



What Have We Heard So Far?

PURPLE LINE TRANSIT NEIGHBORHOOD PLAN

OVERALL

- The TNP should allow for greater amounts of housing around the planned Purple Line extension, in light of the ongoing housing crisis
- Density is generally appropriate in close proximity to the station but should taper down farther from the station or corridors and in transition to residential uses
- Displacement is a major concern due to the amounts of rent stabilized units in the area, especially in the multifamily zoned areas; rent-restricted affordable housing and the preservation of rent-stabilized housing are a priority
- More neighborhood-serving commercial uses, such as grocery stores, are needed to decrease auto trips
- Uses that serve visitors and support cultural institutions, such as restaurants, hotels, entertainment, and cafes, would help encourage activity throughout the day and are desirable
- Buildings should be aesthetically pleasing and designed to enhance the pedestrian experience
- The area as a whole needs a stronger district identity, continuity of design, and sensitivity to the existing historic character
- Preserving the character of existing residential areas is important
- Differing opinions about parking: there is not enough parking/standard levels of parking are unnecessary in housing and commercial development located near transit
- Parking is a concern, both for residents and future transit users; adequate parking in new development and at the transit stations is necessary to minimize neighborhood impacts
- Improve the safety and security of pedestrians, transit users, and bicyclists at the stations and along corridors
- The area experiences cut-through traffic
- Outdoor open space, green space, and public art are community amenities that should be encouraged in development through parklets, plazas, and outdoor dining areas
- New development should contribute to both more greenspace and tree planting in the area
- Adequate public services, including power and water, should be ensured

HOUSING & MIX OF USES

- Affordable housing should be included in any housing that is built
- Higher affordable housing ratios would be appropriate in this area to ensure those who use transit will continue to live in the area
- Rent Stabilized housing units should be preserved
- Regulations should facilitate permanent supportive and bridge housing
- Accommodate more types of housing, not just 30+ high-rise condominium towers, but also 4-6 story mixed-use buildings where single-family homes currently exist
- Consider plan options that accommodate more housing in the area
- More restaurants and businesses are needed to activate streets
- Maintaining the neighborhood feel should be balanced with uses that attract users at different times of day
- Street-facing institutional and cultural uses should contribute to more to the liveliness of
- Small businesses are important to the identity of the area and should be retained
- Protect local merchants and the neighborhood serving businesses from displacement and high rents
- Wilshire, west of Fairfax is especially in need of new uses and vibrancy

DESIGN & CHARACTER

- The design of any new housing should be in keeping with the character of existing residential uses in multifamily areas
- Allow fourplexes in single-family areas; this can be accomplished without materially changing the massing, bulk, and lot coverage from the existing patterns of development found in these areas and can be done without affecting the character of the area
- Remove density limits from multi-family buildings while using building form standards to encourage high-quality building design
- Of the north/south streets, La Brea is better suited for additional density than Fairfax, but each may support some amount of additional activity
- More height is appropriate as you get closer to stations, tapering to less height as you get further away
- New developments should be sensitive to historic buildings
- Designs of poor quality “faux historic” buildings have proliferated under the Miracle Mile Community Design Overlay; discourage them through amendments to the Miracle Mile Community Design Overlay
- Ground floors should be more transparent and contain more lighting to improve their connection with sidewalks
- Walkways and paseos to break up new buildings are important

OPEN SPACE

- Green spaces are important; should be required in new developments and should be oriented towards major streets (Wilshire/La Brea development is an example of a development where the green space is small and poorly located)
- There are some private public spaces, but these are insufficient in terms of size, amount, and location on the site
- Public squares with seating, fountains, and active uses should be encouraged
- Plazas are especially useful for public gatherings such as farmers markets and other flexible uses, such as entertainment

MOBILITY

- The system of pedestrian pathways in Carthay is well-regarded
- Sites should be planned and buildings designed to improve the pedestrian environment
- Encourage larger sidewalks and parkways, as well as permeable surfaces
- The area would feel safer if there was more “vibrancy” - safety in numbers when there are other people walking or out on the street
- Improved tree canopy, awnings, shade, and landscaping should be incorporated in new development to improve the pedestrian experience
- People will not get out of their cars until they have good alternative transportation options or reasons to do so
- Shared parking, unbundling parking costs from rents, as well as reducing or eliminating parking requirements are strategies that should be considered to encourage transit use and improve housing affordability
- Some parking in immediate proximity to station areas is needed
- Drop-off areas for ride-share users should be incorporated in new development

PUBLIC SERVICES

- Ensure that the Los Angeles Department of Water and Power anticipates and plans for demand
- Provide adequate police and fire services

