

FACT SHEET

Orange (G) Line Transit Neighborhood Plan

Summer 2024

Summary

The Orange (G) Line Transit Neighborhood Plan (OLTNP) is currently in the 'Finalize' stage, the fourth out of five stages of a work program. Between Fall 2023 and Spring 2024, the OLTNP team conducted outreach to share the latest draft proposed plan with stakeholders and community members. In response to the questions and comments received during this round of outreach, a Frequently Asked Questions (FAQ) sheet has been prepared. For more information on the OLTNP please visit <https://planning.lacity.gov/plans-policies/oltnp>.

Please note that the OLTNP is a land use and zoning program led by the Los Angeles Department of City Planning. To find more information about Metro construction and other Metro projects, please visit their website <https://www.metro.net/projects/>.

Frequently Asked Questions

What is the OLTNP?

The OLTNP is one of the [Transit Neighborhood Plans](#) (TNPs) that supplement the City's [Community Plans](#), which guide policy and land use in Los Angeles's neighborhoods, and make up the Land Use Element of the City of Los Angeles's General Plan, the policy document that expresses the City's vision of the future.

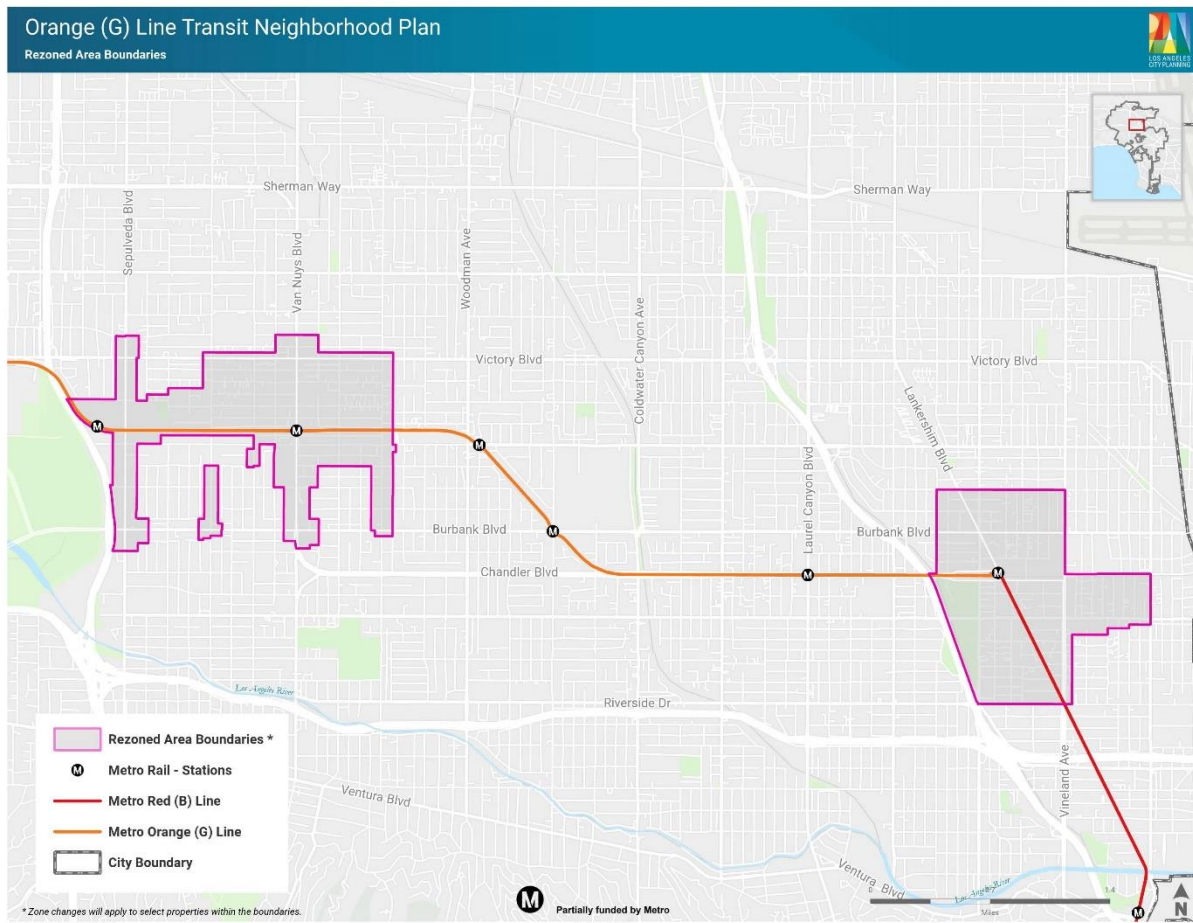
The OLTNP aims to support transit ridership and mobility access, expand future affordable housing opportunities, and support economic vitality throughout the project area by directing growth to transit-served areas. These efforts reflect overarching principles of the City's [General Plan](#), and align with broader efforts to reduce automobile dependency and greenhouse gas emissions. Specifically, the project will propose new land use and zoning along the Metro G (Orange) Line corridor within roughly a half mile or 15-minute walk of the [North Hollywood, Van Nuys and Sepulveda Stations](#) in the Eastern San Fernando Valley. Each station area is distinct and will be planned with contextual intensities, land uses, zoning standards, and other strategies. The OLTNP will be the first planning initiative to apply the [new zoning code](#) in the greater San Fernando Valley.

Will the OLTNP build anything?

The OLTNP will not build anything, and will not mandate any existing developments to **relocate or redevelop**. Rather, the OLTNP establishes the zoning and General Plan Land Uses (GPLUs) which guide development in the plan area. After the OLTNP is adopted, any proposed development project in the plan area will undergo review through the planning and permitting processes of the [new zoning code](#).

What properties are affected by this Plan?

The OLTNP generally applies to multifamily and commercial areas within a ½ mile or a 15-minute walk from the North Hollywood, Van Nuys and Sepulveda Stations. To see if a specific property falls within the OLTNP change area and is proposed to be rezoned, please visit the [OLTNP StoryMap](#). Under the Draft Zoning tab, users can click the search icon on the top left corner, type in an address, and see the proposed zoning for that parcel.



How does the plan propose to regulate parking?

[Assembly Bill 2097 \(AB2097\)](#) is a California law that prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of major transit stops. The majority of parcels proposed to be rezoned as part of the OLTNP are AB2097 eligible. As a result, the OLTNP will not include required parking minimums as part of its rezoning. However, the plan does not prohibit developments from including residential or commercial parking, therefore developers will still be allowed to provide parking based on expected market demand.

How does this plan work to achieve more affordable housing?

One of the goals of the OLTNP is to promote a variety of housing options for people of all income levels near transit stations. To achieve this goal, the OLTNP is proposing a Public Benefits Program that links additional development rights to the provision of a certain percentage of affordable housing units in new developments. New development near major transit stations and along corridors will be required to provide a higher percentage of affordable units in exchange for additional development rights. This program will codify and replace what is currently allowed to be developed under the [Transit Oriented Communities \(TOC\) Incentive Program](#) which is set to sunset in 2027.

How does this plan determine where larger scale developments could be constructed?

Every property in the city is assigned a land use designation. Under the proposed OLTNP, land uses that permit higher density and larger scale development are centered around the North Hollywood, Van Nuys, and Sepulveda Stations. Examples of these land uses are Regional and Community Centers. The Regional Center land use, which is proposed closest to transit stations, allows for the largest and densest development in the OLTNP plan area. As the largest scale land use, Regional Center provides the greatest potential for generating affordable housing. Concentrating the largest development potential in the areas closest to transit stations helps to generate transit ridership and promotes mobility options for future residents.

Community Center is the second most intense land use in the OLTNP. Community Center is proposed for parcels that are slightly further from Metro G Line Stations, but still on commercial corridors that provide easy access to these transit stations. The permitted scale of development in Community Center is less than Regional Center, but it still encourages higher density development to foster centers of activity and opportunity for the community. To find the proposed land use and zoning for a specific parcel as part of the plan please visit the [OLTNP StoryMap](#).

Does the plan contain any measures to transition from higher scale to lower scale development?

One of the major concerns expressed during the OLTNP outreach phase was a desire to have transitions between larger, taller buildings along major corridors, to lower scale buildings in more interior, residential neighborhoods. The OLTNP proposes to achieve this in two ways. The first is the general approach to zoning in the OLTNP area, which places the highest densities

and permitted building heights along corridors such as Sepulveda and Van Nuys Boulevards where existing and planned major transit infrastructure is located. The proposed zoning gradually permits less height and density as one moves further from these 'Regional Center' corridors, in an effort to be harmonious with existing community character and scale.

And secondly, the new zoning will contain a "Height Transition" standard which is used to address looming issues that can arise when higher scale development abuts lower scale buildings. If a proposed project is abutting an adjacent lot with a maximum height of 4 stories (45 feet) or less, the Height Transition tool will apply. The tool requires upper stories of buildings to 'step back' away from adjacent properties as the building's height increases. Below is a summary table of the height restrictions a proposed project would abide by if the tool applies:

Height Transition Restrictions

		Distance from abutting lot line		
		10 feet	11-30 feet	31-50 feet
Adjacent lot max height	3 stories	No building permitted	3 story max height	5 story max height
	4 stories	No building permitted	4 story max height	6 story max height

The diagram below, which is just for illustrative purposes, shows how the Height Transition tool will work to achieve these goals. This tool helps to make taller buildings feel more contextual and compatible with their lower scale neighbors, where such conditions are present. Similar tools exist today in the City's current zoning code. However, the new zoning system allows for this tool to be expanded both in where it is applied and the extent to which buildings are required to step back.



Is the OLTNP a Community Plan and are there other planning efforts underway in the San Fernando Valley?

The OLTNP is not a standalone Community Plan, it is a long-range planning effort around three Metro G Line Stations in the southeastern San Fernando Valley. As part of the [Transit Neighborhood Plans](#), Los Angeles City Planning is developing regulatory tools and strategies for the areas around the North Hollywood, Van Nuys and Sepulveda Stations along the Metro G Line. The OLTNP will be updating GPLUs and zoning, which are similar outcomes to the work done through Community Plan updates.

There are many other planning efforts underway throughout the San Fernando Valley which will be applying new GPLUs and zoning to all parcels in geographic areas not included in the OLTNP. These efforts include:

- Updating the [Southeast Valley Community Plans](#), including:
 - North Hollywood – Valley Village,
 - Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass,
 - Van Nuys – North Sherman Oaks
- Updating each of the [Southwest Valley Community Plans](#), including:
 - Canoga Park – Winnetka – Woodland Hills – West Hills,
 - Encino – Tarzana,
 - Reseda – West Van Nuys - Lake Balboa
- [East San Fernando Valley Transit Neighborhood Plan](#)
 - Work is also underway on the East San Fernando Valley Transit Neighborhood Plan (ESFV TNP), which will be applying new GPLUs and zoning to properties around the forthcoming light rail project that will connect North San Fernando Valley communities with the Metro G Line at the Van Nuys Station.


Collectively, these work programs will be rezoning large portions of the San Fernando Valley.

Why are only the North Hollywood, Van Nuys, and Sepulveda Stations included in the OLTNP?

The OLTNP applies new GPLUs and zoning regulations to properties around the North Hollywood, Van Nuys, and Sepulveda Metro G Line stations due to the existing and planned transit infrastructure around these stations, including the intersection the Metro B (Red) Line in North Hollywood, the forthcoming East San Fernando Light Rail Transit Project (ESFV LRT) along Van Nuys Boulevard, and the proposed [Sepulveda Transit Corridor](#) Project, which will provide a fast and direct rail connection between the San Fernando Valley and the Westside. Because of the abundance of transit surrounding these stations, a special effort was undertaken to rezone these areas utilizing a transit neighborhood plan.

How does the OLTNP relate to existing zoning?

The City of Los Angeles is transitioning from its existing zoning code to a [new zoning code](#). Eventually, all properties throughout the City of Los Angeles will be zoned using the new code. The OLTNP is engaging in such work by considering current zoning allowances when proposing new zoning. As a part of this effort, the OLTNP team is evaluating the current zoning allowances- i.e. how tall and dense a parcel may be developed, both under base zoning regulations and incentive-based zoning programs. Examples of these incentive programs



include the Transit Oriented Communities (TOC) and Density Bonus programs, which allow for developments to become taller and denser, in exchange for the provision of affordable housing.

Oftentimes, built conditions do not match what a property is actually zoned to accommodate. For example, a property may be developed with a one-story home, but is actually zoned to allow for a multi-unit building that could rise five or more stories with the utilization of incentives. Because of this, it's important to compare the proposed OLTNP zoning with what the zoned potential is for a property, not what is currently built today. In many cases, the OLTNP is proposing zoning that would essentially mimic what could be achieved through the pursuit of incentive systems with today's existing zoning.

Is the OLTNP increasing open spaces and tree canopy in the plan area?

The OLTNP is introducing numerous opportunities to increase tree planting and open space in the plan area. Throughout the OLTNP, there is a base requirement for tree planting that is tied to the amount of building square footage that is introduced to the lot. Tentatively, for every 4,000 square feet of floor area introduced, the applicant must plant either one large or two small trees, and every development, regardless of size, must plant at least one large or two small trees. If trees are not able to be accommodated on private property, they may be planted in the public-right-of-way.

Additionally, the OLTNP zoning contains standards that require additional trees to be planted in front yard areas as well as shared outdoor amenity spaces. Invasive and artificial plants are not permitted to satisfy these requirements. Shared outdoor amenity spaces are also required to provide shaded areas for users.

The aforementioned strategies for achieving more greenery and trees within the OLTNP project area apply to private property, since that is the primary type of property that zoning can affect. However, the OLTNP is also proposing a series of mobility based changes in order to promote safer and better conditions for pedestrians. As part of these changes, the OLTNP is proposing to require wider sidewalks, where possible, which could accommodate more street tree plantings. Increasing tree canopies on the sidewalks in the project area would allow for cooler and more pleasant walking conditions, and would encourage more people to better utilize modes of transportation other than driving.

How can the OLTNP support creative uses in the North Hollywood Arts District?

The OLTNP is proposing an incentive system where a developer may be granted the ability to build larger scale projects in exchange for providing public benefits. Given the housing and affordability crisis in Los Angeles, the primary public benefit that can be provided to unlock this additional development potential is affordable housing. However, there is potential for other benefits to unlock even greater development potential. Examples of these benefits could include the provision of spaces for daycares or grocery stores, dedicated public open space, and more. Given the arts focus of North Hollywood, there has been a stated desire for arts spaces and public art to be included as potential public benefits. As such, the OLTNP is exploring the inclusion of art components in the public benefits package that developers can provide in exchange for this greater level of development potential.

How will the OLTNP address mobility within the plan area?

The OLTNP is assembling proposed updates to existing street standards and Mobility Enhanced Networks to enhance street safety in the plan area. The OLTNP will confer with other City agencies such as Los Angeles Department of Transportation (LADOT) and the Bureau of Engineering (LABOE) to ensure the needs of all road users are balanced with these proposed mobility updates. Proposed updates may widen sidewalks or encourage bike facilities to have a cohesive mobility network that facilitates transit access. The OLTNP is also proposing to require projects exceeding a certain scale or unit count to undergo a detailed review of potential impacts, such as traffic, from the Planning Department.

Are there any properties in the plan area that are not being rezoned?

The OLTNP will not rezone industrially-used lands and single-unit residential parcels. The industrially-used properties that were previously in the plan have been removed to streamline environmental review. Industrially-used lands and single-unit residential parcels will be comprehensively reviewed and rezoned along with the greater Southeast Valley as part of the [Southeast Valley Community Plans Update](#), which will also capture any areas not rezoned by the OLTNP.

What outreach efforts have been conducted so far? How can I get involved in the planning process and provide comments?

The OLTNP kicked off outreach in 2016 with presentations and group discussions with Neighborhood Councils in the plan area. Between then and 2020, the team held public workshops, open houses, and presented to various community groups. In the Fall of 2023 through Spring 2024, the OLTNP spoke to Neighborhood Councils, community-based organizations, community groups, and local stakeholders. In February 2024, Office Hours (both virtual and in-person) were hosted for community members to ask questions about the draft plan. Meeting information was highlighted in project emails (e-blasts) sent by the Planning Department and newsletters from Council Districts 2, 4, 6; local neighborhood councils; and business interested groups. Fliers were distributed throughout the plan area at libraries, coffee shops, and community centers; and handed to transit riders at the Van Nuys and North Hollywood Stations. A full outreach summary spanning Fall 2023 to Spring 2024 is available [here](#).

Additional outreach efforts are forthcoming later this year. Prior to the OLTNP's future Open House and Public Hearing, hearing notices will be mailed to all owners and occupants within 500 feet of a parcel that is proposed to be rezoned, in accordance with established noticing protocols. To receive email updates regarding the OLTNP program and details on upcoming community outreach events, sign up for our interested parties email list page on the [OLTNP website](#). Public comments are welcome throughout the planning process. To contact the OLTNP Team directly, please email planning.oltnp@lacity.org.

Will the OLTNP conduct an environmental analysis for the plan?

The OLTNP will conduct its environmental analysis through a proposed addendum to the [Housing Element EIR](#). The addendum will consider the proposed land use and zoning. As a result, the project will no longer be able to environmentally clear and rezone industrially-used

lands in the plan area. The industrial areas previously included in the project have been removed but will be comprehensively addressed in the [Southeast Valley Community Plans Update](#).

Does the OLTNP have the ability to regulate building design?

The OLTNP will be the first plan in the San Fernando Valley to use the [new zoning code](#). The new zoning code consists of five key parts, three of which contain various design regulations: Form, Frontage, and Development Standards. Form influences the shape of a building and regulates the inclusion and prevalence of amenities such as outdoor, pedestrian, and public space. Frontage influences how buildings interact with the public realm and their relationship to the street, and regulates planting requirements, entry features, and fencing. Development Standards influence design elements around the building and regulate access, parking, signage, and more. Many of the new zoning code regulations will absorb design guidelines found in existing [Community Design Overlays](#) from across the City. The new zoning code strives to make planning more transparent and predictable, with development that is more contextual and responsive to neighborhood and citywide needs, while raising the bar for better building design and site layout.

What are the remaining steps in the adoption process?

The team is currently in the 'Finalize' stage. Updates are being considered to the draft land use, zoning, and mobility plan based on public feedback. The next project milestone for the OLTNP will be an Open House/Public Hearing to present the revised plan to the community. The Public Hearing, which will initiate the 'Adopt' stage for the project, is tentatively planned for 2025. Future project milestones include presentations to the City Planning Commission, City Council's Planning & Land Use Committee, and the full City Council - all of which will provide further opportunities for public comment.



NOTE: General public comments are welcome continually until the Plan is adopted by City Council. For more specifics on how to engage at each of the remaining steps of the process, visit planning4la.org/orange-line-trnp.

Note: It is important to note that these standards are current as of the publication date of this FAQ and are subject to change.



Partially funded by Metro