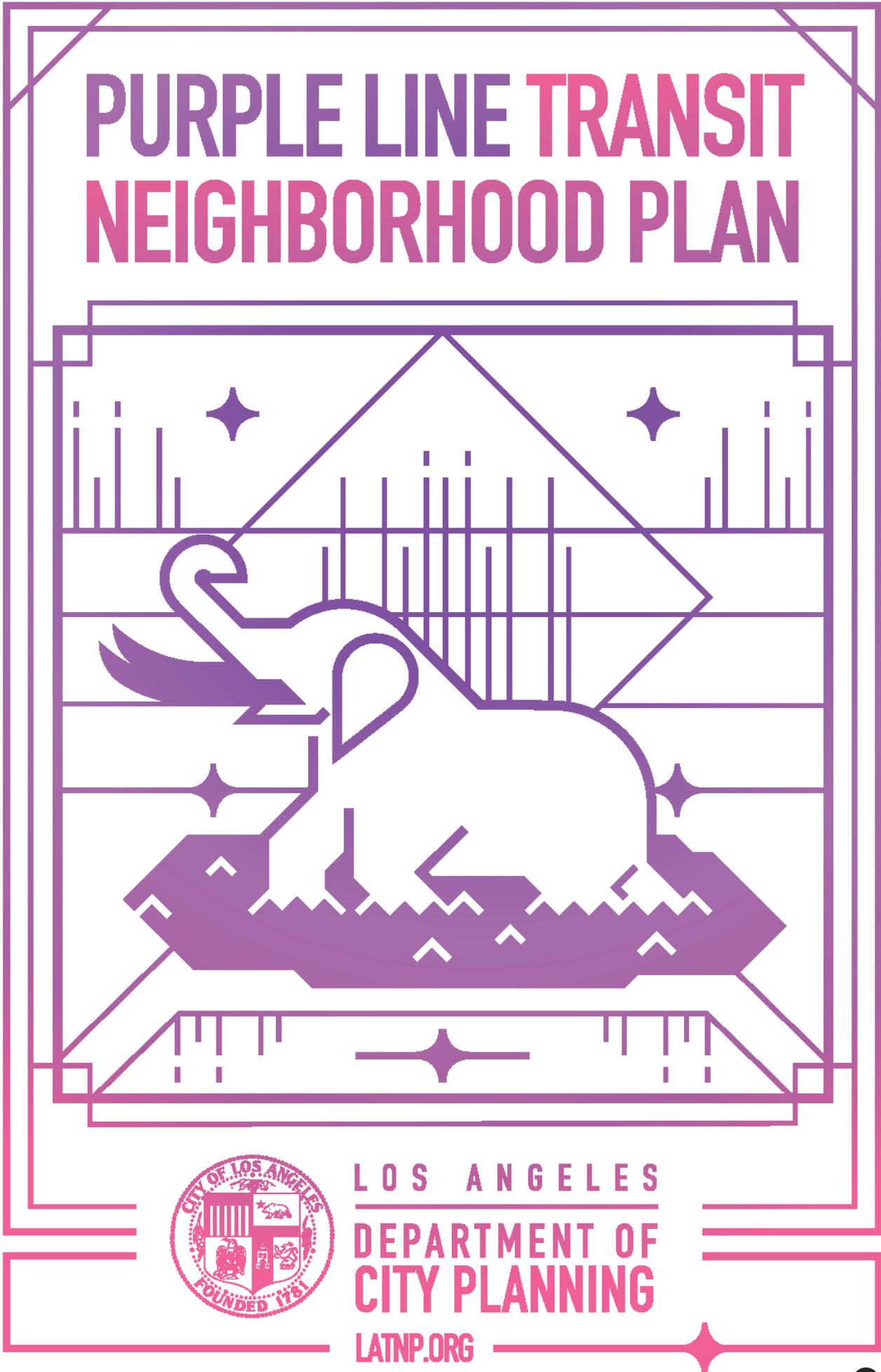


PURPLE LINE TRANSIT NEIGHBORHOOD PLAN



LOS ANGELES
DEPARTMENT OF
CITY PLANNING
LATNP.ORG



Executive Summary



The Purple Line Transit Neighborhood Plan (TNP) project aims to develop land use, zoning, and design regulations for the neighborhoods surrounding three future Metro Purple Line stations in the Wilshire area at: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. The study area includes the area in the City of Los Angeles generally within half a mile radius of each station.

In February and March of 2019, in conjunction with the Winter 2019 community engagement efforts, the Department of City Planning staff conducted an online survey regarding the Purple Line Transit Neighborhood Planning effort. The goal of the survey was to assess stakeholders' opinions regarding the project and related issues pertaining to housing, mobility, and urban design.

All survey responses received inform the Department's planning process and analysis. The survey results have been separated into two categories for analysis: responses that have quantifiable data, and responses that have qualitative elements from open-ended questions.

To access a summary of the responses with quantitative data grouped by theme and presented in an interactive format and to review the original survey questions, **visit LATNP.org**.

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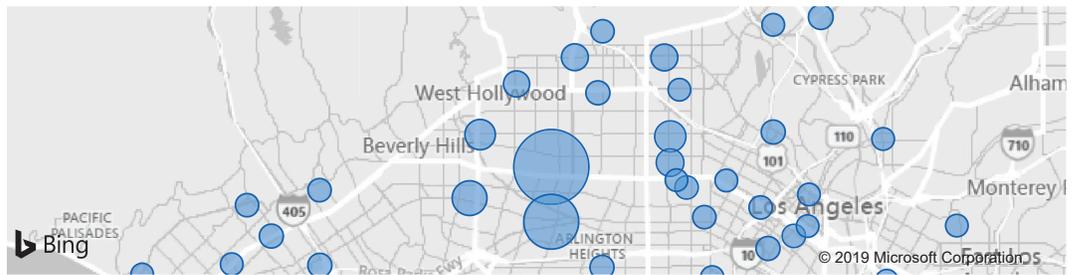
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Respondent Snapshot

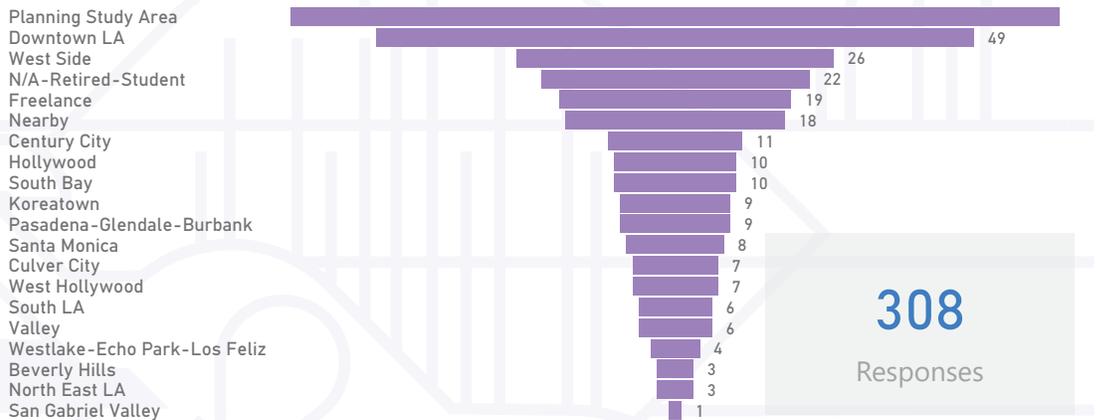


Where do you live? (by neighborhood and ZIP codes)

Neighborhood	Count
Miracle Mile	36
Sycamore Square	27
West Side	26
Hollywood	16
The Carthays	16
La Brea Hancock	14
Mid City	10
Westlake-Echo Park-Silverlake	10
Downtown LA	9
Koreatown	9
Longwood Highlands	8
Wilshire Vista	8
Hancock Park	7
Mid Wilshire	7
Pico Robertson	7
Valley	7
Beverly Grove	6
Larchmont Village	6
Total	300



Where do you work?



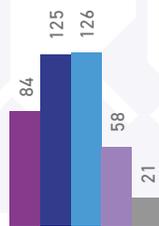
308

Responses

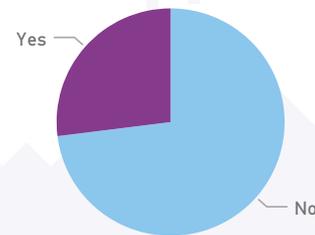
This is an interactive report. Select a data point to filter other responses based on that response.

How do you experience the area?

- I am a renter
- I am a homeowner
- I visit here for fun
- I work here
- I am a business owner

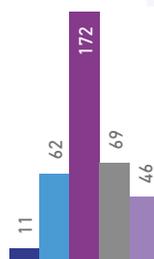


Do you believe the area is an affordable place to live?

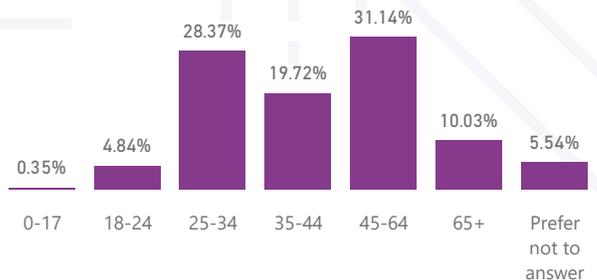


What does your household look like?

- I live with parents
- I live alone
- I live with a partner
- I live with children
- I live with roommate(s)



What is your age?



Note: Total number of responses varies by question as each question was optional and some questions allowed the selection of multiple answers.

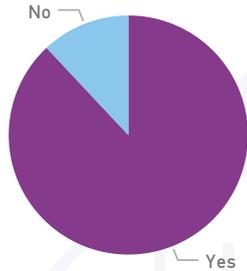
Main Takeaways



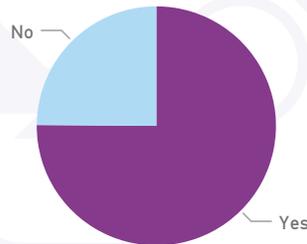
Neighborhood

- Select all
- (Blank)
- Beverly Grove
- Beverly Hills
- Boyle Heights
- Brookside
- Citrus Square
- Country Club Park
- Downtown LA
- Faircrest Heights
- Fairfax
- Hancock Park
- Hollywood
- Koreatown
- La Brea Hancock
- Larchmont Village
- Longwood Highlands
- Los Feliz
- Mid City
- Mid Wilshire
- Miracle Mile
- North East LA
- Park La Brea
- Pasadena-Glendale-Bu...
- Picfair Village
- Pico Robertson
- South Bay
- South LA
- Sycamore Square
- The Carthays
- Valley
- West Adams
- West Hollywood
- West Side
- Westlake-Echo Park-Sil...
- Whittier
- Wilshire La Brea
- Wilshire Vista
- Windsor Square

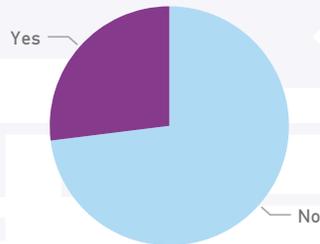
Do you view the future Purple Line subway extension as an asset to your community?



Are you in favor of more housing units being located near the Purple Line extension stations?



Do you believe the area is an affordable place to live?



What is your vision for the future of the area? (a sample of comments)

A walkable, retail-filled neighborhood with density centered around the new subway stations.

Mixed use mixed income transit oriented, walkable with locally based community services and easy access to other job and recreation/cultural centers.

Walkable pedestrian scaled environment that embraces transit as a feature of the neighborhood with convenient access to other areas around in LA (sans auto).

Affordable & ideally public housing near transit hubs that incorporates the needs of existing under-resourced communities.

Would love to see a walkable, vibrant place with lots of multi family housing along and near transit.

More public transit options, less congestion with cars and less parking hassles.

My vision is for the neighborhood to maintain it's current character with the existing buildings. There is a nice small village-like feel to our neighborhood that we would like to maintain. Single family homes are crucial to preserve as are low height and low density apartment buildings.

Much more affordable housing.

Dense, vibrant, diverse, transit-oriented mixed-use community.

Preserve R-1 single family homes, protect RSO and current affordable housing. Protect HPOZ's.

Retain the historical nature and quality of life in the area while using by-right zoning to build some affordable rentals and condos.

More of the four and six unit buildings that made this affordable.

To try best to preserve our great community and historic architecture, and future development should be very sensitive to that.

I envision the area remaining roughly the same with a bit more density and height on the boulevards .

Use the Neighborhood and Age filters to see how responses varied. Use the "Ctrl" key to select multiple options.

What is your age?

- Select all
- (Blank)
- 0-17
- 18-24
- 25-34
- 35-44
- 45-64
- 65+
- Prefer not t...

Scale of New Development



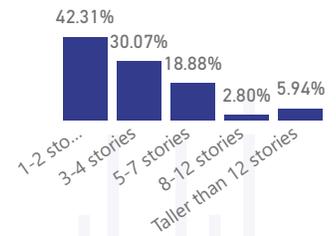
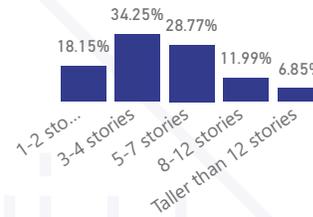
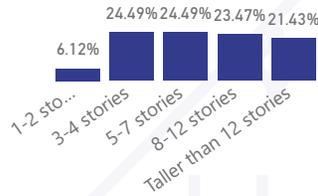
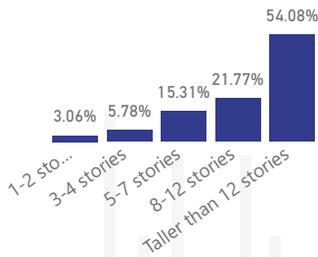
Is there a height of buildings you find most appropriate for:

The Wilshire corridor?

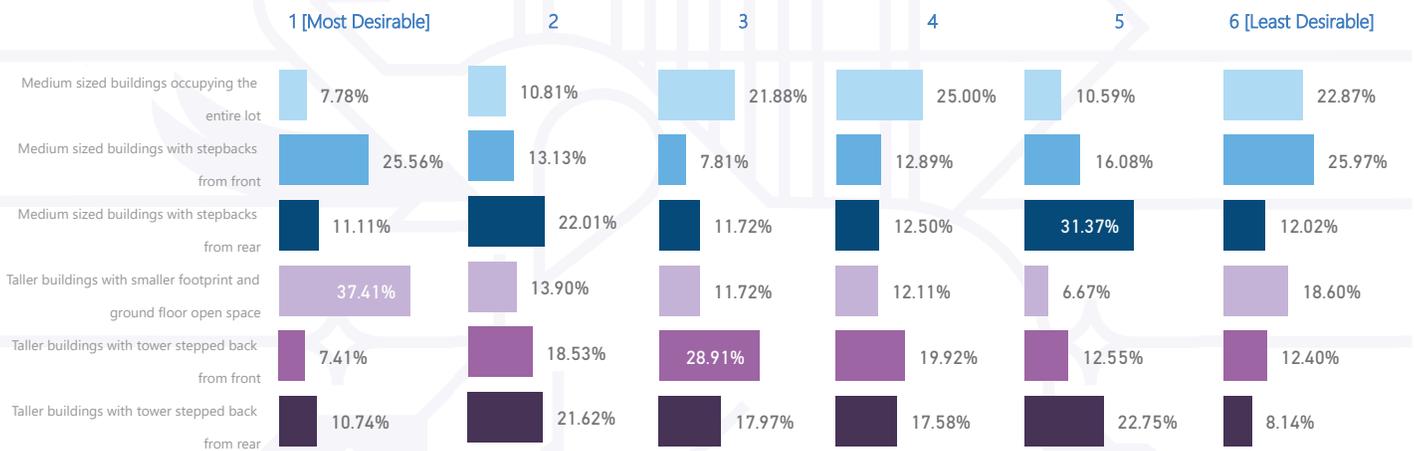
Corridors like La Brea and Fairfax?

Higher-scale multifamily streets, like Detroit Street between Wilshire and 3rd?

Lower-scale multifamily streets, like 6th Street west of Fairfax?



Thinking of the main commercial corridor on Wilshire Boulevard, please rate the following from 1 - 6, with 1 being "most desirable" and 6 being "least desirable."



Do you feel new developments can improve your neighborhood? Why or why not? (a sample of comments)

- We want to live in a quiet single family neighborhood where we can park our car in our neighborhood without fighting people who are taking transit. That is totally unfair.
- The neighborhood is already pretty developed. Adding affordable housing will give low income an opportunity to live in a higher income area.
- Depends on the type of development. McMansion: No; Quality, affordable housing: yes.
- Developments along major traffic corridors, if affordable, could do a great deal to help the housing crisis.
- Yes, especially if they are affordable for people at all income and wealth levels. Diverse density makes for more vibrant, dynamic, livable neighborhoods
- I don't think new developments will "improve" our neighborhood and could change it for the worse if they bring more traffic, but our neighborhood needs to contribute to meeting our city-wide need for affordable housing.

More Housing

- Select all
- (Blank)
- No
- Yes

Is the Purple Line an asset?

- Select all
- (Blank)
- No
- Yes

Is the area affordable?

- Select all
- (Blank)
- No
- Yes

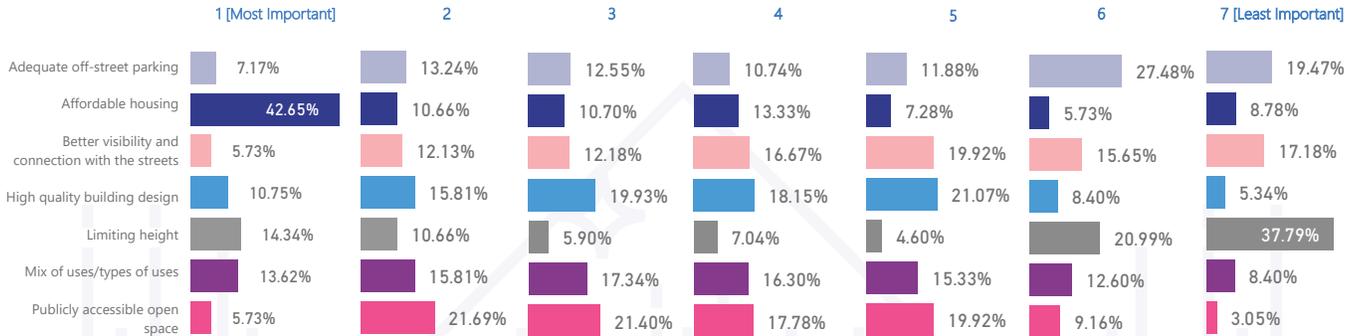
308

Responses

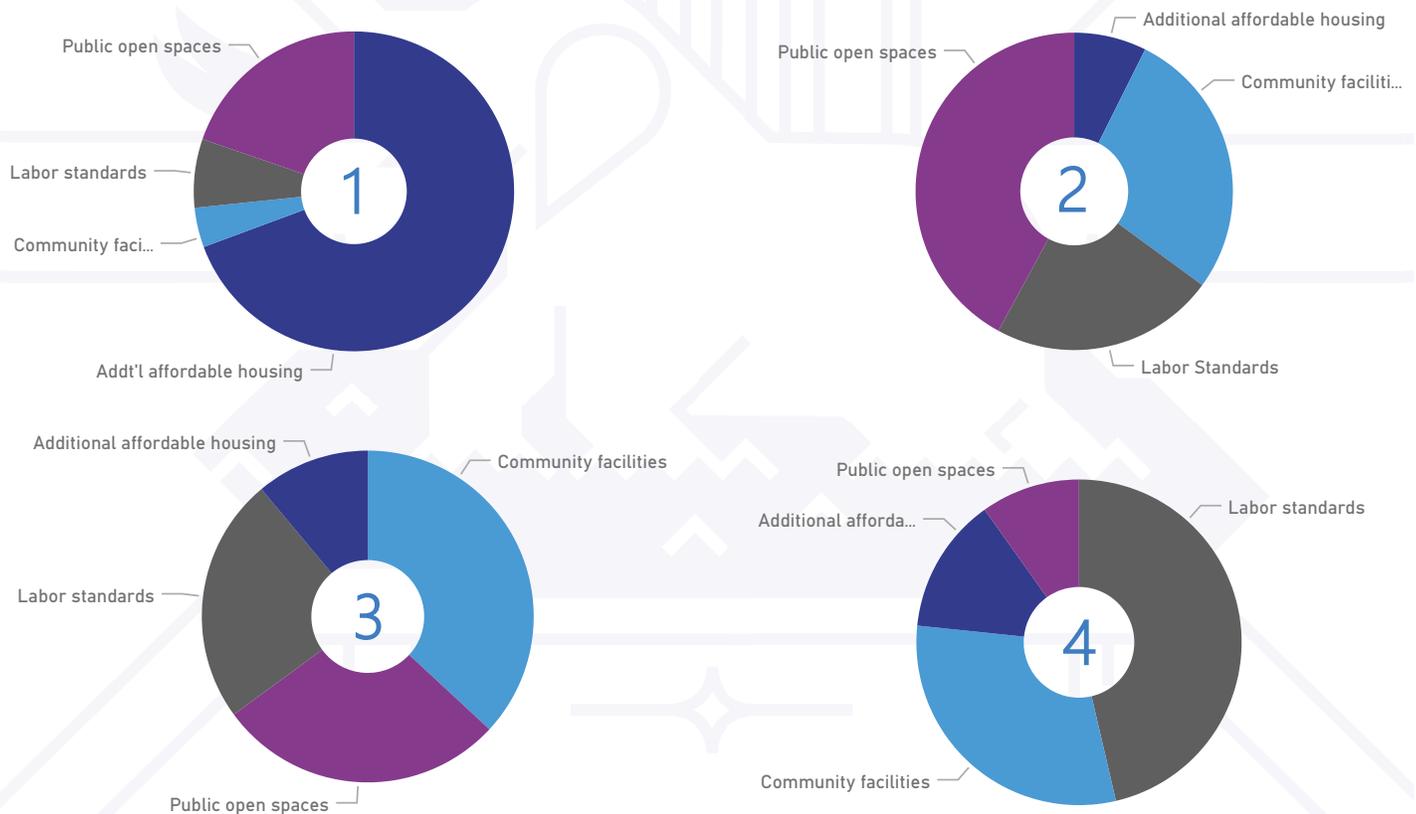
Features of New Development



What features of new buildings are most important to your experience of the area? Rate them from 1 to 7, with 1 being "most important" and 7 being "least important."



Today, developers may obtain extra development rights by providing affordable housing; potentially, affordable housing and other public benefits may be required in exchange for extra development rights. Please rank the importance of the following possible benefits from 1 - 4, with 1 being "most important" and 4 being "least important."



- More Housing
 - Select all
 - (Blank)
 - No
 - Yes
- Is the Purple Line an asset?
 - Select all
 - (Blank)
 - No
 - Yes
- Is the area affordable?
 - Select all
 - (Blank)
 - No
 - Yes

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Responses

Housing



There are various ways to incorporate additional housing options in the study area; please rate the following strategies from 1 to 4, with 1 being “most desirable” and 4 being “least desirable.”

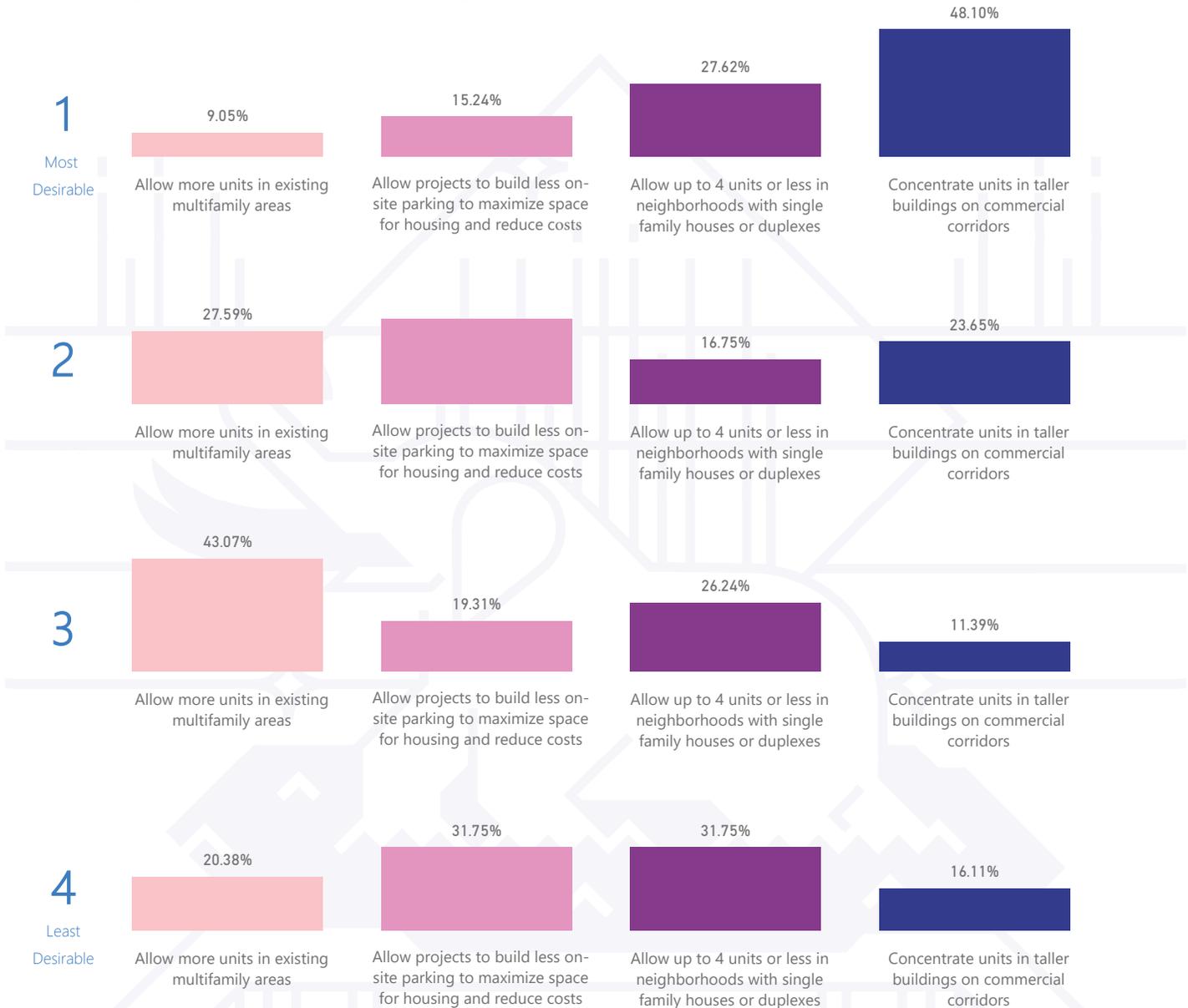
More housing? ▼

Select...

(Blank)

No

Yes



Are you in favor of more housing units being located near the Purple Line extension stations? (sample of comments)

- Not if it involves displacement of current residents and/or demolition of Historic and/or RSO housing
- Depends on whether or not the small businesses that currently occupy many of the neighborhoods in Fairfax, esp. Little Ethiopia, could afford to stay.
- We need to combat homelessness and climate change. We need dense housing with transit that lessens car dependency.
- I'm in favor of more affordable housing. We have enough condos and high-priced rental units.
- We fought hard for an HPOZ in our area but there has to be a way to provide affordable housing in all areas, including ours.
- I wish to maintain the single family home neighborhood that I made a significant investment in when I purchased my home. I do not believe that increasing housing units in this area will increase affordability.

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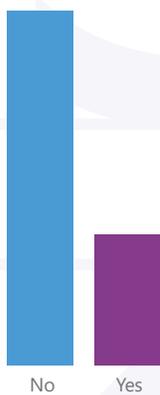
Responses



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Responses

Do you believe the area is an affordable place to live?



If you live in the area and were to move out, where would you go? (a sample of comments)

There is nowhere else to go. As a homeowner of over a decade, I couldn't afford to buy another home now. I bought what I could afford with a 30 year mortgage intending to hold onto this beauty forever. I don't want to be pushed out of my RESIDENTIAL neighborhood so that developers can get richer. I'm all for progress, but it has to work for all.

As close to another Metro Rail station as I could afford.

I would have to move quite far outside of Los Angeles, as I live in a rent controlled unit and can no longer afford market rate rents.

I'm a tenant and I honestly don't know where I would go. I've raised my kids in this community, served as a teacher in this community for 20 years, and honestly - I couldn't afford to move here. And if I got displaced, I don't know where I would move. Luckily, I have a very good relationship with my landlord, but this causes me a great deal of stress. Other tenants must be feeling very stressed and insecure.

As teachers, my partner and I would probably not be able to find affordable housing anywhere near this area.

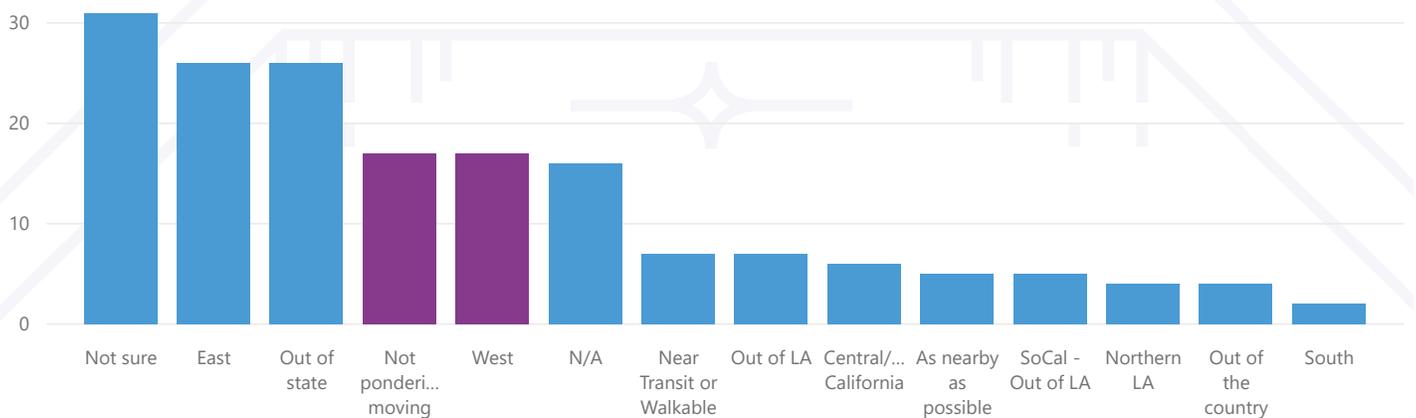
I have no idea, and the prospect is terrifying

If I had to move I would not be able to afford to live anywhere else in LA.

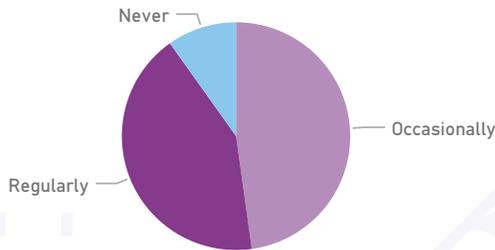
I plan to stay. I'm aging in place!

I can't afford to move out. If forced I would leave the state and I certainly don't want to do that.

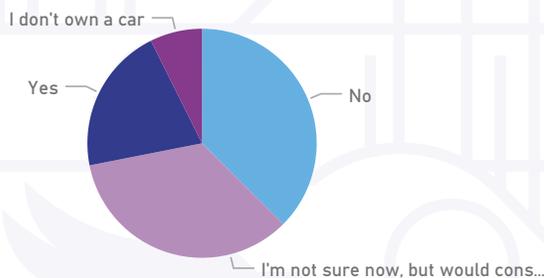
If you live in the area and were to move out, where would you go?



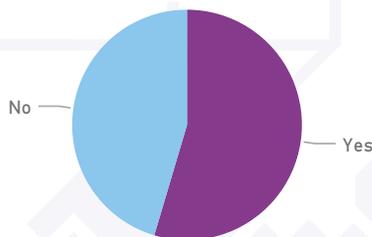
When the Purple Line extension opens, how often are you likely to use it?



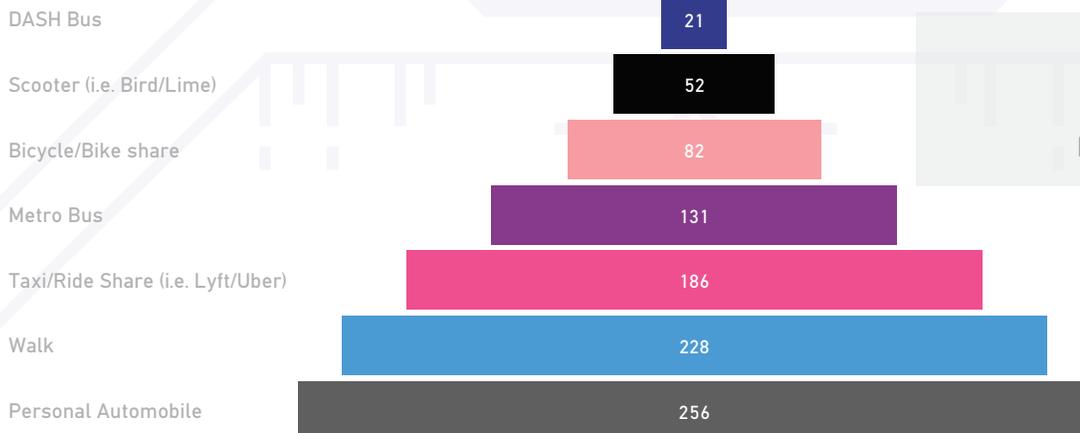
Would access to the subway allow you to reduce the number of cars in your household (i.e. from 3 to 2, or 1 to 0)?



Do you think limiting parking in new development will encourage people to use transit?



How do you get around the area?



Why you would or would not use the Purple Line extension? (a sample of comments)

It will depend on whether other improvements are done - our bus service needs to be more frequent to connect to the stations, our streets need to be safer so I can bike or walk home at night. If the City and Metro do absolutely nothing besides put a station in, it won't serve us because we need connections throughout the neighborhood.

I will use it every day to and from work

Not convenient to where I work or shop

How could your ability to get around in the area be improved, including improving your access to the future subway stations? (a sample of comments)

Make walking and biking easier. Protected bike lanes, combined with the new subway, would entirely eliminate my car trips in the area.

Fix the gaping pot-holes that make bike-riding dangerous for both riders and drivers alike. Provide bike lanes that follow major arteries their entire length.

Basically, just implement the ... Mobility Plan.

Do you view the future Purple Line subway extension as an asset to your community?



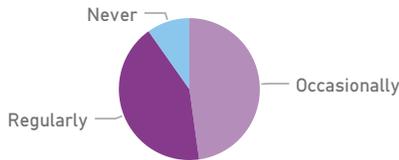
308

Responses

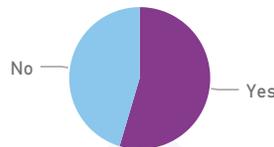
Parking



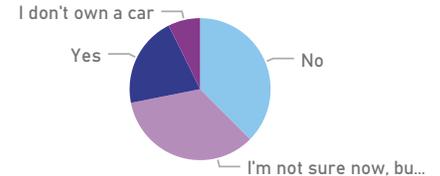
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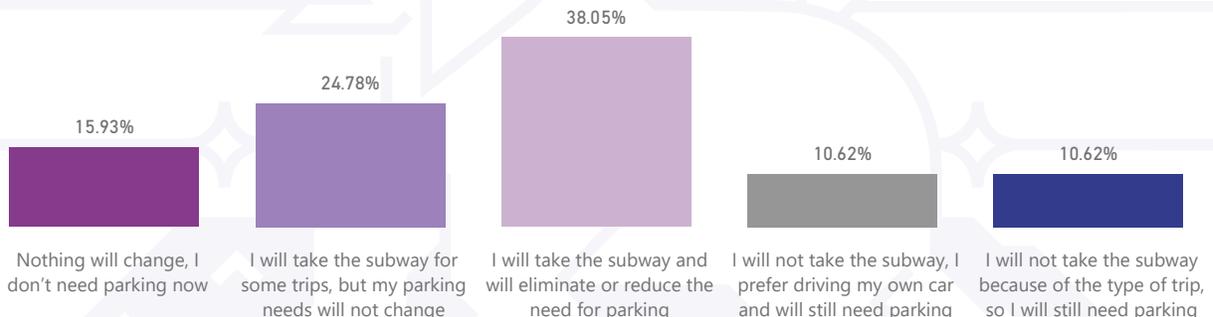
Would access to the subway allow you to reduce the number of cars in your household?



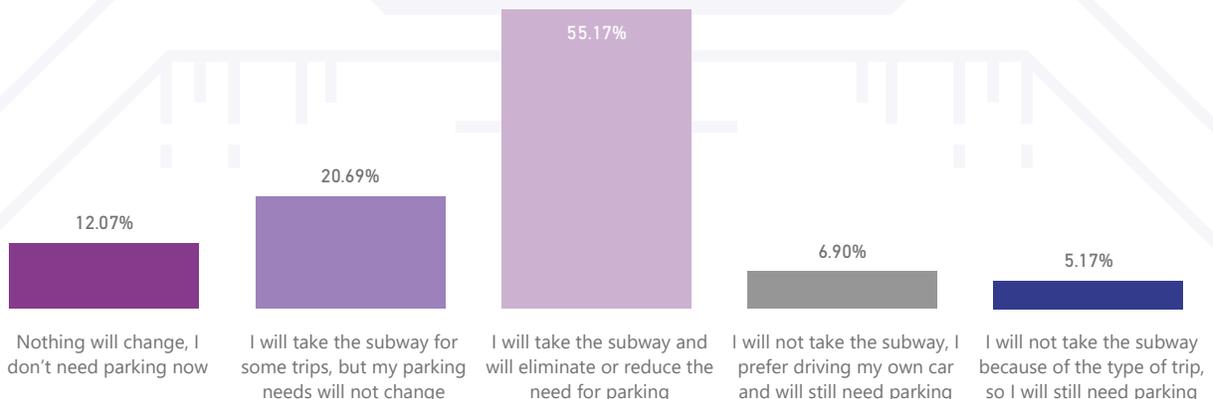
As a resident, when the Purple Line extension opens, how will it change your need for parking in the area?



As someone who works in the area, when the Purple Line extension opens, how will it change your need for parking in the area?



As a visitor, when the Purple Line extension opens, how will it change your need for parking in the area?



Participation



Are you in favor of more housing units being located near the Purple Line extension stations? ▼

308

Responses

Select all

(Blank)

No

Yes

I am a homeowner

I am a renter

I work here or visit here for work

I visit here for recreation

125

84

58

126



93

I've attended a previous meeting hosted by the Department



59

I've communicated directly with Department of City Planning staff



57

I signed up to the interested parties list through LATNP.org or in person

84

I've attended a previous meeting hosted by another organization

59

I've contacted my City Council office about this process

40

I follow LATNP on social media

145

I've read about it in media outlets

96

This is my first interaction

60

I've visited LATNP.org

Outreach methods for survey participation

900+

email distribution

5,000+

social media audience

38,000+

mailers sent

1,500+

email forwards

100+

meeting attendees

PURPLE LINE TRANSIT NEIGHBORHOOD PLAN

INFORMATIONAL SURVEY WINTER 2019: SUMMARY OF OPEN-ENDED QUESTIONS

July 2019



Responses to open-ended questions from survey participants are summarized below by question.

QUESTION: What is your vision for the future of the area?

- A significant amount of responses were in favor of equity in housing affordability and availability that include a balance of affordable, middle, and market rate units as well as encourage a balance of renters and homeowners. Housing stock in the area should allow for the spectrum of single-family and multifamily residential homes. Current residents should not be displaced due to rising housing costs.
- Focus density along major corridors with a mix of uses that emphasize development serving the neighborhood while maintaining the architectural style prevalent in the adjacent properties. Adequate infrastructure (utilities, roads, and police) for existing residential dwellings should be ensured before building new development.
- Encourage transit use by including park & ride, drop-off & pick-up areas, and bicycle infrastructure in new development. Some comments emphasized the need for accessibility to public transportation to decrease congestion in general, as well as the need to address congestion from accommodating larger concentration of populations flowing through the neighborhood.
- Preservation of historic resources and established neighborhoods that consist of single-family homes, duplexes and apartments. Some responses mentioned the need to develop more housing to address the housing crisis, while others commented on the need for new developments to maintain cohesion in form and design with current HPOZs and SurveyLA eligible historic districts in the area.
- Participants of the survey envision the area as a destination of art and architecture, and business-friendly with increased restaurant and shopping availability while emphasizing street design and priority for pedestrians, cyclists, and buses.

QUESTION: “Do you view the future Purple Line subway extension as an asset to your community?”

- Some responses note that the Purple Line Extension would be an asset due to faster access to other parts of Los Angeles with high-quality, reliable transit and shorter wait times, especially to areas with major congestion and little parking such as LAX, Downtown LA, and Westwood. Other benefits mentioned included reduced congestion and pedestrian-friendly streetscapes. However, concerns about safety and crime rates were reflected in survey comments.
- Responses relay that people who live a mile or more away from the Metro stops will likely not benefit from the subway extension citing the lack of north-south transit access options for residents to access the subway extension as the main reason.
- Survey results show that participants acknowledge benefits of the subway extension including economic mobility, neighborhood revitalization, public health and environmental sustainability. Responses also mentioned the need for affordable housing in the area and accessible transit to other parts of the city to be able to experience Los Angeles car-free.
- Concerns raised in the survey focus on how new developments may change and/or destroy the established community, especially historic characteristics and single-family residences of the neighborhood.

QUESTION: Please provide additional information below, if you would like to elaborate on why you would or would not use the Purple Line extension.

- Survey participants note that the Purple Line would be useful for recreational use, especially being previously limited by lack of transit options to travel to other areas of the City. While the Purple Line extension would fill a lack of transit options in the area, it would mainly benefit those who work in areas that are in direct connection or close by the subway extension.
- Some comments emphasize a number of participants who live too far from the Purple Line subway extension to consider it within walkable distance for daily use. Issues include how transit does not always go where participants work or travel for recreation, in addition to unreliable service and lack of north-south connections makes taking transit an inefficient method of transportation for some.
- Safety concerns were frequently mentioned noting that the subways have little policing, high-crime, and is perceived as dangerous to use, especially at night.

QUESTION: How could your ability to get around in the area be improved, including improving your access to the future subway stations at Wilshire/La Brea, Wilshire/Fairfax, or Wilshire/La Cienega?

- Design for people first by focusing on pedestrian experience that actively includes disabled, seniors, and children while addressing concerns of crime related to taking the subway.
- Comments favored bike infrastructure with protected bike lanes as a popular request.
- Expand bus services to offer north-south connections, provide more frequent subway service including evenings and nights, and focus on first and last mile improvements.
- Ease traffic congestion in the area by providing parking structures to decrease impacted parking in surrounding neighborhoods, have protected bike lanes, and emphasize pedestrian-friendly infrastructure.

QUESTION: What are ways you think housing affordability can be improved or maintained?

- Survey responses largely discussed the need for development of affordable housing and housing density, especially in diverse multi-family housing typology.
- Comments disfavored further development of luxury housing, which was cited to intensify the lack of housing for the missing middle as luxury housing is unaffordable and remain vacant and for long periods of time.
- A few responses mention possible methods of addressing lack of housing stock by encouraging ADUs in single-family residential areas, and discouraging long-term housing vacancies and underutilized spaces.
- A high amount of comments remarked on the need for retention of RSO housing, development of more affordable housing, stop demolition of current rent-controlled buildings, have the city build public housing, and allow for transitional housing. Some comments say that there is a lack of policing or enforcement of affordable housing. However, there are mixed opinions of subsidized housing within survey responses.
- Enforce checks and balances for owners, residents, developers and city officials.

QUESTION: If you live in the area and were to move out, where would you go?

- Respondents believe that housing affordability is the largest contributor to displacement from the community. Survey participants would consider moving to more affordable areas in Los Angeles, out-of-state or country all due to housing affordability.
- Many comments reaffirmed respondents' commitment to the area as they did not ponder an alternate plan if they had to move for one reason or another. Some could not consider the option of leaving the neighborhood to move to another area due to housing affordability concerns.

QUESTION: Are you in favor of more housing units being located near the Purple Line extension stations?

- Most are in favor of more housing units being located near the Purple Line extension to address the housing crisis and climate change issues, citing that housing built on or near major transit corridors encourages transit ridership. Some comments are only in favor of new development of affordable housing.
- Comments not in favor of additional housing units near the Purple Line extension include:
 - Need to preserve HPOZs and historical character of existing neighborhoods.
 - Displacement of current residents due to rising housing costs.
 - Unlimited height and density for upzoning will negatively impact adjacent single-family areas/neighborhoods.
 - Safety concerns from increased crime due to the development of the subway extension.
 - Existing infrastructure issues need to be addressed before new development is built.

QUESTION: Do you feel new developments can improve your neighborhood? Why or why not?

- Comments regarding possible positive impacts in the neighborhood include:
 - Improved pedestrian walkability;
 - recreational public green space use as part of developments;
 - Improved access to retail spaces for residents, workers, visitors and businesses owners;
 - Increased housing stock of diverse housing typologies, prices and unit sizes;
 - Affordable housing availability, and
 - Infrastructure improvements.
- Comments mention possible negative impacts from new developments include:
 - Displacement of current residents due to rising housing costs.
 - Disturbance to the quality of life of single-family homes due to increase density and height of new developments.
 - New developments focus exclusively or mostly on luxury housing and businesses that do not serve residents in the surrounding areas.
 - Lack of affordable housing development.
 - Congestion in the neighborhood due to increased traffic and parking demand that the subway extension will invite.

QUESTION: What else would you like us to know about the area and the way you experience it?

- Pedestrian experience and walkability are important considerations.
- Existing affordable housing stock is decreasing and in need of support as well as a need for development of new affordable units.
- Character of adjacent HPOZs and surrounding historic neighborhoods need to be protected.
- Parking needs for current residents and increased demand of those driving to take transit should be considered.
- Survey participants who do not live in the area commented that they look forward to being able to take public transit to access art and cultural offerings in the neighborhood.

QUESTION: In your own words, can you describe what your understanding of the goals and outcomes of this planning process are?

- Planning process is to include the community and receive feedback from stakeholders and community members to determine needs and best ways to apply proposed land use regulations of the area. Specific areas to address are access to transit, density, historic preservation and affordable housing.
- Take recommendations to reorient planning around and for transit in the study area.
- To administratively receive community input solely for record-keeping purposes that will not be impactful in final planning product.
- The goals and outcomes of the planning process for transit neighborhood plans centers around increasing height and density that opposes the goal to maintain the quality of life of life and character of the current neighborhood