



Orange Line Transit Neighborhood Plan

BACKGROUND/SUMMARY

The Los Angeles Department of City Planning has long focused land use planning around transit to create complete neighborhoods. Plans for transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to: expand mobility options for greater numbers of people; improve the livability of the City; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents.



In June 2012, the Los Angeles Department of City Planning, in partnership with Metro, launched the Transit Neighborhood Plans (TNP) program to encourage livable communities and employment centers around the region's expanding transit network. The OLTNP is a long-range planning effort around three Metro Orange Line stations in the Southeast Valley to regulate land use, zoning, and design of new development. The OLTNP is funded through a grant from Metro, and is scheduled to be completed prior to the Southeast Valley Community Plan Update program.

The Orange Line TNP aims to foster a mix of uses around the transit stations that will encourage transit use and improve mobility for everyone. Directing new housing and jobs to transit-served areas is an overarching principle of the City's General Plan, with the goal of providing residents and employees greater mobility choices and reducing automobile dependence and greenhouse gas emissions that contribute to poor air quality and climate change. The Orange Line TNP focuses on three stations, North Hollywood, Van Nuys, and Sepulveda. Each station area is distinct and will be planned contextually, with different intensities, land uses, and design standards.

FREQUENTLY ASKED QUESTIONS

What properties will be affected by this Project?

The Orange Line TNP project area consists of two separate station areas, one measuring approximately 4.5 square miles (surrounding Van Nuys and Sepulveda stations) and one measuring approximately 2.85 square miles (surrounding North Hollywood station). While all of the project area will be studied for the purposes of environmental review, land use and zone changes will only apply to select parcels within an approximately half-mile radius of each station. A map of the Orange Line TNP Study Area can be seen on the front of this handout.

What are the components of this planning effort?

The Orange Line TNP is not a Specific Plan. This planning effort will apply new zones in select parcels around the three Orange Line TNP stations. The new zones will regulate uses, form, intensity of development, and design to maintain and improve the aesthetic quality and character of Orange Line TNP neighborhoods, and ensure compatibility between new developments and the existing context.

Will anything be built as a result of this planning effort?

The Orange Line TNP planning effort sets the range of uses and the size of new development allowed within the study area and does not propose any development projects. Under the Orange Line TNP, each proposed development project would continue to go through separate development permitting processes.

What is the required environmental clearance for the Orange Line TNP?

Planning staff are completing a full Environmental Impact Review for this project, as required by the California Environmental Quality Act (CEQA). The Scoping Meeting for this project was held on July 25, 2018 and environmental impacts are still being analyzed.

How does the Orange Line TNP relate to the Community Plan Updates?

The TNP program covers a much smaller geographic area than the Community Plan Updates, and is specifically focused on updating land-use and zoning near key public-transit stops. The timeline for completion of the TNP program is currently ahead of the broader Community Plan Update process, and staff expects that parcels analyzed and rezoned as part of the TNP program will not need to be rezoned again as part of the Community Plan Update process. The TNP and Southeast Valley Community Plan Update teams collaborate and communicate on a regular basis to ensure consistency and good planning practices across the Southeast Valley area.

Who can I contact for more information?

To sign up for updates, visit www.latnp.org.

For additional information, contact Jordan Fraade at jordan.fraade@lacity.org or (818) 374-9902. Media inquiries should be directed to Agnes Sibal-von Debschitz at agnes.sibal@lacity.org or (213) 978-1015.

Orange Line Transit Neighborhood Plan

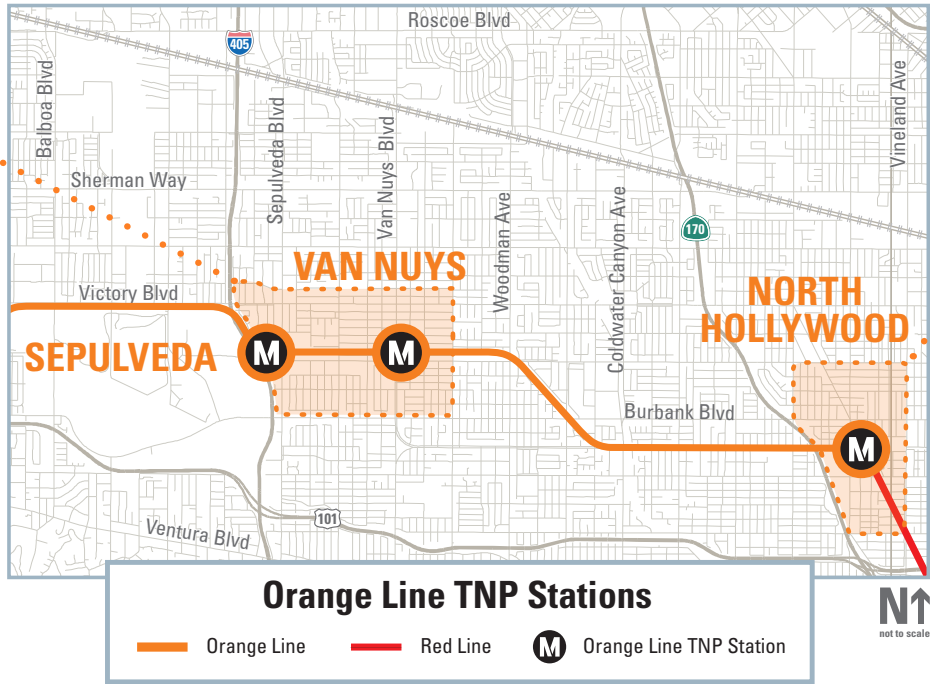
CORRIDOR VISION



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

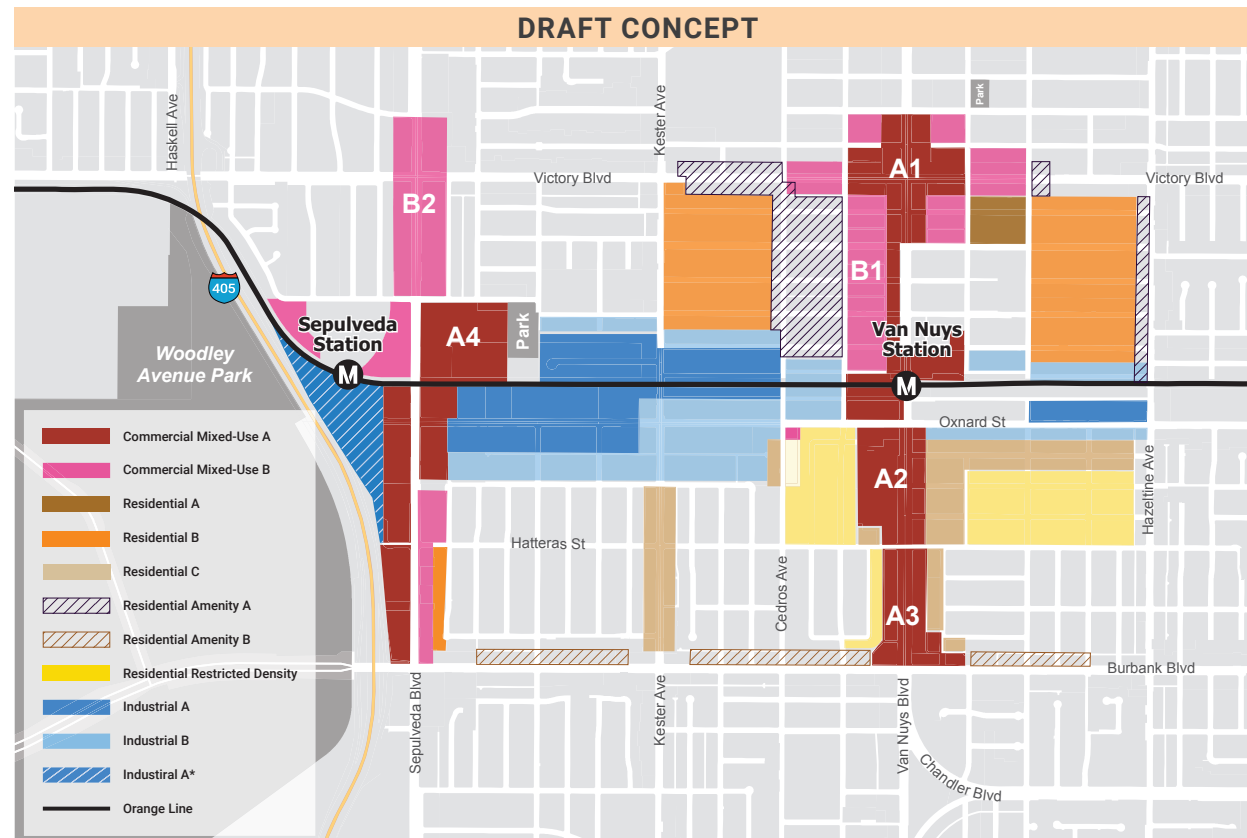
PLANNING PROCESS & HOW TO GET INVOLVED

★Get involved!
Opportunity for Public



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 too 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, esper, and Hazeltine corridors.



Zones (Base/Bonus)

Commercial Mixed-Use A

A1	• FAR: 1.5/4.25	• Max. Height: None
A2	• FAR: 1.5/3.75	• Max. Height: 90'
A3	• FAR: 1.5/2.75	• Max. Height: 90'
A4	• FAR: 1.5/3	• Max. Height: None

Commercial Mixed-Use B

B1	• FAR: 1.5/4.25	• Max. Height: 67'
B2	• FAR: 1.5/3	• Max. Height: 67'

Industrial A

- FAR: 3

Industrial A*

- FAR: 3
- *Restrictions: Same form allowed as Industrial A, but no heavy industrial uses

Industrial B

- FAR: 3

Residential A

- FAR: 1.75/3
- Max. Height: 45'/67'
- Density (sq ft/unit): Restricted by Form

Residential B

- FAR: 1.75/3
- Max. Height: 35'/67'
- Density (sq ft/unit): 800/400

Residential C

- FAR: 1.75
- Max. Height: 33'/45'
- Density (sq ft/unit): 1,000/650

Residential Amenity A

- FAR: 1.75/3.25
- Max. Height: 45'/75'
- Density (sq ft/unit): Restricted by Form

Residential Amenity B

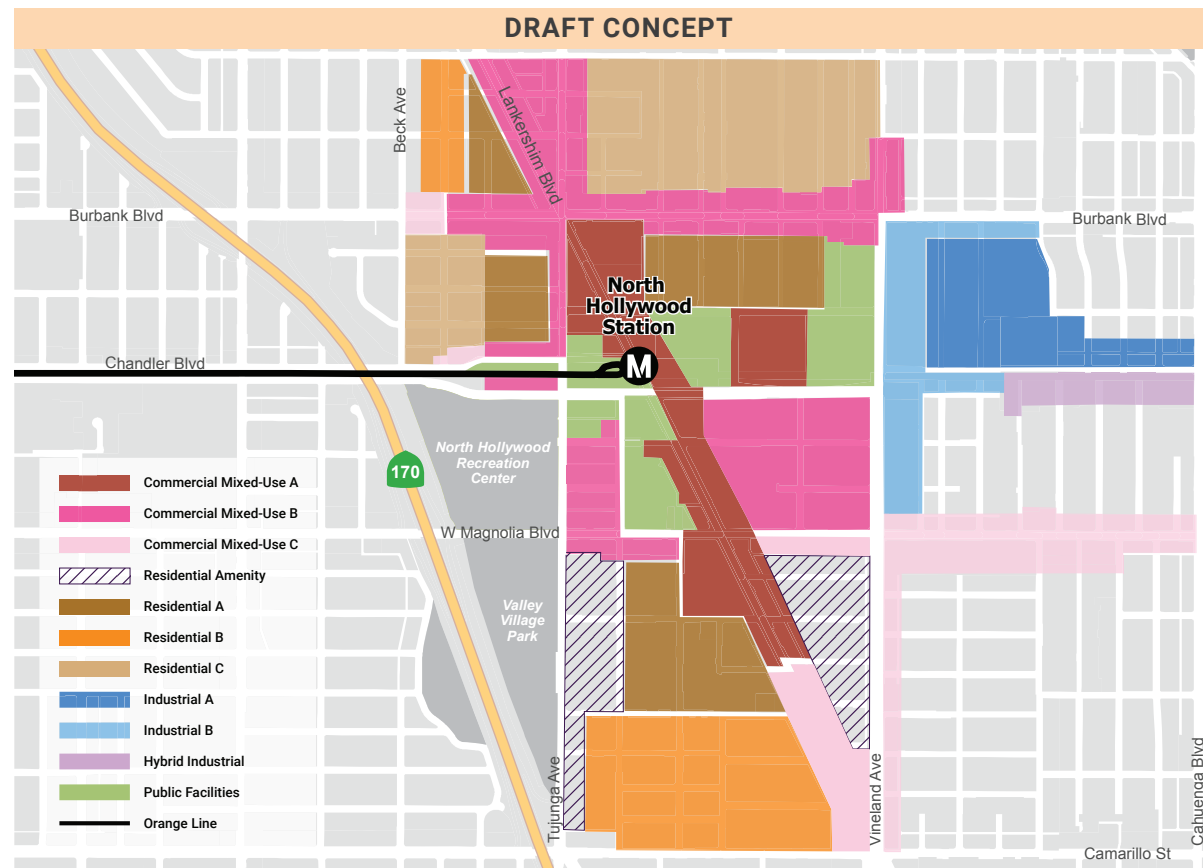
- FAR: 1.75
- Max. Height: 35'
- Density (sq ft/unit): 800

Fourplex

- FAR: .75
- Max. Height: 33'
- Density (sq ft/unit): 4 Units Max

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.



Zones *(Base/Bonus)*

Commercial Mixed-Use A

- FAR: 3/6
- Max. Height: Restricted by FAR
- Density (sq ft/unit): 400/200

Commercial Mixed-Use B

- FAR: 1.5/4.25
- Max. Height: Restricted by FAR
- Density (sq ft/unit): 400/200

Commercial Mixed-Use C

- FAR: 1.5/3.75
- Max. Height: Restricted by FAR
- Density (sq ft/unit): 400

Industrial A

- FAR: 3

Industrial B

- FAR: 3

Hybrid Industrial

- FAR: 1.5/3
- Max. Height: 45'/56'
- Density (sq ft/unit): 800/400

Residential A

- FAR: 1.75/3
- Max. Height: 45'/67'
- Density (sq ft/unit): Restricted by Form

Residential B

- FAR: 1.75/3
- Max. Height: 45'/67'
- Density (sq ft/unit): 800/400

Residential C

- FAR: 1.75
- Max. Height: 33'/45'
- Density (sq ft/unit): 1000/650

Residential Amenity

- FAR: 1.75/3.25
- Max. Height: 45'/75'
- Density (sq ft/unit): Restricted by Form