan updates



ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Strategies



Main Streets - Enhance pedestrian orientation along corridors & increase opportunities for mixed-use development

- Place buildings at the sidewalk & provide pedestrian entrances
- Require minimum storefront transparency for safety, activation & rhythm
- Encourage reuse of older main street buildings through parking exceptions



Mixed Use Hubs & Corridors - Focus development where it can be sustained, as long as it provides community benefits

- Develop "Base" & "Bonus" system to encourage provision of community benefits
- Incorporate metrics from existing design overlays
- Create parking setbacks to prevent parking lots along main streets



Jobs Centers - Preserve existing jobs & accommodate emerging industries

- Encourage industrial areas to have clean uses & density of jobs
- Address adjacency of commercial & industrial uses abutting residential through use limitations, "good neighbor" policies & landscape buffering or screening



Neighborhoods Corridors - Allow residential & neighborhood uses that foster a more walkable environment & place more people near transit corridors

- Promote "missing middle" housing that provides a diversity of low-scale housing choices, such as townhomes, duplexes, or bungalow courts
- Allow limited neighborhood-serving uses, such as daycares or corner stores



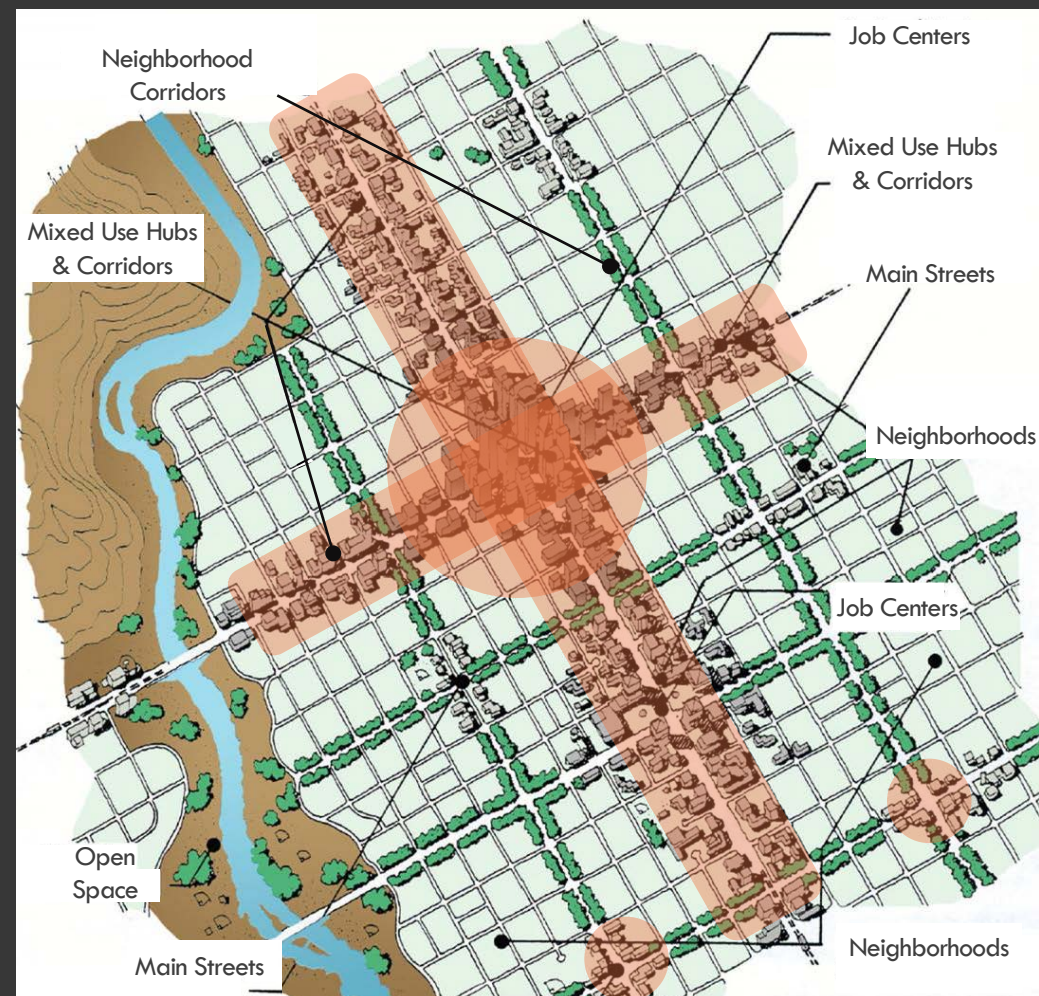
Neighborhoods - Reflect & encourage diverse building types & housing options

- Encourage the retention of existing rent-stabilized units
- Incentivize development of affordable housing through "Base" & "Bonus" system



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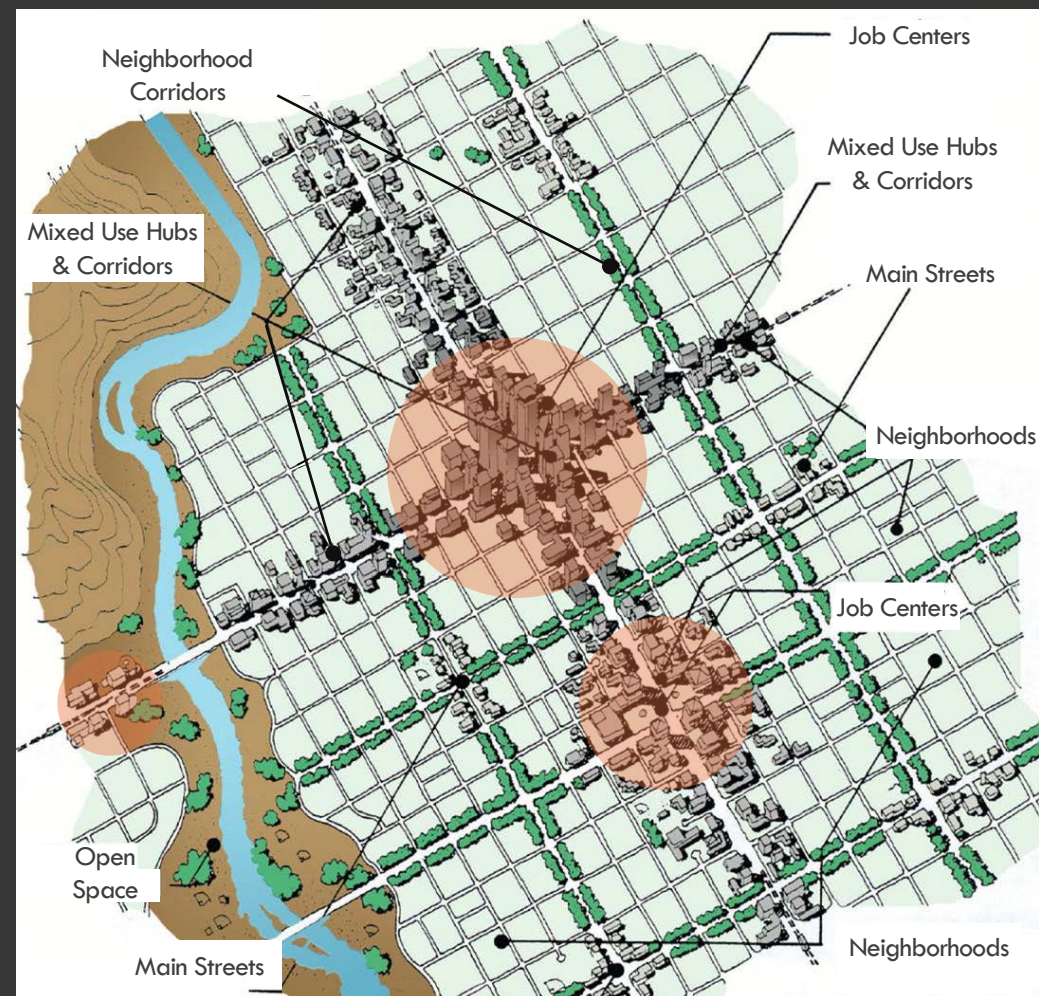


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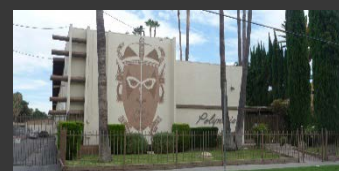
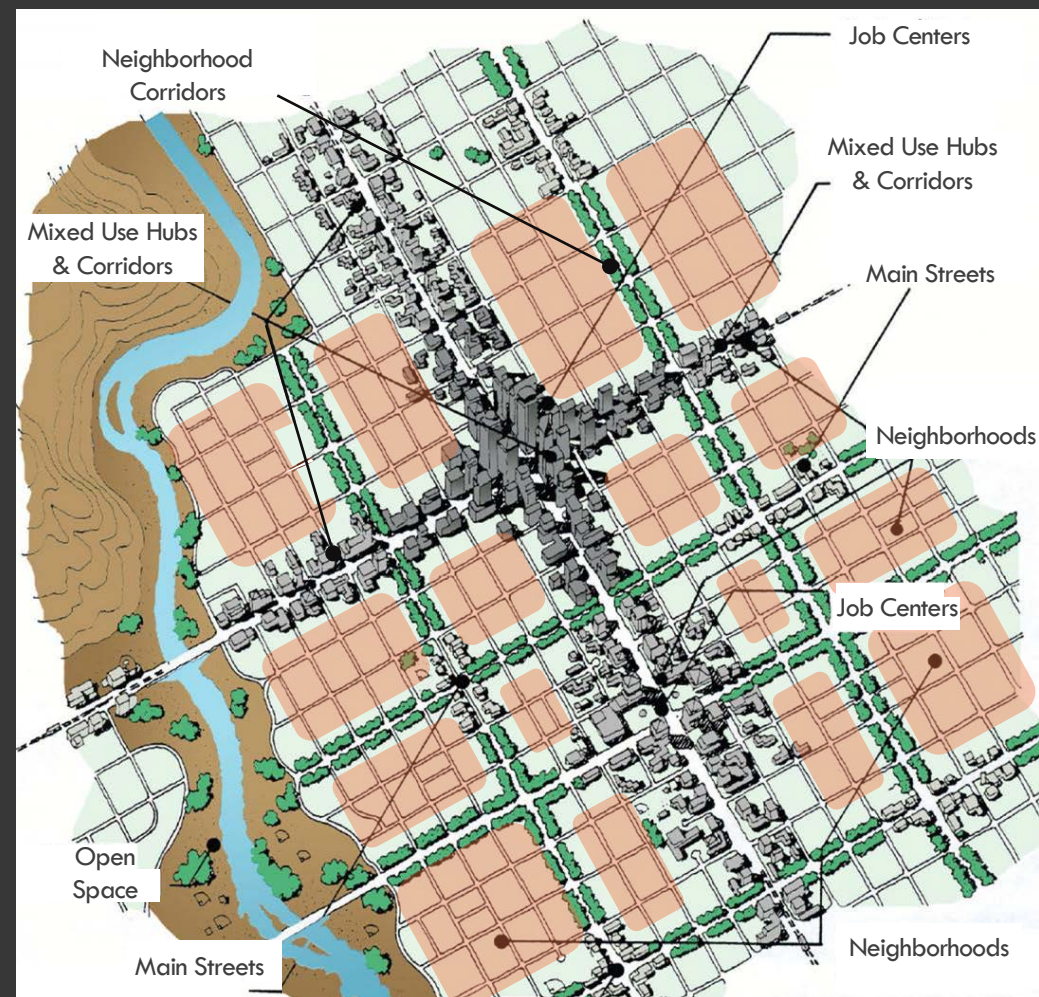
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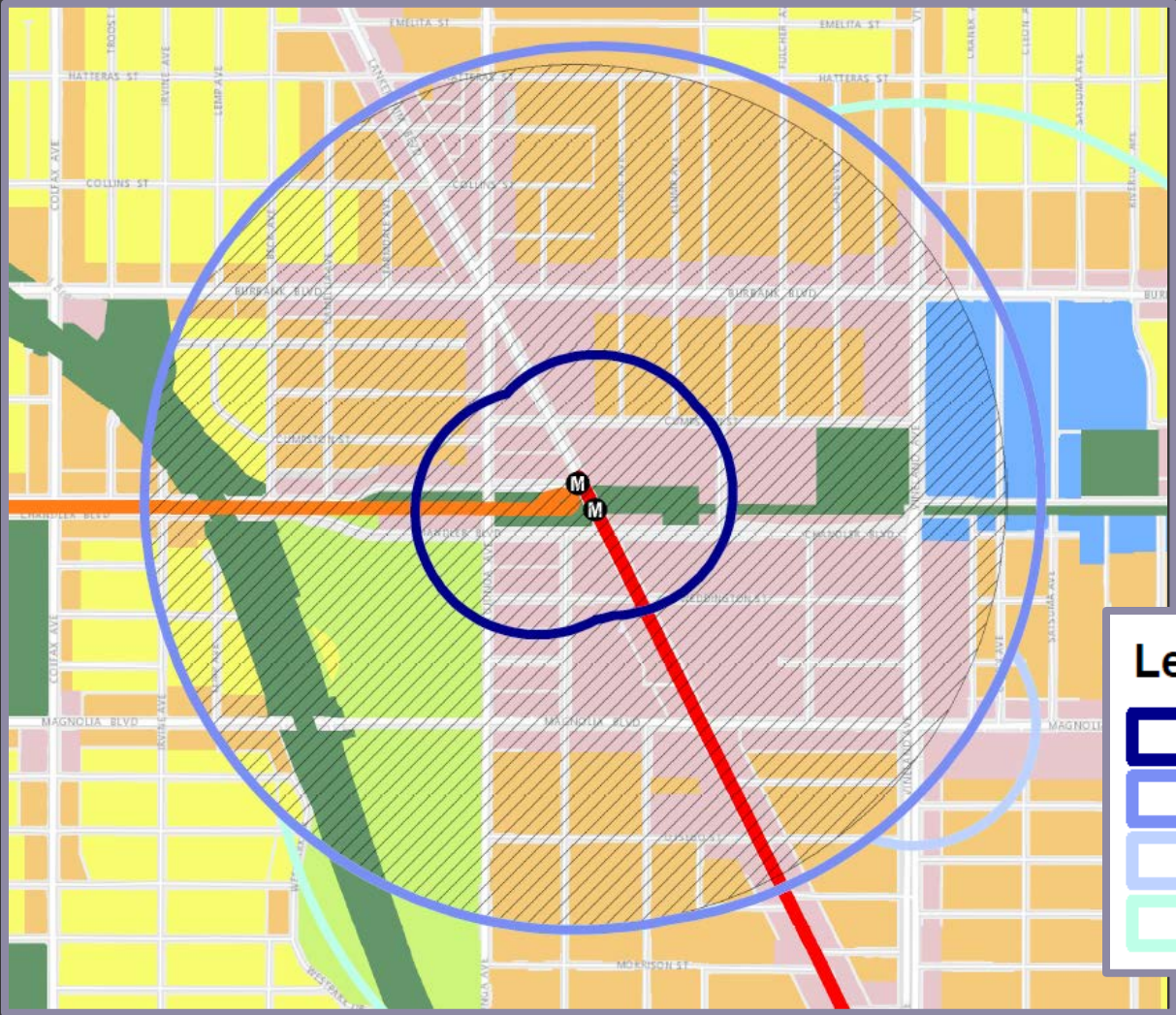
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ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

TOC



Legend

	TOC Tier 4		1/2 mile radius
	TOC Tier 3		MTA Stations
	TOC Tier 2		MTA Orange Line
	TOC Tier 1		MTA Red Line

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS SEZ

