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 employers greater mobility choices and reducing air quality and greenhouse gas emissions that contribute to poor air quality. The TNP is a long-range planning effort to encourage land use, zoning, and design of new communities and entertainment centers around the region’s expanding transit network.

In June 2012, the Los Angeles Department of City Planning, in partnership with Metro, launched the Transit Neighborhood Plans (TNP) program to encourage livable development around the Orange Line stations in the Southeast Valley to regulate land use, zoning, and design of new development. The OL TNP focuses on three Metro Orange Line stations: North Hollywood, Sepulveda, and Van Nuys. Each station area is distinct and will be planned contextually, with different intensities, land uses, and design standards.

BACKGROUND/SUMMARY

The Orange Line TNP focuses on three Metro Orange Line stations in the Southeast Valley to regulate land use, zoning, and design of new development around the region’s expanding transit network.

- **North Hollywood**: Encourage building design and a mix of uses that foster transit use.
- **Sepulveda**: Plan for transit-oriented development.
- **Van Nuys**: Emphasize neighborhood character and identity.

The goal of the Orange Line TNP is to encourage transit use and improve mobility for everyone, directing new housing and jobs to transit-served areas.

The Los Angeles Department of City Planning has long focused land use planning around transit. The Orange Line TNP is a long-range planning effort to regulate land use, zoning, and design of new development around the region’s expanding transit network. The TNP program is an overarching principle of the City’s General Plan, with the goal of providing residents and employers greater mobility choices and reducing air quality and greenhouse gas emissions that contribute to poor air quality.

**Orange Line TNP Stations**

- **North Hollywood**: Encourage building design and a mix of uses that foster transit use.
- **Sepulveda**: Plan for transit-oriented development.
- **Van Nuys**: Emphasize neighborhood character and identity.
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 around the Orange Line TNP stations. A map of 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).

What are the components 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 go through separate development permitting processes. 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 go through separate development permitting processes.

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 go through separate development permitting processes.

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. This project was held on July 25, 2018 and environmental impacts are still being analyzed. The TNP program is currently ahead of the broader Community Plan update process, and staff expects that the parcel analysis will be complete by the time of the TNP program update process.

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.
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

STEP 1
Research & Development
Department of City Planning reviews existing plan, maps & data. Planners conduct field visits & survey existing land uses.

STEP 2
Public Workshops
Planners solicit opinions & ideas from the public in a series of workshops & events.

STEP 3
Environmental Scoping
Planners & consultant seek public input regarding potential environmental impacts of the plan to prepare an Environmental Impact Report (EIR).

STEP 4
Draft Plan
Planners use public input & background research to draft a plan.

STEP 5
Open House & Public Hearing
Draft plan is presented to the public & a public hearing is held to gather public comments.

STEP 6
Proposed Plan
The proposed plan is revised based on background research & public comments & then made.

STEP 7
Decision Making
Proposed plan passes through several commissions, committees & City Council with opportunities for public input & final critiques.

STEP 8
Adopted Plan
15 member City Council approves the plan. Mayor signs the plan. Plan is adopted.

Get involved!
Opportunity for Public

• Land use and zoning changes will apply to select properties within the Project Area.

Partially Funded by Metro.
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)

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<thead>
<tr>
<th>Zone Type</th>
<th>FAR</th>
<th>Max. Height</th>
<th>Density (sq ft/unit)</th>
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<td>Restricted by FAR</td>
<td>400/200</td>
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<tr>
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<td>400/200</td>
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<td>Commercial Mixed-Use C</td>
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<td>Industrial A</td>
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</tr>
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