TRANSIT NEIGHBORHOOD PLANS
LOS ANGELES CHAMBER OF COMMERCE
AUGUST 26, 2015

Los Angeles Department of City Planning (DCP)
Introduction: Transit Neighborhood Plans
Planning Context
Expo Corridor Transit Neighborhood Plan
Introduction

Los Angeles Transit Neighborhood Plans (TNP)

- Funded by Metro grants
- Address relationship of land use and transit
- Aim to increase transit ridership, reduce GHGs, and encourage infill development around transit.
- Include several existing and planned Metro lines
Introduction

Crenshaw Boulevard Streetscape Plan

- Street Trees
- Coordinated Street Furniture
- Additional Street Lighting
- Continental Crosswalks
- Mid-Block Crossings
- Integration with the Light Rail
- Special Paving
- Bicycle Facilities
Expo Line Phase II to Santa Monica opening in 2016.
New Specific Plan around five stations (4 new) in the City of Los Angeles.
Planning Context
City Council Adopted Policy Framework

- **General Plan Framework (1996)**
  - Direct housing and employment growth near transit
  - Preserve stable single family neighborhoods
  - Improve urban form and neighborhood design

- **Industrial Land Use Policy (2008)**
  - Reinforced previous policy to preserve industrially zoned land
  - Recommended new industrial zones tailored for specific areas in West LA
Land Use & Employment Trends
Maintaining land for jobs is important to:

- Meet the estimated demand for jobs in 2035
- Preserve the City’s tax base to pay for essential City services
- Maintain the City’s competitiveness in growing industries
- Capture share of job growth occurring in neighboring Westside cities
Market Demand Study

- Expo Corridor is an important jobs area today.
- Strong demand for both jobs and housing in the future.
- Strong office potential around Bundy and Sepulveda Stations.
- Strong demand for housing and neighborhood-serving retail around Palms Station.

Estimated 2035 Market Demand (Expo Corridor)

- 3,800 to 6,400 dwelling units
- 3 to 6 million square feet of non-residential use
  - Includes office (4.28 million sf); industrial; and retail
Plan Elements

- Land Use and Zone Changes
- Public Benefits
- Urban Design Standards
- Streetscape Plans
Land Use and Zone Changes

- Position industrial land near stations to accommodate jobs along with limited retail and housing.
- Allow greater residential development in select industrial areas.
- Encourage mixed use on key commercial corridors.
- Create more capacity for housing in key locations.
# Land Use and Zone Changes

## New Zoning Designations

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Purpose</th>
</tr>
</thead>
</table>
| **New Industry**          | • Encourage creative, high tech uses.  
                          • Promote clusters of industries and synergies between users.  
                          • Provide amenities to support job clusters.                                    |
| **Hybrid Industrial: Jobs Emphasis** | • Enable uses that create jobs, such as creative and commercial office.  
                          • Ensure a mix of retail, entertainment and limited residential.                   |
| **Hybrid Industrial: Residential Emphasis** | • Encourage job-creating uses that are compatible with residential uses.  
                          • Residential developments that incorporate jobs and ground floor activity.         |
| **Mixed-Use: Commercial/Residential** | • Encourage traditional residential/commercial mixed-use development while still allowing for all-commercial buildings  
                          • May allow larger retail uses, depending on location                              |
Land Use and Zone Changes
Public Benefits

- Within new zones, there is a range of allowable FAR. More FAR is allowed in exchange for public benefits.
- Public benefits can include:
  - Off-site streetscape improvements
  - Publicly accessible open space
  - Mobility hubs
  - Transit and bike amenities
  - TDM strategies
  - Affordable housing
Urban Design Standards

- Apply to commercial, industrial, mixed-use, and multi-family residential development.
- Ensure new development within the transit corridor is pedestrian-oriented, human-scale and is compatible with the surrounding context.
- Address massing, height, frontage, transparency, setbacks,
Streetscape Plans

- Configure streets to accommodate multiple modes.
- Ensure sufficient sidewalk widths and include trees, landscaping, and street furniture to create a more pedestrian-friendly environment.
- Incorporate bicycle facilities per the Mobility Plan.
- Maintain vehicular circulation.
Next Steps

- Release of Draft EIR
- Adoption Process
  - Open House and Public Hearing
  - Staff recommendation
  - City Planning Commission recommendation
  - City Council decision
Contact us

Patricia Diefenderfer
patricia.diefenderfer@lacity.org
213.978.1170

David Olivo
david.olivo@lacity.org
213-978-1205

Lameese Chang
lameese.chang@lacity.org
213-978-1178

Visit us at www.latnp.org for project updates and to join our mailing list.
Results and Analysis
## Proposed Plan Capacity

### Reasonable Expected Development through 2035

<table>
<thead>
<tr>
<th></th>
<th>Current Plan (Above Existing)</th>
<th>Proposed Plan (Above Existing)</th>
<th>Alternative Compliance (Above Existing)</th>
<th>Market Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing</strong> (dwelling units)</td>
<td>+1,000 (4%)</td>
<td>+4,400 (18%)</td>
<td>+6,000 (24%)</td>
<td>3,800 to 6,400</td>
</tr>
<tr>
<td><strong>Employment</strong> (jobs)</td>
<td>+4,900 (38%)</td>
<td>+16,700 (62%)</td>
<td>+12,200 (45%)</td>
<td>8,000 to 15,600</td>
</tr>
</tbody>
</table>
Plan Capacity: Housing

Reasonable Expected Development through 2035

- Existing: 25,018
- Future with current plan: 26,072
- Alternative compliance: 31,060

Market Demand through 2035

- 4,422
- 3,600
- 6,400
Plan Capacity: Jobs

Reasonable Expected Development through 2035

Market Demand through 2035
Mobility Benefits

With Proposed Expo TNP and Mobility Plan, a 3.1% decrease in Vehicles Miles Traveled (VMT) per capita in 2035 is anticipated, resulting from:

- Shorter vehicle trips
- More non-vehicular trips
- Internalization of trips (mixed use)

### VMT within West LA+

<table>
<thead>
<tr>
<th></th>
<th>Total VMT</th>
<th>Service Population (Employees + Residents)</th>
<th>VMT per capita</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing</strong></td>
<td>10.5 million</td>
<td>742,518</td>
<td>14.22</td>
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<tr>
<td>(2013)</td>
<td></td>
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<tr>
<td><strong>Future</strong></td>
<td>11.5 million</td>
<td>833,502</td>
<td>13.79</td>
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<td><strong>(2035)</strong>*</td>
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<tr>
<td><strong>% Change</strong></td>
<td>+8.9%</td>
<td></td>
<td>-3.1%</td>
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*Assumes Proposed Expo TNP + Mobility Plan 2035
+Calculated using the West LA Area Planning Commission boundaries
Mobility Benefits

With Proposed Expo TNP an increase in use of non-vehicular modes within the West LA area\(^+\) in 2035 is anticipated:

- 17% increase in transit use
- 11% increase in biking
- 1% increase in walking

+Calculated using the West LA Area Planning Commission boundaries
Land Use and Zone Changes

Exposition/Bundy Station
Vision: Creative Industry Hub
A place for 21st century and creative industries and businesses to cluster around the transit station, with supportive residential and retail uses that link to the surrounding neighborhoods.

Exposition/Sepulveda Station
Vision: Diverse Employment Center
A blend of residential, commercial, and industrial uses, with an emphasis on job creation at the core of the station area.

Exposition/Westwood Station
Vision: Stable Single-Family Community
An established single-family neighborhood, with a walkable environment around the station.

Palm Springs Station
Vision: Active Urban Neighborhood
A walkable, residential-focused community with convenient access to transit, jobs, retail, and other amenities.

Culver City Station
Vision: Vibrant Mixed-Use Junction
A concentration of pedestrian-friendly mixed-use and industrial development that bridges between multiple community nodes.