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.

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**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
  - Four-story retail/residential mixed-use development steps back the residential intensity on Lankershim Boulevard, thus creating pedestrian enclosure experience with its street front design. The larger complex massing is modeled on the north side of the street with a similar development in scale, 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 reduces its mass by a configured “L” shape. The design complements the adjacent building height.

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**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 sidewalk.

- 5101 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 on the side street, but a pedestrian-oriented facade is featured on the main street.

- 5445 Lankershim Boulevard
  - Storefronts are accessible to pedestrians with no setbacks. Vehicles enter and exit via a separate but attached parking garage located at the rear of the building, accessed via a large curb cut.

- 13031 Ventura Boulevard
  - Businesses are pedestrian-oriented. Over the street with pedestrian crosswalks, setbacks and storefronts create a vibrant streetscape with a mix of uses.

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

- 11183 Weddington Street
  - Vehicles entering and exiting the development drive across an off-street alley, preserving the pedestrian-oriented nature of the main streets. Parking garages are visible from side streets.

- 11106 Chandler Boulevard
  - Mixed-use residential/retail development with front yard setback for robust landscaping and a wide pedestrian sidewalk.

- 15210 Ventura Boulevard
  - Parking garage is underground, and vehicles enter and exit via a large curb cut on the street level. Businesses and building interiors do not have pedestrian-oriented entrances facing the street, adjacent to curb cuts.

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<table>
<thead>
<tr>
<th>Preferred</th>
<th>Least Preferred</th>
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<tbody>
<tr>
<td><strong>11049 Magnolia Boulevard</strong></td>
<td><strong>11526 Burbank Boulevard</strong></td>
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<td><strong>15210 Ventura Boulevard</strong></td>
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*Partially Funded by Metro.*
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.

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

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

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

**Prepared by Metro**
Orange Line Transit Neighborhood Plan

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

<table>
<thead>
<tr>
<th>ZONE</th>
<th>MINIMUM LOT SIZE</th>
<th>FAR</th>
<th>DENSITY</th>
<th>HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 (Current)</td>
<td>5000 square feet</td>
<td>0.45</td>
<td>1 Unit per Lot + ADU + Junior ADU</td>
<td>33 Feet</td>
</tr>
<tr>
<td>Fourplex Zone</td>
<td>5000 square feet</td>
<td>0.75</td>
<td>4 Units per Lot</td>
<td>33 Feet</td>
</tr>
</tbody>
</table>

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.

- **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.