

ORANGE LINE TRANSIT NEIGHBORHOOD PLANS



ENVIRONMENTAL IMPACT REPORT SCOPING MEETING:
NORTH HOLLYWOOD, VAN NUYS & SEPULVEDA
JULY 25, 2018

Project partially funded by Metro



SCOPING MEETING STATIONS



Station 1: Orange Line Transit Neighborhood Planning

Station 2: Environmental Impact Report Process

Station 3a: Van Nuys-Sepulveda Station Concepts

Station 3b: North Hollywood Station Concepts

Station 4: Comments

PURPOSE OF THIS MEETING



This meeting is required by the California Environmental Quality Act (CEQA) to:

- Present proposed concepts for new zoning in the Orange Line station areas
- Inform the public that an environmental impact report (EIR) is being prepared by the City of Los Angeles, Department of City Planning
- Gather public comment on existing conditions and environmental topics that should be analyzed in the EIR

WHAT IS AN EIR?



The EIR is an informational document that will inform public agency decision makers and the public of:

- A project's significant environmental impacts
- Potential ways to minimize or avoid significant impacts
- Reasonable alternatives to the project that would reduce any significant impacts

PROVIDING COMMENTS TODAY



- Visit **stations 2, 3a and 3b** for information about the project and the EIR process
- Continue to **station 4** to:
 - Leave written comments and/or provide verbal comments to the hearing reporter
- Comments can also be submitted online until 5:00 pm on August 15, 2018 at:

www.latnp.org/orange-line/environmental-review/

TRANSIT NEIGHBORHOOD PLANS



Project Overview

TRANSIT NEIGHBORHOOD PLAN GOALS



mobility



mix of uses



walkability



jobs & housing



public space



Partially funded by Metro

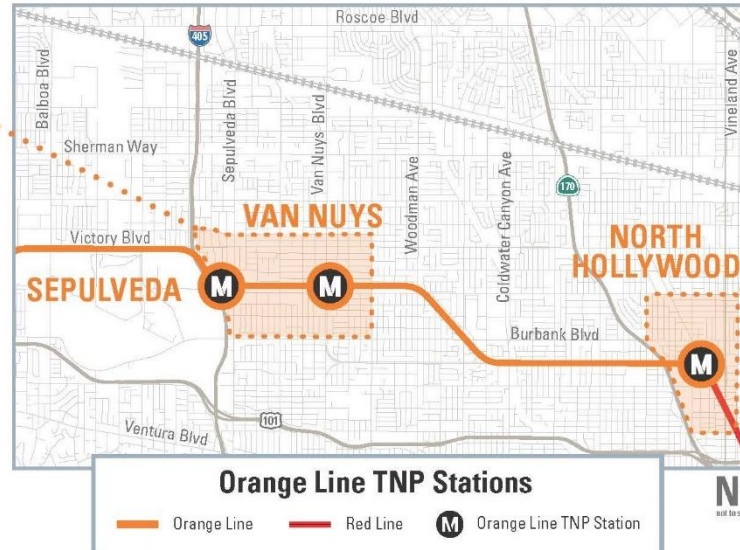
CORRIDOR VISION



Van Nuys & Sepulveda Station Area

VISION:
Regional Gateway –
Civic Center & Jobs Hub

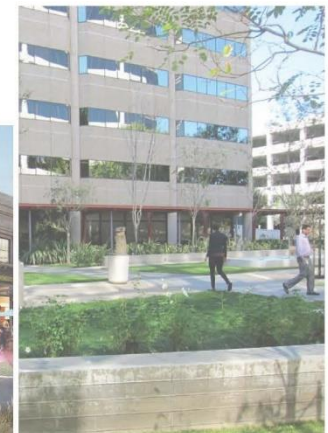
Enhance the vibrancy of the Civic Center and Van Nuys corridor with day and evening activity; protect existing employment uses in the industrial corridor and accommodate new production and service types; encourage mixed-use development to activate the Sepulveda station area; and promote a variety of housing types.



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.



TRANSIT NEIGHBORHOOD PLANS PLANNING PROCESS



Transit Neighborhood Plans

PLANNING PROCESS & HOW TO GET INVOLVED

★ Get involved!
Opportunity for Public Input



PUBLIC PARTICIPATION AND INPUT



Previous Public Engagement

BY THE NUMBERS:

16,000+
flyers distributed

250+
meeting attendees

650+
stakeholders receiving
regular updates



OUTREACH TIMELINE:



WHO WE'VE TALKED TO:



Neighborhood Councils, Council Districts, Business Improvement Districts, Transit Advocates, Bike Advocates, Business Community Advocates, Nonprofit Organizations, Local Residents, Local Business Owners, Metro and Members of the Media.

What We've Heard

KEY THEMES:

Housing

- Desire for additional housing and a greater variety of housing options.
- Need for affordable housing and senior housing.
- Want more opportunities for smaller and more affordable for-sale homes for first-time homebuyers.

Land Use

- People prioritized developing commercial space, community space, and educational space around the stations.

Urban Design

- Support the idea of design regulations that would make new development more pedestrian-friendly and walkable; regulations should not be overly rigid, and should allow for a variety of architectural styles and building types.
- There should be development incentives for smaller parcels to encourage "fine grained urbanism," as opposed to large-scale developments that assemble multiple parcels.

Open Space

- Desire for more open space throughout the station areas for recreation
- Want to see shade trees and outdoor seating. Need better tree species (roots, shade, droppings) that provide a good canopy.

Mobility

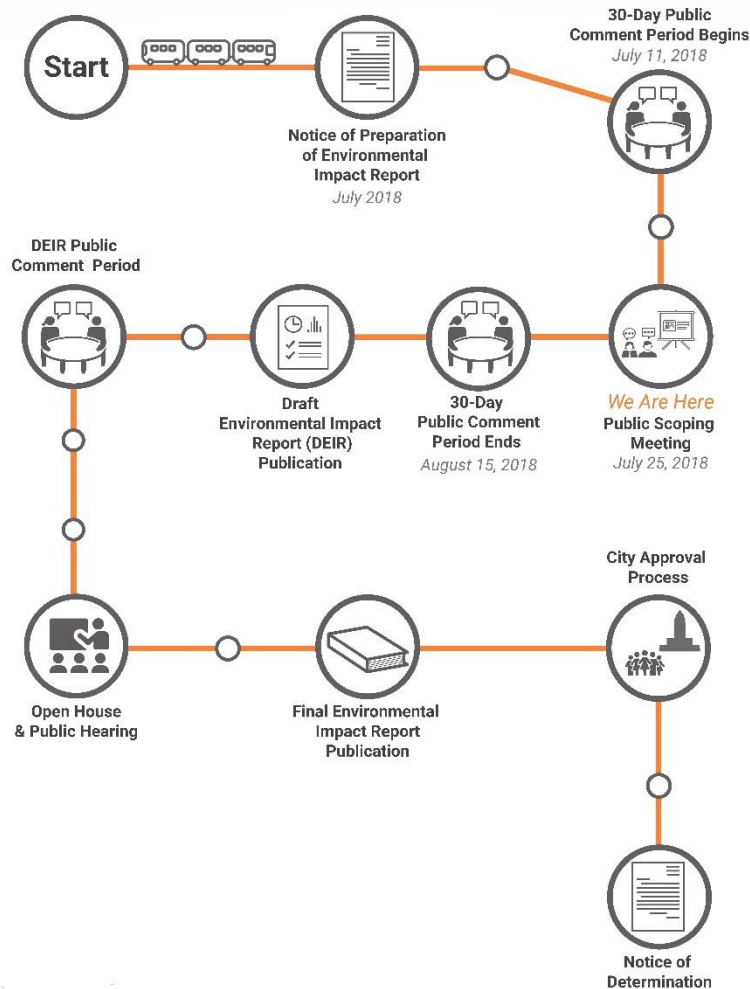
- Desire for improved pedestrian, bicycle, and transit connectivity and safety throughout the community, including bike lanes, pedestrian scramble crosswalks, wider sidewalks, and active alleys.
- It should be easier and more pleasant to walk to destinations. Some neighborhoods lack sidewalks, which should be improved.

TRANSIT NEIGHBORHOOD PLANS



EIR Process

CEQA PROCESS



Development of the EIR is expected to take about a year and a half, from scoping to final publication.

EIR IMPACT CATEGORIES



Aesthetics



Greenhouse
Gas Emissions



Noise



Agricultural &
Biological Resources



Hazards &
Hazardous Materials



Population, Housing
& Employment



Air Quality



Hydrology &
Water Quality



Public Services
& Recreation



Cultural & Tribal
Cultural Resources



Land Use & Planning



Transportation
& Circulation



Geology & Soils

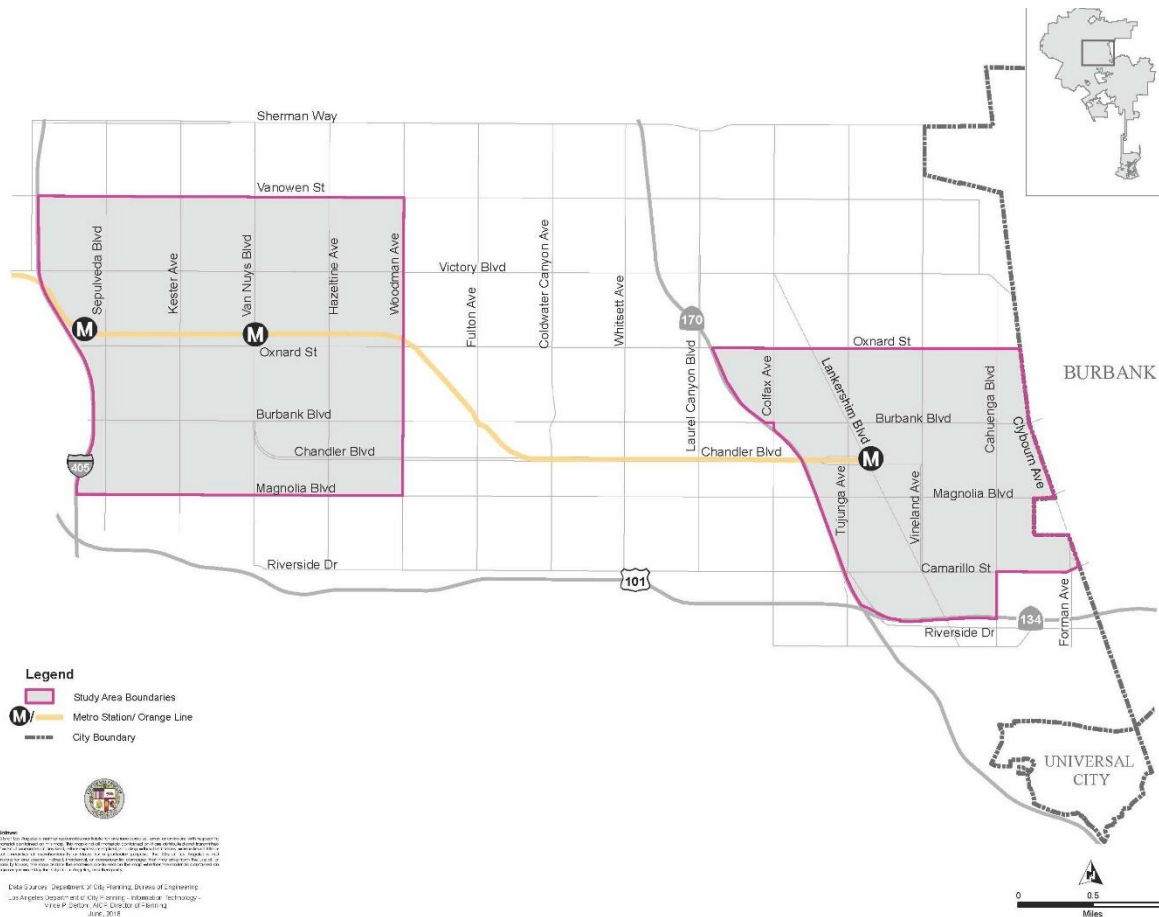


Mineral Resources



Utilities &
Service Systems

STUDY AREAS IN CONTEXT

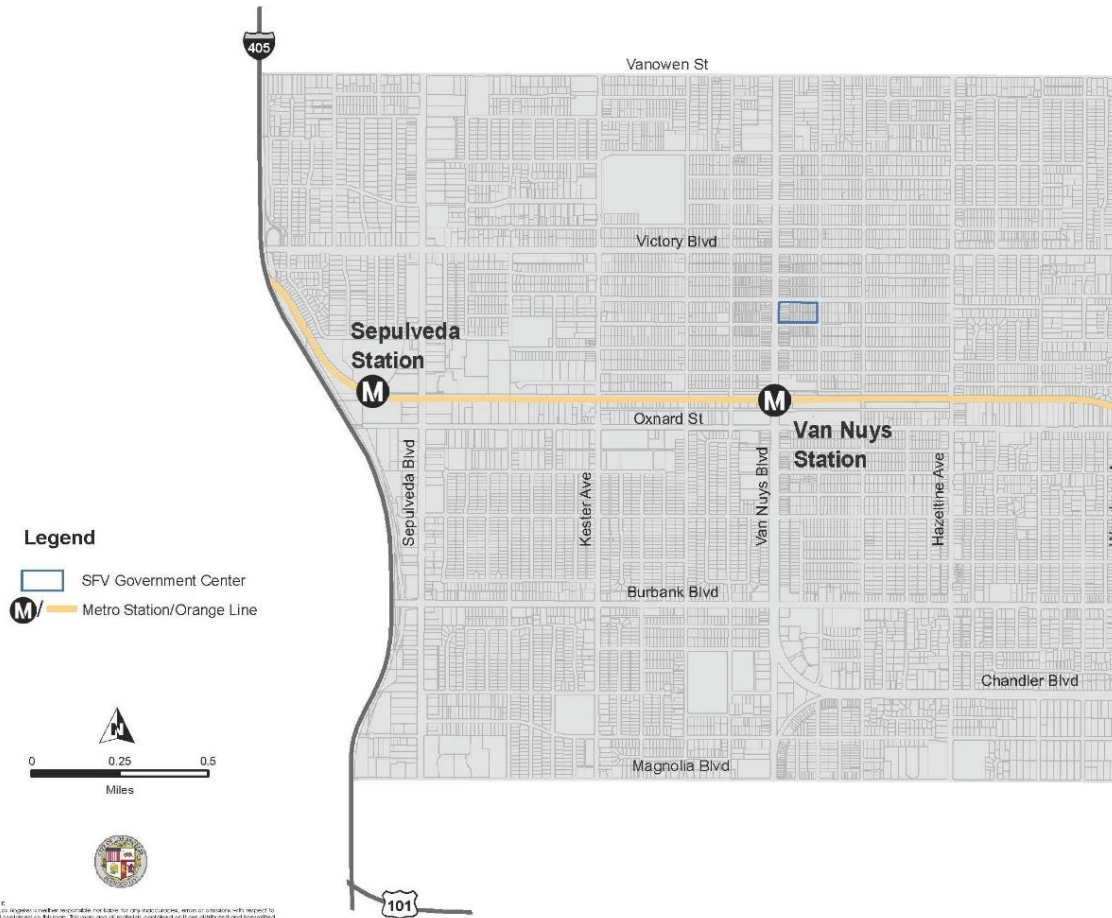


Although there are two distinct study areas, they will both be analyzed in a single EIR document.

LOS ANGELES
TRANSIT
NEIGHBORHOOD
PLANS

Los Angeles Department of City Planning - Information Technology - Vince F. Bertoni, AICP, Director of Planning

VAN NUYS & SEPULVEDA STUDY AREA



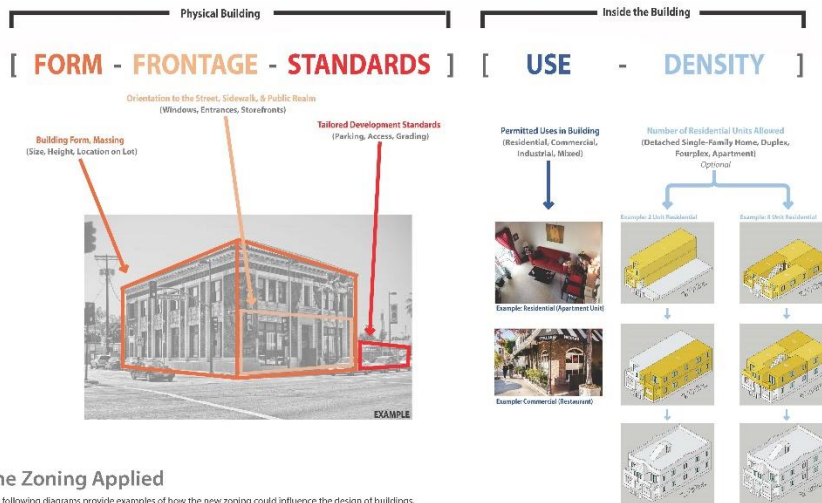
The EIR will examine the potential impacts of the Transit Neighborhood Plans within a larger area known as the study area.

Disclaimer:
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Data Sources: Department of City Planning & Bureau of Engineering



Station Area Concepts



The Zoning Applied

The following diagrams provide examples of how the new zoning could influence the design of buildings.

FORM & FRONTAGE ELEMENTS



FORMS FOR TRANSIT NODES



FRONTAGE TYPES

Transit nodes and other transit-oriented development types, which are used to regulate design elements that influence a building's relationship to the street and transit, or nearby transit-oriented areas.



The Orange Line Transit Neighborhood planning effort will assign new zones to select parcels of land.

These zones are being developed through re:code LA, which is a comprehensive update of the city's zoning code.

Each zone will include five modules: form district, frontage, development standards, use district and residential density.

NORTH HOLLYWOOD CONCEPT



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

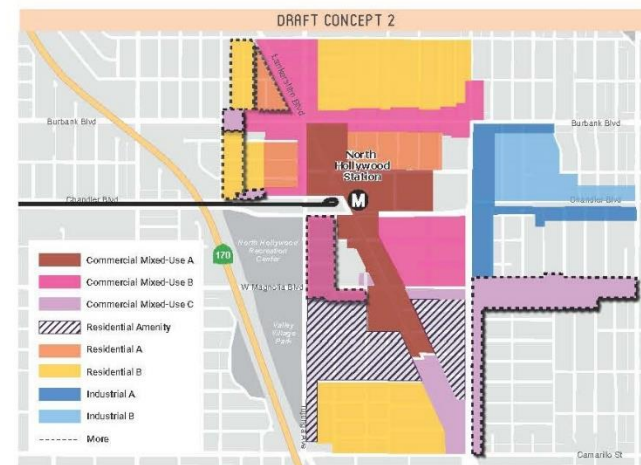
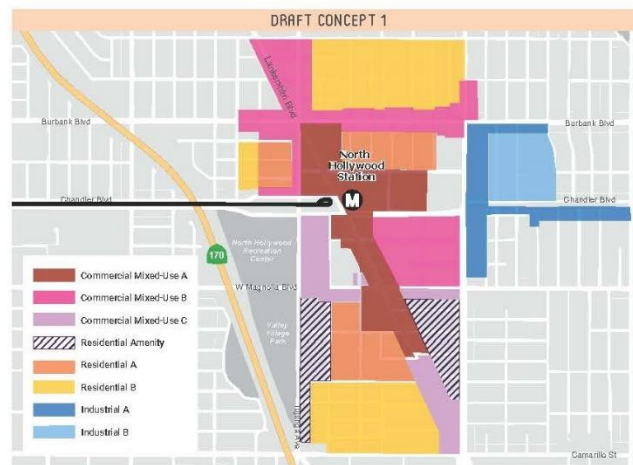
- FAR: 3/4.5* • Max. Height: 45'/67*
- Density (sq ft/unit): 800/470*

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



VAN NUYS & SEPULVEDA CONCEPT



Goals

- **Enhance the vibrancy of the Civic Center and regional commercial area** by allowing for density that supports mixed uses, restaurants, and retail beyond the standard workday.
- **Preserve jobs in industrial areas while allowing flexibility to accommodate new and emerging industries** by maintaining current intensity and allowing creative new uses in these zones.
- **Connect the stations to employment hubs** by encouraging properties located along the bike path to incorporate active uses and orient themselves toward the transit right-of-way.
- **Enhance and expand multifamily residential** by providing incentives for affordable housing near transit hubs.
- **Allow limited neighborhood-serving uses** (childcare, etc.) to encourage walkability along the Burbank, Victory, Cedros, Kester, and Hazeltine corridors.

Strategies (* bonus FAR for public benefits)

Commercial Mixed-Use A

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

Commercial Mixed-Use B

- FAR: 2/4* • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Industrial A

- FAR: 2.5/4* • Max. Height: Restricted by FAR

Industrial A*

- FAR: 2.5/4* • Max. Height: Restricted by FAR
- *Restrictions: Same form allowed as Industrial A, but no heavy industrial uses

Industrial B

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

Residential A

- FAR: 3/4* • Max. Height: 65'
- Density (sq ft/unit): Restricted by Form

Residential B

- FAR: 3/3.5* • Max. Height: 56'
- Density (sq ft/unit): 400

Residential C

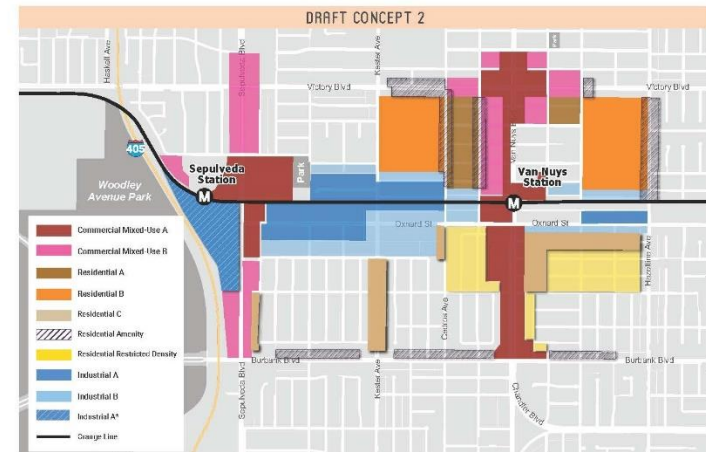
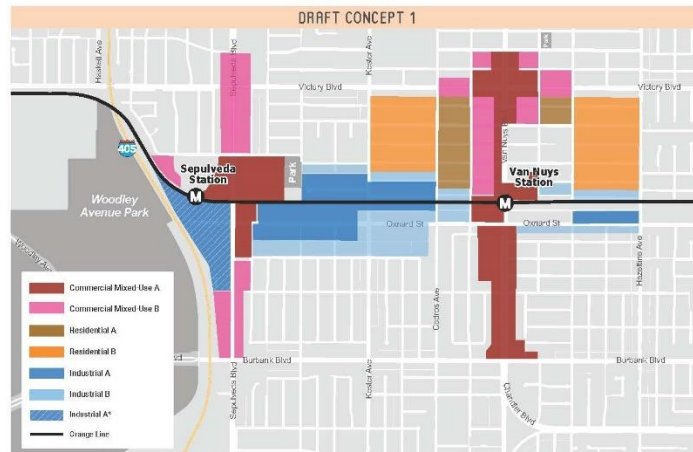
- FAR: 3/3.5* • Max. Height: 45'
- Density (sq ft/unit): 800

Residential Amenity

- FAR: 3/4.5* • Max. Height: 65'
- Density (sq ft/unit): Restricted by Form

Residential Restricted Density

- FAR: 3 • Max. Height: 45'
- Density (sq ft/unit): 1500



TRANSIT NEIGHBORHOOD PLANS



Please proceed to
Station 2
Thank you!