



Planning Initiatives in Los Angeles

Los Angeles is experiencing unprecedented growth in its public transit system. These new transit lines provide a unique opportunity for the City of Los Angeles to develop compact, walkable neighborhoods around new stations. Transit neighborhoods will not only give LA's residents and workers more options for getting around but will also offer greater housing choices and improve access to jobs.

The Los Angeles Department of City Planning (DCP) has long focused land use planning around transit to create complete neighborhoods. The City's General Plan—its guiding vision—seeks to focus future growth near transit. With the expansion of the transportation network, transit neighborhoods and job centers are increasingly connected to each other, allowing people to take transit to a growing number of destinations around the City and the region.

Transit Neighborhoods (also known as Transit Oriented Districts or TODs):

- are located within an easy walk of a major transit stop.
- often include central business districts, job centers and entertainment districts.
- comprise a mix of residential, employment, shopping and recreational opportunities.
- concentrate new development near transit.
- are designed for pedestrians and bicyclists while still accommodating cars.

Plans for transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people; improve the livability of the City; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents.



Goal: Promote transit ridership and improve access.

Increased development intensity around transit stations and corridors means that more people will have the option to travel by rail, bicycle, and bus. These options help reduce automobile dependence, lessen traffic congestion, and curb greenhouse gas emissions.

Exposition Corridor Transit Neighborhood Plan

The Exposition Corridor Transit Neighborhood Plan (TNP) will support ridership on the Metro Exposition Light Rail Line by establishing new land use regulations tailored to the unique character and mix of uses near five stations, from Culver City to Bundy Drive. With the help of a planning grant from Metro, DCP is updating land use regulations to encourage pedestrian-friendly building design and mixed use development with an emphasis on creative economy jobs. Associated streetscape plans for key corridors will improve the configuration of streets and sidewalks to facilitate pedestrian, bicycle, and vehicular circulation.



A 2013 USC study found that households within a half-mile of Exposition Light Rail Line stations reduced their daily automobile travel by 10 to 12 miles and produced approximately 30% less vehicle carbon dioxide emissions than they did before the line was in operation.

Boyle Heights New Community Plan

While still in the early planning stages, the Boyle Heights New Community Plan will look in detail at policies, land use and zoning around the Metro Gold Line Light Rail stations. Outreach to date has identified the need for a variety of housing types that will serve all income levels. Mixed use development near stations and on major transit-served corridors like 1st Street and Cesar Chavez Avenue will bring needed shopping and amenities to the area, reinforce existing historic patterns of development and enhance already walkable neighborhoods.

Goal: Create walkable and active neighborhoods and streets with public open spaces.

Transit users are four times more likely than car commuters to walk the recommended 20 minutes per day.



An important feature of transit neighborhoods is smart, compact development patterns and more walkable streets. Streets that have wider sidewalks, bike facilities and spaces for people to gather create a safer environment for pedestrians and bicyclists. Planning initiatives support quality public spaces that are designed with pedestrians and transit users in mind.

Crenshaw Boulevard Streetscape Plan

The Crenshaw Boulevard Streetscape Plan, a Metro-funded Transit Neighborhood Plans project, will improve the configuration of Crenshaw Boulevard for pedestrians, bicyclists, transit users, and drivers. It calls for improved sidewalks and crosswalks; pedestrian street lights; planting of shade trees; and installation of street furniture, such as bike racks, bus shelters, and trash cans. With these improvements, walking to neighborhood shops or to the new Crenshaw/LAX Light Rail Line stations will be easier and more pleasant than ever.

Vermont/Western Station Neighborhood Area Plan

The Vermont/Western Station Neighborhood Area Plan (SNAP) requires private development to either pay park fees or provide publicly accessible open spaces near Metro Red and Purple Line stations and major bus lines. These spaces are designed to serve pedestrians and transit users and contribute to a lively street environment.

A 2003 California survey found, on average, that the share of transit trips taken by residents of TODs was almost five times higher than that of residents of the city outside the TOD area.



Goal: Create vibrant transit neighborhoods with a mix of uses.

The City seeks to enhance job growth and economic activity while maintaining an appropriate mix of jobs and housing along key transit corridors.

Warner Center 2035 Plan

The Warner Center 2035 Plan creates a pedestrian-focused “downtown” in the West San Fernando Valley. The Plan reimagines a 1960s/70s auto-centric, suburban office area as a number of districts each encouraging a mix of uses, publicly accessible open space, and neighborhood-serving retail that promote walking and transit use. The “Commerce” and “Downtown” Districts are intended to be the most intense and jobs-rich while the “North Village District” is planned to be a predominantly residential district. All will be connected by an attractive street network and have access to one of three Metro Orange Line Bus Rapid Transit (BRT) stations that serve the area.



Cornfield Arroyo Seco Specific Plan

The Cornfield Arroyo Seco Specific Plan (CASP) uses the idea of a mixed-use neighborhood to revitalize a primarily industrial, riverfront area in Northeast Los Angeles. By simultaneously promoting job creation, a range of housing opportunities for diverse populations and income levels, and shops and services to accommodate the everyday needs of residents and workers, the plan will transform a low-intensity, employment area to a jobs-rich, mixed-use, pedestrian friendly neighborhood that is served by three Metro Gold Line Light Rail stations.

A 2010 estimate shows that people who use transit as their primary means of transportation save an average of \$9,242 per year.



Goal: Promote housing options for all income levels near transit.

High-quality transit options should be available to residents of all income levels. Additional housing, especially affordable options, is encouraged near existing

A 2008 survey of 17 housing projects near transit in four U.S. urbanized areas found that the household vehicle trips for a typical weekday were 44% lower than projected (3.8 actual trips compared to the 6.7 projected).



and future transit stations through a variety of zoning incentives. The concentration of development along transit corridors will allow the City to meet the housing and transportation needs of its growing population while also preserving stable, single family neighborhoods.

Jordan Downs Specific Plan

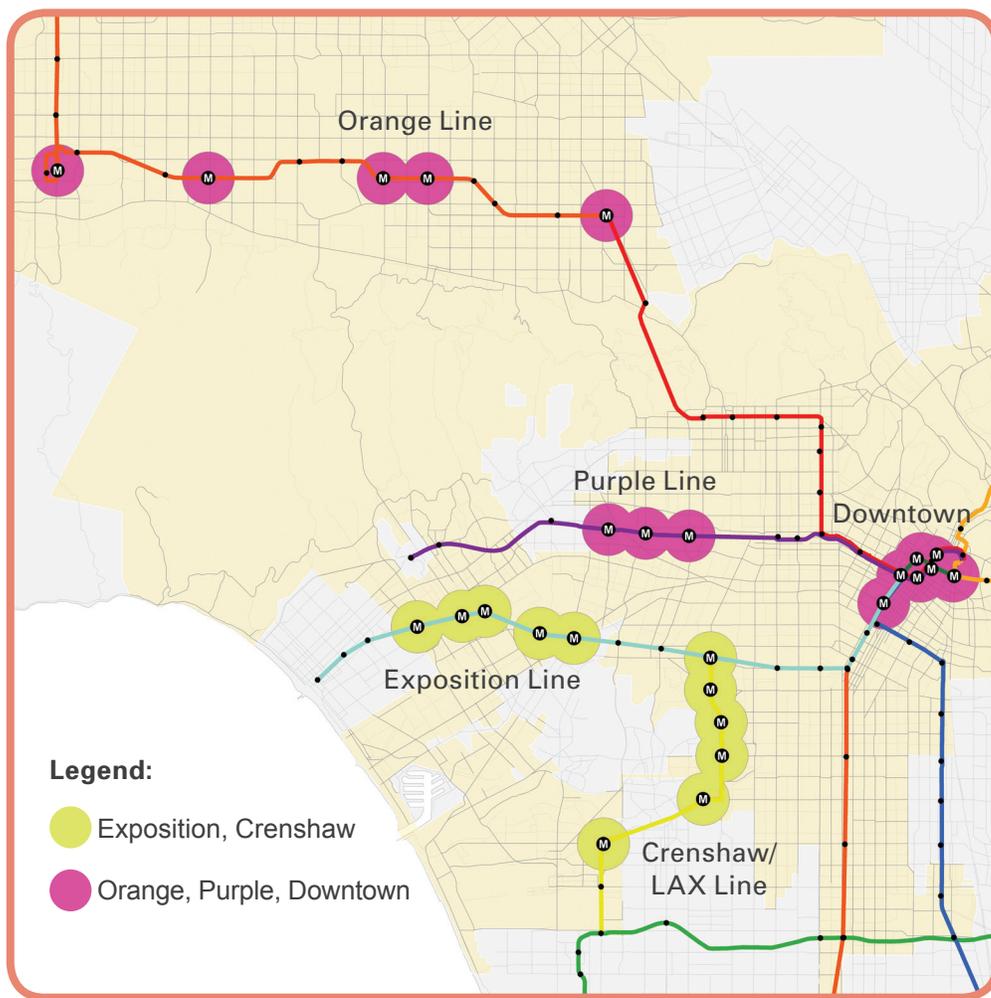
The Jordan Downs Urban Village Specific Plan contemplates the redevelopment of public housing in the Watts neighborhood of South Los Angeles. The plan requires one-for-one replacement of existing affordable units and allows for an additional 1,800 housing units. With the addition of open space and other public facilities, it creates a vibrant urban village that offers high-quality market-rate and affordable housing and easy access to community amenities within proximity of the 103rd Street Metro Blue Line Light Rail station.

South/Southeast Community Plan Implementation Overlay (CPIO)

The South and Southeast Los Angeles Community Plans are currently being updated and several Metro Blue, Green and Exposition Line Light Rail transit stations are a particular focus of these plans. Accompanying CPIOs tailor regulations in the station areas, creating incentives for affordable and mixed-income multi-family projects; as well as neighborhood-serving uses (i.e. grocery and drug stores and child care). The CPIOs also establish urban design standards that make for a safe and pleasant walking environment and reinforce existing neighborhood character.

Avenue 57 Transit Oriented District

The Avenue 57 Transit Oriented District plan for the Highland Park neighborhood supports a distinct community of artists and other creative economy workers. The plan is tailored to promote a mix of uses in key nodes, including studio space, an arts and crafts district, and a farmer's market, near the Highland Park Metro Gold Line station. By encouraging adaptive re-use of existing buildings, the plan creates new joint live-work units while also preserving the neighborhood's historic character.



ON THE HORIZON

DCP will target Downtown and Regional Connector, Metro Orange Line, and Purple Line Extension stations in upcoming transit neighborhood planning efforts. The map to the left shows the location of stations that will be the subject of these future planning efforts.

MOBILITY PLAN 2035

DCP is responsible for keeping the City’s General Plan up to date. The General Plan includes chapters (also known as “Elements”) devoted to land use and mobility. In addition to keeping the Land Use Element of the General Plan current by updating community plans and preparing a variety of other land use plans, DCP works with the Departments of Public Works and Transportation to update the mobility chapter of the General Plan. Mobility Plan 2035, the latest update of the mobility chapter, is developing new standards for the City’s streets to accommodate a

variety of modes of transportation and generally provide a wider choice of street designs to fit the varying character of the City’s many diverse neighborhoods. City streets carry cars, trucks, transit, pedestrians and bicyclists and often serve multiple functions. The Mobility Plan 2035 creates a network of streets that designates priority users such as bicyclists, transit riders or motorists on select streets, with pedestrians being priority users on all streets. The Plan also contemplates funding strategies for improving and maintaining City streets and sidewalks.

For more information, please visit:

<http://www.planning.lacity.org/> and click on "General Plan" and then "Community Plans."

<http://www.latnp.org/>



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