

## Orange Line Transit Neighborhood Plan

# VISUAL PREFERENCE SURVEY: COMMERCIAL AND MIXED-USE DEVELOPMENT



For each of these three categories, FORM, FRONTAGE, and DEVELOPMENT STANDARDS & PARKING, place a **BLUE DOT** next to the building that best represents your preference for Commercial and Mixed-Use Development, and a **GREEN DOT** indicating your least preference.

**● Preferred**      **● Least Preferred**

### FORM: Size, massing, and placement of the building on the lot



11049 Magnolia Boulevard

Mixed-use five-story development is compatible to the adjacent development in mass, size and bulk. Placement of the retail/commercial uses are done at the street level and fronts both Magnolia Boulevard and Blakeslee Avenue.



11526 Burbank Boulevard

This two-story commercial building reduces its mass by a configured "L" shape. The design complements the adjacent building point of entrance and building height.



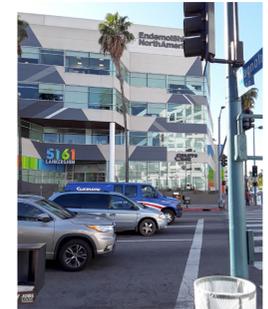
11130 Otsego Street

Five-story retail/residential mixed-use development steps back the residential intensity on Lankershim Boulevard, thus creating a pedestrian enclosure experience with its street front design. The large complex massing is matched on the northside of the street with a similar development in size, mass and lot coverage.



11350 Burbank Boulevard

Six-story Holiday Inn Express creates presence on the boulevard by stepping back the upper portion of the edifice so as to break the front plane of the building and reduce the mass.



5161 Lankershim Boulevard

Four-story commercial building edifice opens to Magnolia and Lankershim Boulevards. The design steps back from the ground level retail patio area along Lankershim. The massing of the building along Lankershim provides for pedestrian level interaction.

### FRONTAGE: How the building interacts with the street and public realm



11058 Chandler Boulevard

Mixed-use residential/retail development with front yard setback for robust landscaping and a wide pedestrian oriented sidewalk. The height of the building is four, and in some locations five-stories over subterranean parking with a roof deck and storefront glazing. Fenestration is oriented north and south and easterly.



5101 Lankershim Boulevard

Six-story mixed-use development steps back the residential intensity on Lankershim Boulevard thus creating a pedestrian level retail experience. The large complex massing is matched on adjacent south intersection with a similar development in scale, mass and lot coverage.



11183 Weddington Street

Vehicles entering and exiting the development do so via an off-street alley, preserving the pedestrian-oriented nature of the main streets. Parking garages are visible from side streets, but not the entrances and exits.



11106 Chandler Boulevard

Mixed-use residential/retail development with front yard setback for robust landscaping and a wide pedestrian oriented sidewalk. The height of the building is four, and in some locations five-stories over subterranean parking with a roof deck and storefront glazing. Fenestration is oriented north and south and easterly.



11149 McCormick Street

Four story mixed use development retail space wraps around McCormick and Blakeslee with large store front glazing and entrances from both streets. The upper floors step back from the retail space.

### DEVELOPMENT STANDARD & PARKING: How cars and pedestrians enter and exit the property



11183 Weddington Street

Vehicles entering and exiting the development do so via an off-street alley, preserving the pedestrian-oriented nature of the main streets. Parking garages are visible from side streets, but not the entrances and exits.



5445 Lankershim Boulevard

The first few floors of this mixed-use building are taken up by a large parking podium. Vehicles enter and exit via a large curb cut located on the side street, but a pedestrian-oriented facade is featured on the main street.



5658 Sepulveda Boulevard

Storefronts are accessible to pedestrians with no setbacks. Vehicles enter and exit via a separate but attached parking garage adjacent to the storefronts, accessed via a large curb cut.



13031 Ventura Boulevard

Businesses are pedestrian-oriented, face the street with minimal interruption, and parking spaces are located behind the buildings. Lower overall number of parking spaces in exchange for a more attractive streetscape. Entrance and exit is via narrow, one-way alleys requiring slow speed.



15210 Ventura Boulevard

Parking garage is underground, and vehicles enter and exit via a large curb cut at street level. Businesses and building residents have pedestrian-oriented entrances facing the street, adjacent to curb cut.

# VISUAL PREFERENCE SURVEY: MULTIFAMILY RESIDENTIAL DEVELOPMENT

For each of these three categories, FORM, FRONTAGE, and DEVELOPMENT STANDARDS & PARKING, place a **BLUE DOT** next to the building that best represents your preference for Multifamily Residential Development, and a **GREEN DOT** indicating your least preference.

Preferred Least Preferred

## FORM: Size, massing, and placement of the building on the lot



12228 Magnolia Boulevard

Bungalow court with single-family units packed around a central courtyard.



11124 Burbank Boulevard

Three-story multifamily building over subterranean parking with ingress/egress positioned in the middle of the edifice. The plane of the building is modulated with protruding curvilinear balconies adorned with wrought iron gating.



14639 Sylvan Street

Townhouse-style with bay windows and narrow facade.



14153 Victory Boulevard

Two-level multi-family development over one level of subterranean parking. Development observes yard setbacks and incorporates xeriscape landscaping and bike racks located in front of the apartment.



11616 Burbank Boulevard

Three-story multifamily development is constructed over one-level of subterranean parking. The face of the development is dimensioned with varying building planes and cantilevered balconies. Awning-like elements adorn the top of the structure.

## FRONTAGE: How the building interacts with the street and public realm



711 Cole Avenue

Four-story multi-family residential development with a varying dimensioned plane frontage. The fenestration of the residential development provides pedestrian level entrances and window placement. Lush vegetation is provided in planters and within the public realm.



11111 Cumpston Street

Six-story residential building features a pedestrian-oriented entrance at the corner, allowing access from both the main and side street. Both sides of building feature attractive landscaping, and the front door is covered by an overhang. The front of the building is set back from the street, and access is partially blocked by barriers and planters, which could create a feeling of exclusivity and remove from the street.



11556 Burbank Boulevard

High density apartment complex observes standard zoning yard requirements. The multi-unit residential development has ample windows and decorative pedestrian entrance to lobby.



13959 Victory Boulevard

Victorian styled townhome development with buffered landscaped area and step-up entrances oriented toward Victory Boulevard. The edifice frontage has adequate glazing and balconies that are compatible with adjacent residential development. Vehicular entry is from the side street.



12101 Otsego Street

Four single family homes on one lot (Small lot subdivision). Two units front Laurel Canyon Boulevard and two units front Otsego Street. A pedestrian entrance is provided off of Otsego leading to the garages and shared open space. Each unit is three-stories.

## DEVELOPMENT STANDARDS & PARKING: How cars and pedestrians enter and exit the property



5102 Tujunga Avenue

A curb cut on the side street provides entrance to the ground-level parking garage. The garage is covered by landscaping at street level.



6200 Kester Avenue

No parking entrances are visible from the main street. Vehicles enter and exit via a curb cut on the side street, and ground-level garage is hidden from public view by building materials.



5500 Klump Avenue

Semi-subterranean parking garage accessible from main street. Pedestrian access via side street.



5016 Bakman Avenue

The building features a semi-subterranean parking garage with an offset driveway entrance that vehicles access via curb cut. A covered pedestrian entrance is located at the center of the building, directly facing the main street.



602 Cochran Avenue

No visible parking infrastructure. Entrance is entirely pedestrian oriented and parking is on side streets.

# NEW ZONING CONCEPTS: TRIPLEX AND FOURPLEX



## What is “Missing Middle” housing?

“Missing Middle” refers to multi-unit housing that is compatible in scale with single-family homes. Common examples include bungalow courts, townhouses, and fourplexes.

## CURRENT STATE LAWS

• **AB 2229 & SB 1069 (2016):**

All cities in California must allow an Accessory Dwelling Unit on any lot with a single-family home.

• **AB 68 (2019):**

All cities in California must allow the construction of an ADU and a Junior ADU on all lots with single-family homes.

• **SB 50 (PROPOSED, 2019):**

Almost all single-family-zoned lots statewide must allow up to four units. Houses cannot be demolished and replaced with fourplexes.

## ORANGE LINE TNP PROPOSAL

ZONE	MINIMUM LOT SIZE	FAR	DENSITY	HEIGHT
R1 (Current)	5000 square feet	0.45	1 Unit per Lot + ADU + Junior ADU	33 Feet
Fourplex Zone (Proposed)	5000 square feet	0.75	4 Units per Lot	33 Feet

## EXAMPLES IN LOS ANGELES



1211 S. Orlando Ave.  
Effective FAR: 0.65



919 S. Curson St.  
Effective FAR: 0.54



6048 Colfax Ave.  
Effective FAR: 0.25



1129 Citrus Ave  
Effective FAR: 0.68

## IDEAS FROM OTHER CITIES

### Minneapolis

- In 2018, Minneapolis became the first major U.S. city to eliminate single-family-only zoning, allowing triplexes on all lots citywide.



A rendering of street with mixed multifamily & single-family homes. Credit: City of Minneapolis.

### Seattle

- In former single-family zones, up to 1 dwelling unit per 2000 square feet of lot area in designated “urban villages”.
- Maximum height of 30 feet and maximum FAR of 0.75, similar to what is being proposed in the TNP Fourplex zone.
- One parking space per unit required, except within ¼ mile of a high-quality transit street.

### Portland, Oregon

- Allows single-family lots of at least 2500 square feet to be redeveloped with up to four units.
- As the number of units on a lot increases, the FAR scales upward from 0.5 (a duplex on a large lot) to 1.0 (a fourplex on a small lot).
- Bonus FAR rights in exchange for at least one affordable unit.

## WHAT DO YOU THINK?

In order to make these new buildings attractive, what needs to be included? Leave us comments with your ideas on setbacks, first/last-mile connections, building form, parking, and other key issues.