ORANGE LINE TRANSIT NEIGHBORHOOD PLANS
VAN NUYS NEIGHBORHOOD COUNCIL, PLUM COMMITTEE | DEPARTMENT OF CITY PLANNING, CITY OF LOS ANGELES

JULY 18, 2018
ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Why We’re Here Tonight

- Overview
- Vision
- Strategies
- Next Steps
ORANGE LINE TRANSIT NEIGHBORHOOD PLANS

Overview: Growing Transit Network

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Overview: State & Regional Policy Mandates

CA Sustainable Communities and Climate Protection Act, 2008

SB375

State

Regional

MEASURE M
Goals

- Create opportunities for more jobs & housing of all types near transit
- Foster a vibrant mix of uses within each station area
- Increase access to a variety of mobility options for all
- Improve quality of public spaces for residents, employees & visitors
PROJECT PLANNING
Review of projects for compliance with City regulations, site plan and design, and conditional use permits for alcohol sales, hotels, etc.

LONG-RANGE POLICY PLANNING
Creation of policies and regulations that regulates the development of private property near transit, including density, height, size, and design regulations.
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Overview: Relationship Among Current Planning Efforts

- **General Plan update**
  A visioning process to update the state-required General Plan elements

- **General Plan Land Use Element (Community Plans)**
  An update to the land use & zoning of 35 Community Plans, including three Southwest Valley Community Plans & three Southeast Valley Community Plans

- **Transit Neighborhood Plans**
  A targeted planning effort around transit stations

- **re:code LA**
  A rewrite of the City’s zoning code, which implements land use policy
Transit Neighborhood Plans are partially funded through Metro grants secured in 2014 for transit-supportive planning to improve access and reduce greenhouse gas emissions.

The Transit Neighborhood Plans initiative was launched to take advantage of the opportunity for additional resources prior to the General Plan update and accelerated Community Plan updates.
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Overview: Project Objectives

- New zoning for three transit neighborhoods along the Orange Line
  - Sherman Way & Reseda Station areas to the west will be updated via the Southwest Valley Community Plans program
- Guide for future development through 2040
- No development projects are proposed – this long-range planning effort will develop regulations for any new development
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Overview: Timeline

2016
Community Engagement

2017
Plan Development
Concept Plan & Public Feedback

2018
Environmental Review
Revised Plan & Adoption

2019
Implementation
Focus Groups with community groups, BIDs
Presentations to Neighborhood Councils
4 Public Visioning Workshops
Walking Tours

Overview: Timeline

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- Implementation

- Review of Existing Regulations
- Market Study
- Feasibility Analysis
- Initial Concepts
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Overview: Timeline

2016
- Community Engagement

2017
- Plan Development
- Concept Plan & Public Feedback
- Share initial concepts & vision
- Collect feedback
- Make revisions
- November 2017 public workshops

2018
- Environmental Review

2019
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Current Phase
- Conduct public Scoping Meeting
  - July 25, 2018
- Analyze potential environmental impacts
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Vision: What We’ve Heard – Key Themes

PLACES
- Desire for destinations & neighborhood-serving uses
- Open space & green space
- Amenities near bike path

GETTING AROUND
- Options around mobility
- Adequate parking
- Safe crossings

LIVABILITY
- Keep density closer to stations
- Diversity of types & cost of housing
- Need for affordable housing & social services

DESIGN
- Shade from the valley heat
- Safety & cleanliness
- Pedestrian-friendly design & wayfinding

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Enhance the vibrancy of the Civic Center & Van Nuys corridor with day & evening activity; protect existing employment uses in the industrial corridor & accommodate new production & service types; encourage mixed-use development to activate the Sepulveda station area; and promote a variety of housing types.

Van Nuys & Sepulveda Station Area

Vision: Regional Gateway – Civic Center & Jobs Hub
Strategies

Main Streets - Enhance pedestrian orientation along corridors & increase opportunities for mixed-use development
- Place buildings at the sidewalk & provide pedestrian entrances
- Require minimum storefront transparency for safety, activation & rhythm
- Encourage reuse of older main street buildings through parking exceptions

Mixed Use Hubs & Corridors - Focus development where it can be sustained, as long as it provides community benefits
- Develop “Base” & “Bonus” system to encourage provision of community benefits
- Incorporate metrics from existing design overlays
- Create parking setbacks to prevent parking lots along main streets

Jobs Centers - Preserve existing jobs & accommodate emerging industries
- Encourage industrial areas to have clean uses & density of jobs
- Address adjacency of commercial & industrial uses abutting residential through use limitations, “good neighbor” policies & landscape buffering or screening

Neighborhoods Corridors - Allow residential & neighborhood uses that foster a more walkable environment & place more people near transit corridors
- Promote “missing middle” housing that provides a diversity of low-scale housing choices, such as townhomes, duplexes, or bungalow courts
- Allow limited neighborhood-serving uses, such as daycares or corner stores

Neighborhoods - Reflect & encourage diverse building types & housing options
- Encourage the retention of existing rent-stabilized units
- Incentivize development of affordable housing through “Base” & “Bonus” system
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Strategies: Van Nuys & Sepulveda Station Area Concepts

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 to 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, Keaster, and Hazeltine corridors.

Strategies (*bonus FAR for public benefits)

Commercial: Mixed-Use A
- FAR: 3.4*/ 3.4* • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Commercial: Mixed-Use B
- FAR: 3.4*/ 3.4* • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Industrial, A
- FAR: 2.5/2.5 • Max. Height: Restricted by FAR

Industrial, F*
- FAR: 2.5/2.5 • Max. Height: Restricted by FAR
- *Restrictions: Some form allowed as Industrial A, but no heavy industrial uses

Industrial, B
- FAR: 2 • Max. Height: Restricted by FAR
- Density (sq ft/unit): Restricted by Form

Residential, A
- FAR: 3/3.5 • Max. Height: 65
- Density (sq ft/unit): Restricted by Form

Residential, B
- FAR: 3/3.5 • Max. Height: 65
- Density (sq ft/unit): 400

Residential, C
- FAR: 3/3.5 • Max. Height: 45
- Density (sq ft/unit): 300

Residential, Restricted Density
- FAR: 3 • Max. Height: 45
- Density (sq ft/unit): 100

Residential, Amenity
- FAR: 3/4.5 • Max. Height: 65
- Density (sq ft/unit): Restricted by Form

All zones include bicycling, pedestrian, streetscape, and landscape enhancements.

Open Space

Los Angeles Department of City Planning  Overview  |  Vision  |  Strategies  |  Next Steps
Revised Plan & Adoption

2019

2018

Environmental Review

2017

Concept Plan & Public Feedback

Plan Development

2016

Community Engagement

Next Steps: Timeline

Public Hearing
Plan revisions
Presentations for approval
- City Planning Commission
- Council Committee
- City Council
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Next Steps: Stay Connected

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