



# TRANSIT NEIGHBORHOOD PLANS PROGRAM OVERVIEW

OCTOBER 2017



Los Angeles Department of City Planning  
@LATNP and @Planning4LA



# Outline



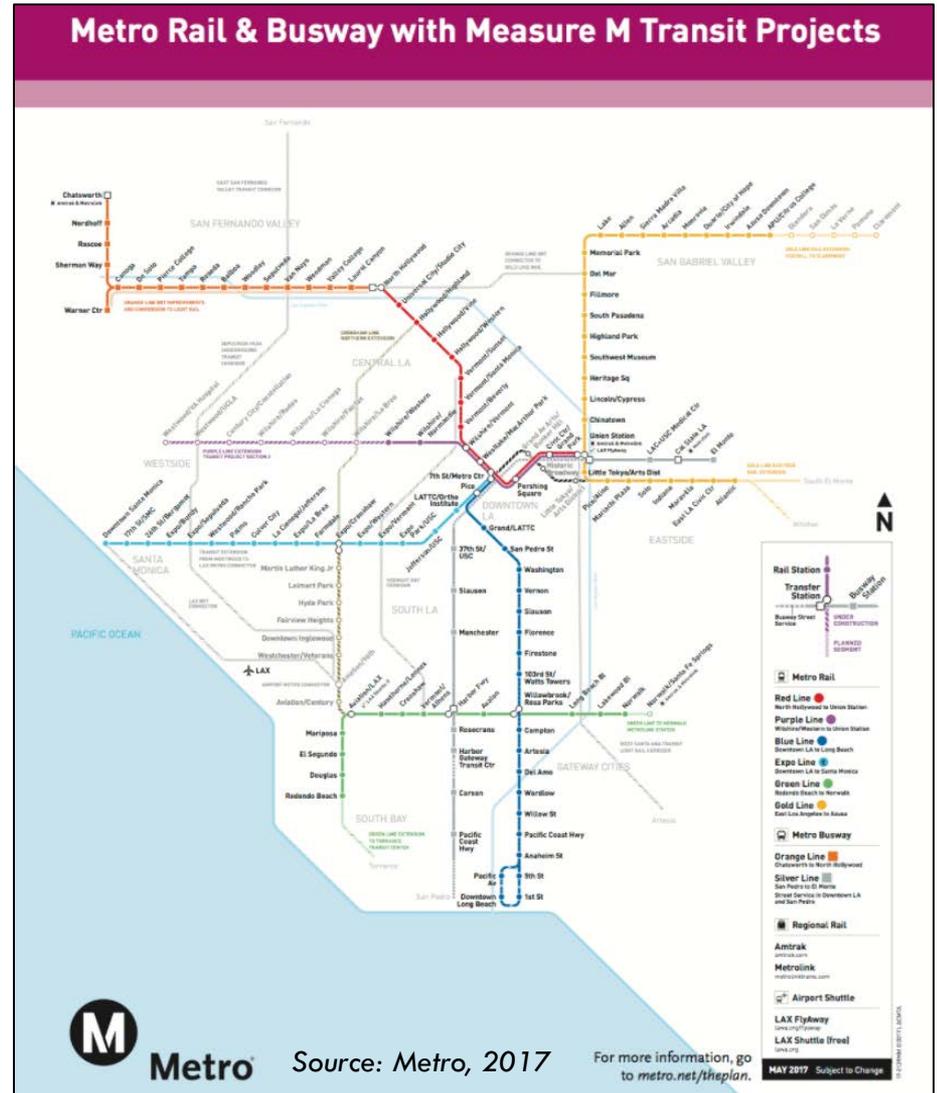
- Introduction
  - ▣ Policy Framework
  - ▣ The Transit Neighborhood Plans Program
- Overview: Transit Neighborhoods
  - ▣ Strategies for Planning around Transit in Los Angeles
- Current Transit Neighborhood Plans Projects
- Conclusion: Successful Transit Neighborhoods



# Introduction

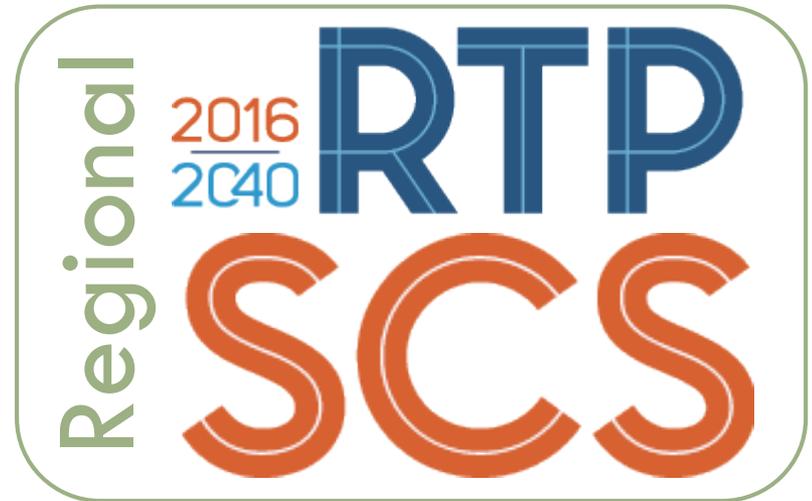
# Los Angeles' Transit Network

- The transit network in LA is rapidly growing as a result of voter-approved transportation funding, Measures R and M



# Policy Framework

- Recent state and regional laws and policies require cities to direct growth to transit areas to reduce greenhouse gas emissions (GHGs) through coordinated transportation and land use planning
- The Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) directs jobs and housing near transit (e.g. light rail)



State

CA Global  
Warming  
Solutions  
Act, 2006



CA Sustainable Communities and  
Climate Protection Act, 2008

SB375

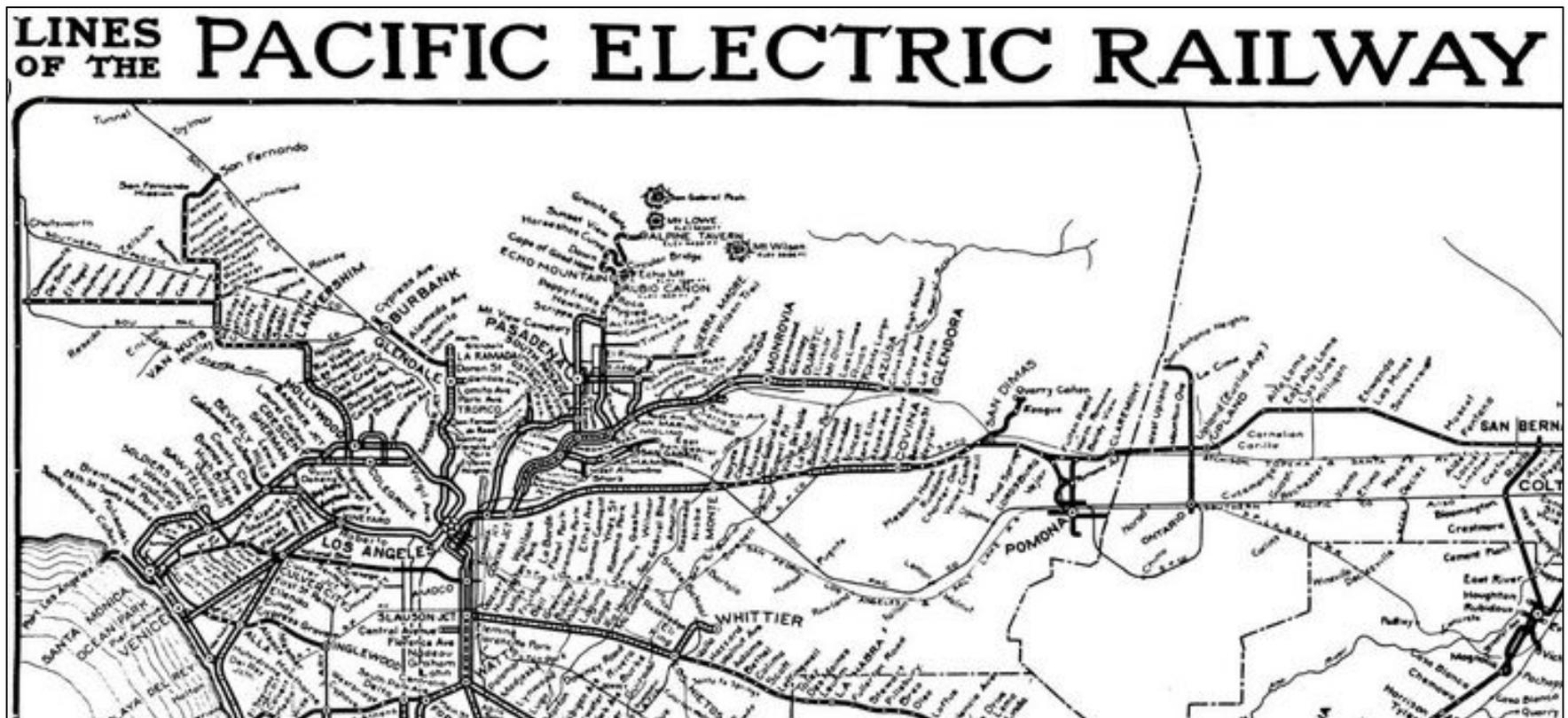
# Policy Framework

- Citywide Policies relevant to transit-served areas
  - General Plan Framework (1996)
    - Accommodate new housing and employment as a means to preserve stable single family neighborhoods, as appropriate
    - Improve urban form and neighborhood design to create more walkable neighborhoods
  - General Plan Housing Element (2013)
    - Ensure an adequate mix of housing types and affordability levels to accommodate projected growth
    - Encourage preservation and expansion of affordable housing
  - Community Plans (Land Use Element of the General Plan)
    - Direct growth to transit-served corridors and centers
  - Industrial Land Use Policy (2008)
    - Retain industrially zoned land for job-producing uses
    - Consider a greater mix of uses, as appropriate



# LA's History of Planning Around Transit

- Roughly 100 years ago, the region had an extensive street car system that covered 1,000 miles of tracks from Downtown to the Inland Empire, the Coast, Orange County, and San Fernando



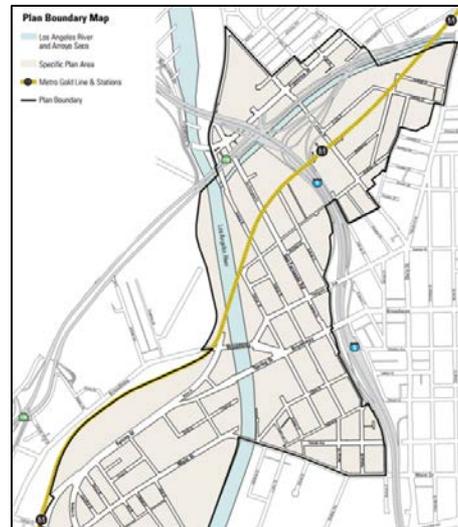
# LA's History of Planning Around Transit

- Past plans for areas around transit include:

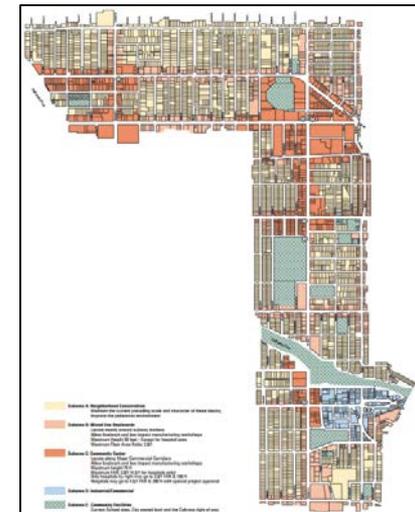
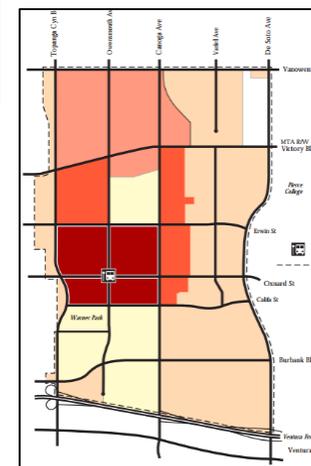
Ave 57 Neighborhood Specific Plan, 2000



Jordan Downs Specific Plan, 2013



Cornfield / Arroyo Seco Specific Plan, 2012



Vermont / Western Station Neighborhood Area Plan, 2001

Warner Center Specific Plan, 2013

# Transit Neighborhood Plans



## Los Angeles Transit Neighborhood Plans (TNP)

- City's current program for planning around transit
- Partially funded by 2 Metro TOD Planning grants (Round 1 and Round 3)
- 26 stations, 7 lines
- Aims to increase transit ridership, reduce GHGs, and orient development around transit
- Encourages complete neighborhoods



This project is partially funded by Metro.

# Overview: Transit Neighborhoods

# Transit Neighborhoods



## What is a Transit Neighborhood?

- Compact mixed-use neighborhoods within walking distance of high frequency public transportation
  - ▣ Combines housing, jobs, and retail
- Complete, walkable neighborhoods that provide amenities for residents, workers, and visitors
- Provides access to a variety of destinations without reliance on the automobile
- Encourages development projects that include affordable housing, neighborhood amenities, and publicly accessible open space

# Benefits of Transit Neighborhoods



## Transit neighborhoods can promote sustainable development patterns by:

- ❑ Improving **mobility** options for residents, workers, and visitors
- ❑ Encouraging **active, vibrant, and safe** neighborhoods with access to **amenities**
- ❑ Fostering **equity** by providing housing opportunities at many income levels
- ❑ Allowing **more** residents and employees to **access** high quality public transportation
- ❑ **Reducing greenhouse gas emissions** and auto-dependence and improving air quality

# Benefits of Transit Neighborhoods



- USC study (2013) of the Expo Line Phase I showed households within a 1/2 mile of a station:
  - tripled their rail ridership
  - reduced their daily driving by 40%
  - reduced vehicle miles traveled by 10-12 miles/day

Source: 2013 USC Exposition Light Rail Line Study, <http://priceschool.usc.edu/expo-line-study/>

- Studies of other California neighborhoods show transit ridership depends on proximity to transit, especially workplace proximity

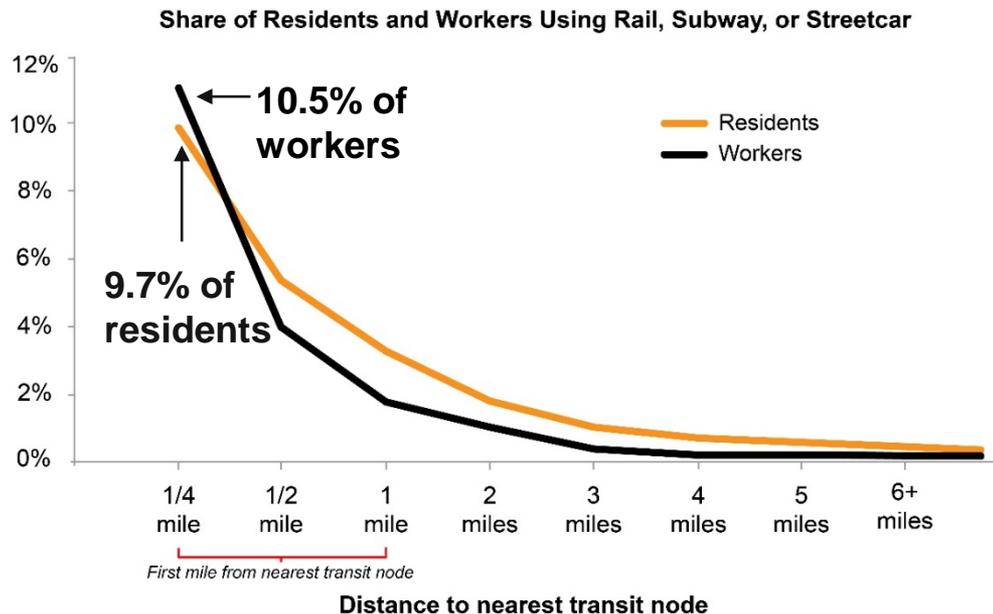
Source: 2011 Public Policy Institute of California, [http://www.ppic.org/content/pubs/report/R\\_211JKR.pdf](http://www.ppic.org/content/pubs/report/R_211JKR.pdf)



# Benefits of Transit Neighborhoods



- Overall transit ridership increases with proximity to the station
- Higher transit ridership rates among workers (jobs) compared to residents (housing) in areas closest to stations
  - ▣ Within 1/4 mile of station, 10.5% of workers take transit compared to 9.7% of residents
  - ▣ Beyond 1/4 mile from station, there is higher ridership among residents



Source: [2011 Report from Public Policy Institute of California](#)

# Benefits of Transit Neighborhoods



- Increasing jobs and housing near transit leads to decreased Vehicle Miles Traveled (VMT) per capita as a result of:
  - ▣ Shorter vehicle trips
  - ▣ More walking, biking, and transit trips
  - ▣ More multi-destination trips (mixed use)
- Whereas, adding jobs and housing in areas not served by transit could cause:
  - ▣ Greater increases in total Vehicle Miles Traveled (VMT)
  - ▣ Increases in VMT per capita



# Benefits of Transit Neighborhoods



- As an example, analysis for the proposed Expo Transit Neighborhood Plan shows an anticipated 3.1% decrease in VMT per capita by 2035 with an increase of jobs and housing near the Expo Line stations

	<b>Service Population (Employees + Residents)</b>	<b>Total VMT</b>	<b>VMT per capita (Service Pop/Total VMT)</b>
<b>% Change (2013 to 2035)</b>	+12.2%	+8.9%	-3.1%

*Source: Expo Corridor TNP Draft EIR, 2017*

# Benefits of Transit Neighborhoods



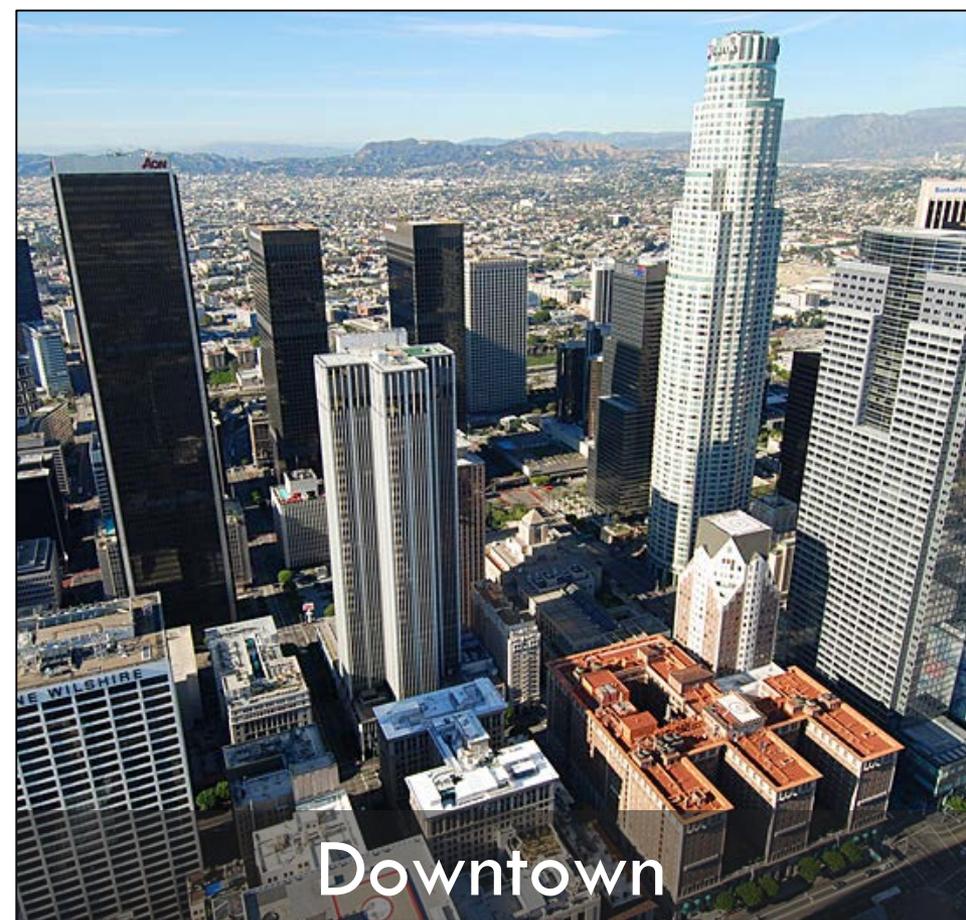
- Maintaining land for jobs near transit is important to:
  - Meet the estimated demand for jobs in the future
  - Preserve the City's tax base to pay for essential City services
  - Retain the City's competitiveness in growing industries
  - Capture the City's share of regional job growth



# How do we do TNP's in LA?



- Transit neighborhoods are found in a wide range of contexts, and as a result, the approach to planning these areas is varied.



# TNP Strategies



## Strategies for successful Transit Neighborhoods

- Zoning Regulations
- Urban Design Standards and Guidelines
- Public Realm Improvements
- Public Benefits
- Transportation Demand Management



Mariachi Plaza, Boyle Heights



North Hollywood



Wilshire/Vermont Station



# TNP Strategies



## Urban Design Standards and Guidelines

- Buildings that front public streets and contribute to street life and neighborhood identity
  - Active uses at the ground level
  - High levels of transparency to promote “eyes on the street”
- Site planning that improves the walking environment
  - Building breaks and pedestrian paseos
  - Incorporation of public plazas and other pedestrian amenities
  - Reduced vehicle/pedestrian conflicts
- Frontages that improve the relationship of the building to the street
  - Prominent building entrances
  - Articulation and architectural features



# TNP Strategies



## Public Realm Improvements

- Streets that support multiple modes of transportation
- Wider sidewalks
- Pedestrian amenities such as trees, landscaping, and street furniture
- Walkable blocks with safe street crossings at regular intervals
- Bicycle lanes and related improvements



# TNP Strategies



## Public Benefits

- Development incentives (i.e. density and height) for projects that incorporate elements that benefit the community, such as:
  - ▣ Affordable housing
  - ▣ Publicly accessible open space
  - ▣ Public realm improvements
  - ▣ Mobility amenities (e.g. car share, bicycle parking, etc.)
  - ▣ Community facilities
  - ▣ Neighborhood-serving uses (e.g. small retail, restaurants, grocery stores, etc.)

# TNP Strategies



## Transportation Demand Management

- Establish programs that reduce vehicle trips and encourage carpooling, walking, biking, and public transit
- Incorporate project design features such as:
  - Mobility Hubs that offer bike share and car share
  - Bike parking and maintenance facilities
  - Shower and locker facilities
- Manage parking resources to support the use of other modes
- Require vehicle trip reduction

# Los Angeles' Planning Tools



## Tools that implement the TNP strategies:

- Zoning Regulations
  - Specific Plans
  - Community Plan Implementation Overlay (CPIO) zones
  - New re:code LA zones
- Streetscape Plans
- Urban Design Guidelines



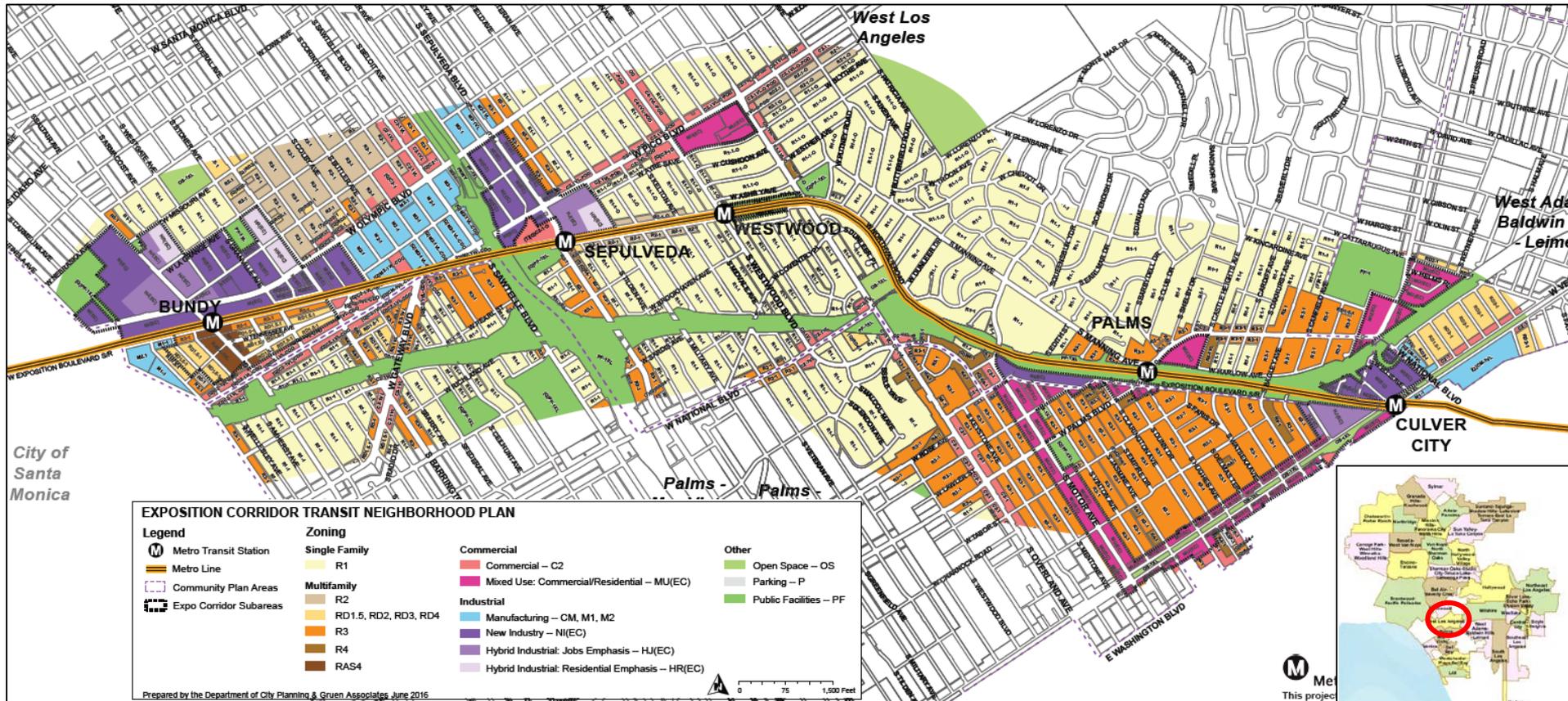
# Current TNP Projects

Following is an overview of the various TNP projects.  
For more details, please visit [www.latnp.org](http://www.latnp.org).

# TNP: Exposition Corridor



## Exposition Corridor Transit Neighborhood Plan



# TNP: Exposition Corridor



## Zoning Regulations

- Position industrial land near stations to accommodate jobs along with limited retail and housing
- Encourage a mix of uses on key commercial corridors
- Create more capacity for housing in key locations
- Create more walkable neighborhoods

# TNP: Exposition Corridor



## Urban Design Standards and Streetscape Plans

- Ensure new development within the transit corridor is pedestrian-oriented, human-scaled and is compatible with the surrounding context
- Address massing, height, relationship of building to the street, transparency, setbacks, etc.
- Establish blueprint for street improvements that promotes multi-modal use of streets

# TNP: Crenshaw Blvd



Before



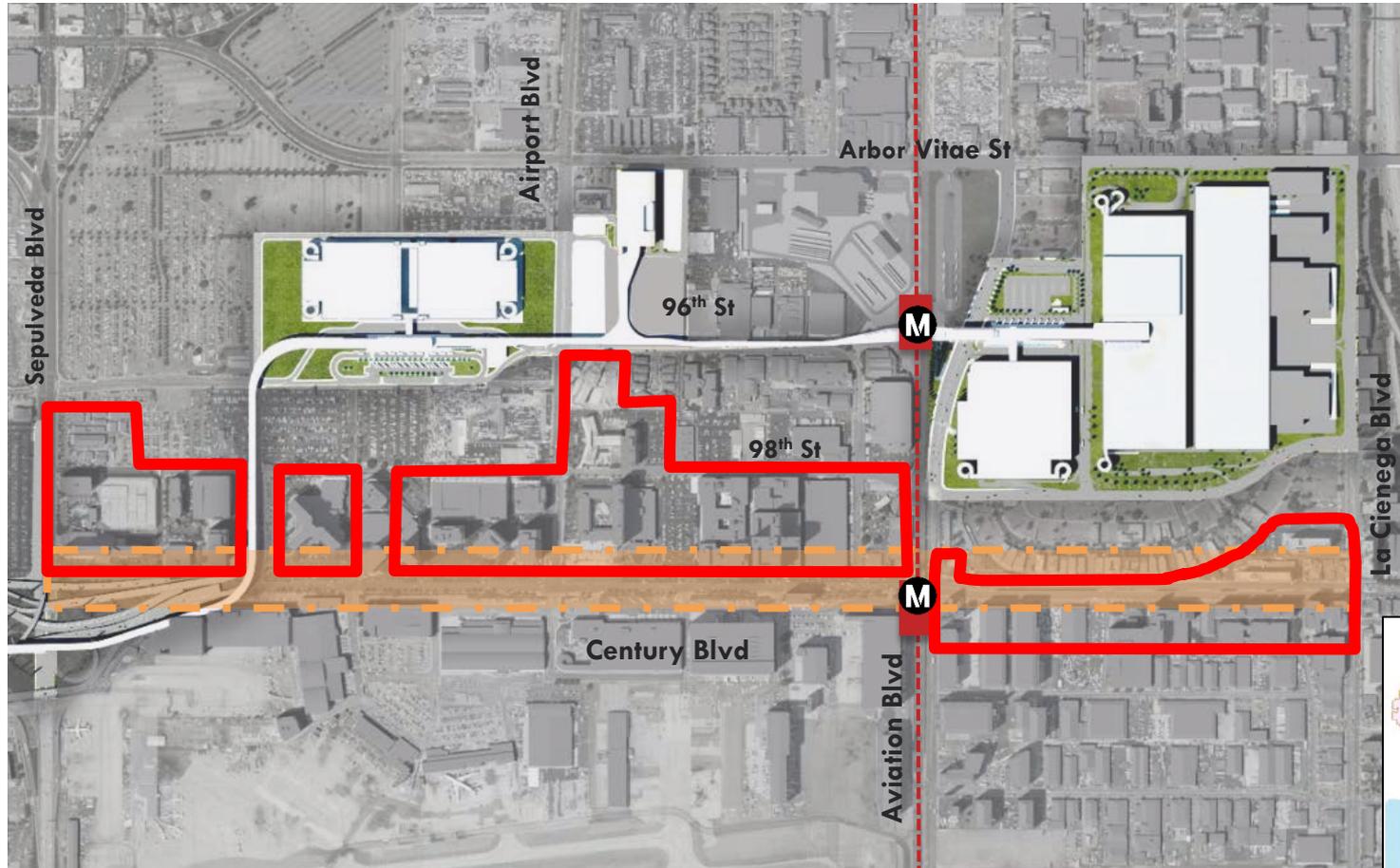
After

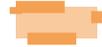


## Streetscape Plan

- Complements the new Metro light rail stations along Crenshaw Boulevard by establishing a blueprint for a complete, multi-modal street
- Enhances community identity and visually ties the corridor together
- Adopted in 2016

# TNP: Century / Aviation



-  Proposed Century / Aviation CPIO
-  Proposed Century Blvd Streetscape Plan



# TNP: Century / Aviation



## Zoning Regulations and Streetscape Plan

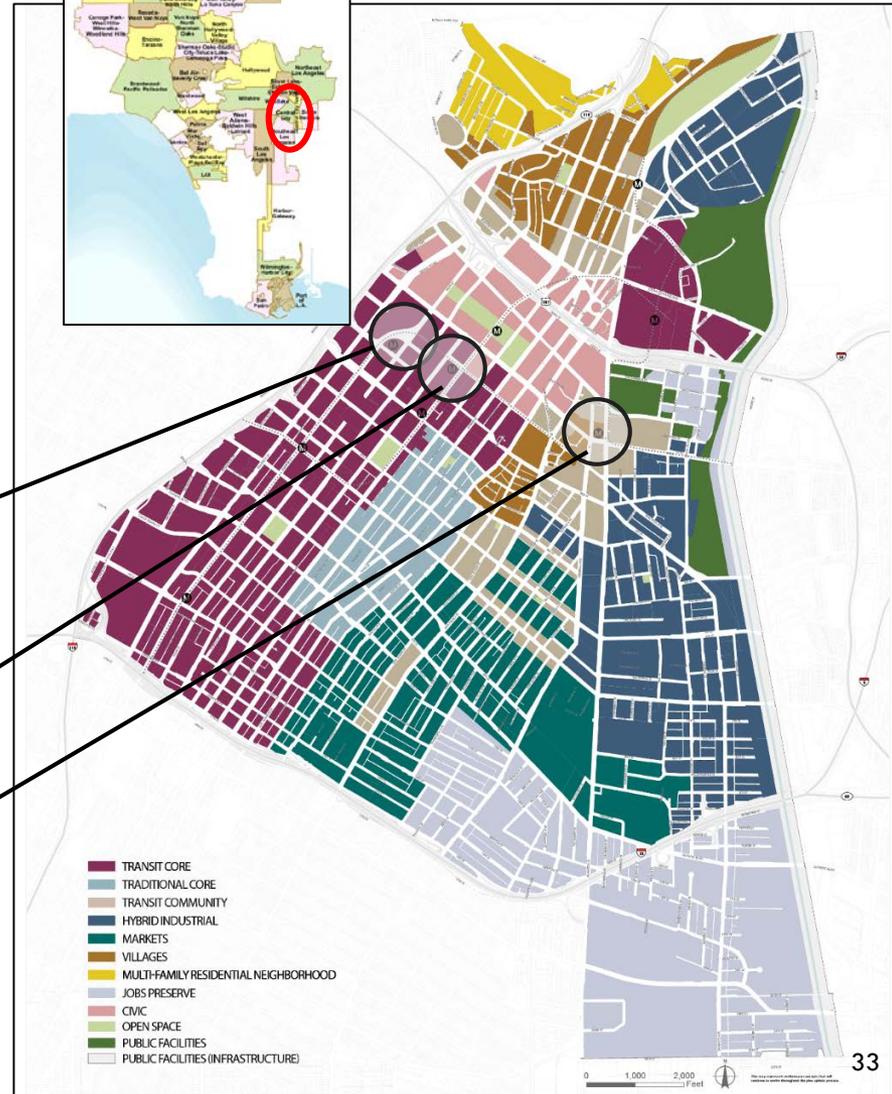
- Complement planned improvements to the LAX infrastructure and new light rail line
- Encourage active visitor- and employee-serving uses like restaurants, entertainment, and retail
  - Create incentives to convert “dead spaces” near the sidewalk to active uses
- Require pedestrian-friendly building design and pedestrian amenities (e.g. open space, trees, outdoor dining, arcades)
- Manage parking to encourage walking, biking, and transit
  - Unbundling and sharing parking
  - Parking reductions for active uses



# TNP: Regional Connector

## Downtown Community Plan Update (DTLA 2040)

- Creates zones and update policies to support transit orientation
- Distinguishes types of places based on access to transit and walkability
- Example Place Types:
  - Transit Core Place Type
    - 2<sup>nd</sup> Place and Hope (Grand Ave/Bunker Hill Station)
    - 2<sup>nd</sup> Street and Broadway (Historic Broadway Station)
  - Village Place Type
    - 1<sup>st</sup> Street and Alameda (Little Tokyo/Arts District Station)



# TNP: Regional Connector



## Transit Core Place Type

- The densest and most intense part of the City, with zoning that allows the greatest development potential
- Served by the confluence of the regional transportation system
- Defines the City's skyline with sculpted towers and interesting rooflines
- Zoning incentives for office, hotel, and entertainment uses
- Vibrant public realm that serves workers, visitors, tourists, and residents alike

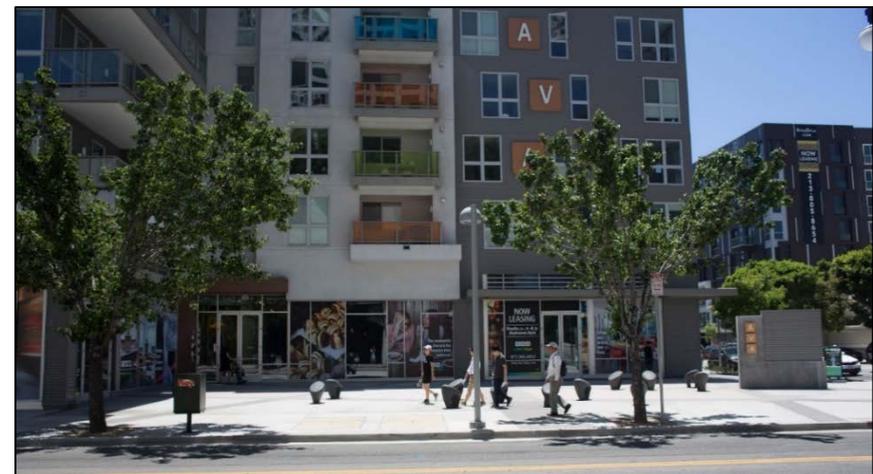


# TNP: Regional Connector



## Village Place Type

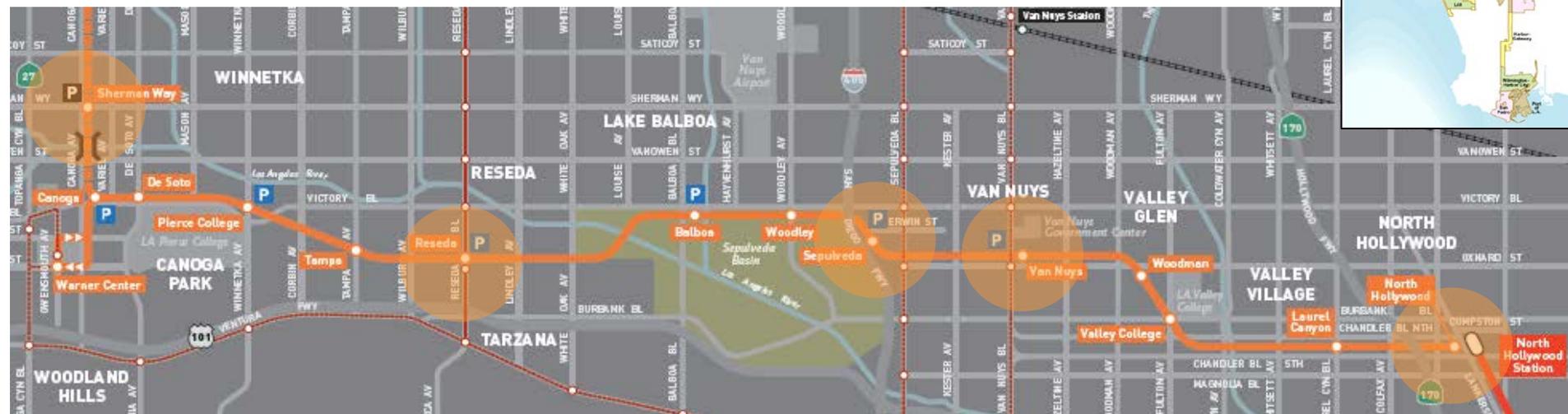
- Zoning that creates a compact and fine-grained environment
- Concentration of active storefronts with frequent building entrances
- Active uses along paseos and alleys that cater to pedestrians
- Protection of areas with unique scale and/or block patterns
- Emphasis on small, neighborhood-serving businesses



# TNP: Orange Line



- Orange Line has 18 bus rapid transit stations
  - ▣ Future upgrade to light rail is possible
  - ▣ Future planned connections: Westside (Sepulveda Pass), Pacoima/Sylmar (East San Fernando Valley Transit Corridor), and Pasadena (NoHo to Pasadena BRT)
- TNP includes 5 station areas: Sherman Way, Reseda, Sepulveda, Van Nuys, North Hollywood

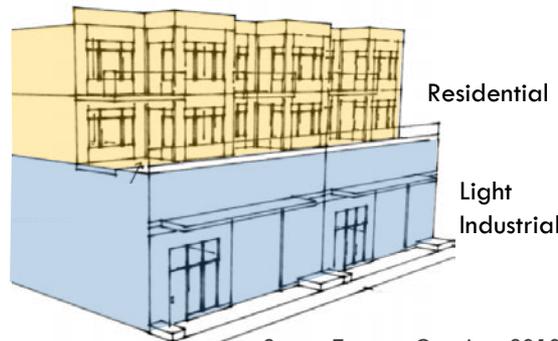


# TNP: Orange Line



## Preliminary Objectives

- Support unique character of each station
- Require pedestrian-friendly design using the new re:code LA zoning tools
- Revitalize main streets by accommodating changes of use in older buildings on small lots
- Foster connections to job centers and LA River
- Preserve light industrial spaces while encouraging a mix of uses, introducing residential or live/work uses
- Allow for density that will support place-making and neighborhood-serving uses



Source Tarzana Crossing, 2010.

Regulations would encourage more pedestrian friendly design

Existing: parking in front, multiple driveways, no shade

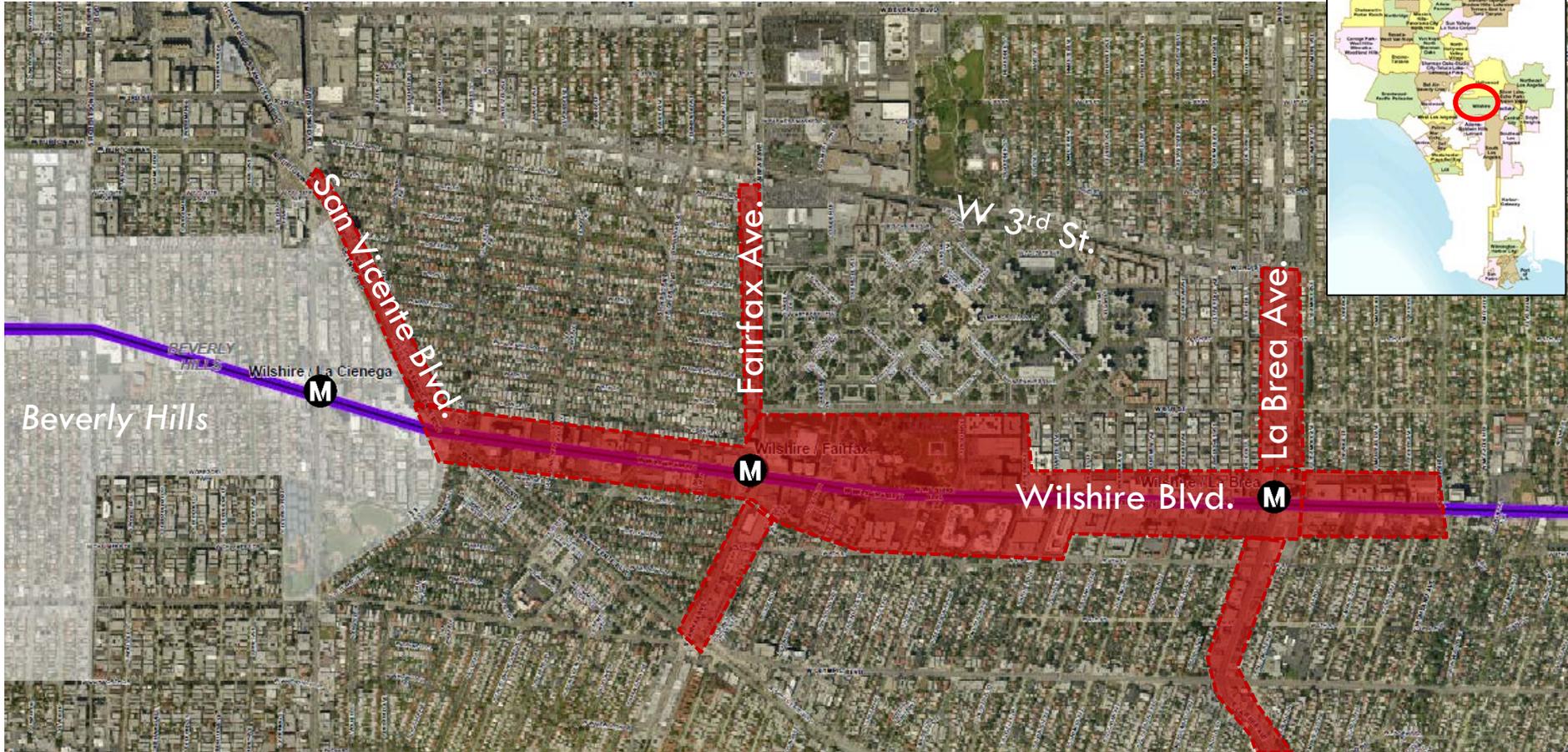


Concept: sidewalk entrance, awning & trees for shade



Source Orange Line BRT Sustainable Corridor Implementation Plan, 2010.

# TNP: Purple Line



 Study Area

# TNP: Purple Line



## Preliminary Objectives

- Tailor building scale and design to complement existing character using new re:code LA zoning tools
- Focus anticipated growth on major commercial corridors within walking distance of stations
- Support strong markets for office space (especially medical office) and multifamily housing, as well as opportunities for hotels
- Encourage building design, open spaces, and amenities that cater to pedestrians
- Foster small, neighborhood-serving businesses in addition to regional uses



# Conclusion



## Successful Transit Neighborhoods...

- Encompass a **diverse mix of uses**—in particular, affordable housing and jobs
- Employ **incentive-based zoning** to capture public benefits
- Incorporate project features and programs that encourage use of a **variety of transportation modes**
- Require **improved**, pedestrian-friendly urban **design** (buildings and streetscape)
- Use **parking** resources efficiently

# How can you get involved?



Visit us at [www.latnp.org](http://www.latnp.org) for project updates and to join our mailing list.

Follow us on  
Facebook and Twitter  
[@LATNP](https://www.facebook.com/LATNP) and [@Planning4LA](https://www.twitter.com/Planning4LA)

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<http://www.latnp.org/contact-us/>



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