

DRAFT EXPOSITION CORRIDOR TRANSIT NEIGHBORHOOD PLAN

Updated April 6, 2017



FREQUENTLY ASKED QUESTIONS

What is the Exposition Corridor Transit Neighborhood Plan?

The Exposition Corridor Transit Neighborhood Plan, also referred to as the Expo TNP, is a land use plan that is being developed by the Department of City Planning (DCP) with a Metro Planning Grant received in 2012 to fund planning activities around five Expo Line transit stations.

Why is the City preparing this Plan?

The City is preparing the Expo TNP to foster a mix of uses around the transit stations that will encourage transit use and improve mobility for everyone. Directing new housing and jobs to transit-served areas is an overarching principle of the City's General Plan. The goal is give residents and employees greater mobility choices and reduce automobile dependence and greenhouse gas emissions that contribute to poor air quality and climate change.

What are the components of this effort?

The Expo TNP is a **Specific Plan**, which establishes new zoning and development standards and a review process for select properties within the Plan area. **Urban Design Standards** are a key element of the Specific Plan. These include rules governing the scale of buildings and their location on the site; architectural treatment; location of parking; and open space design for all multifamily residential, commercial, mixed-use, and industrial developments. Such rules do not exist today and are intended to ensure new development is pedestrian-oriented and is compatible with existing development. The Expo TNP also includes a **Streetscape Plan**, which encompasses five street segments within the Plan area and provides specifications for landscaping and trees, street furniture, paving, and other amenities in the public right-of-way to improve the quality of the street environment for all users. Together, the Urban Design Standards and Streetscape Plan will improve the aesthetic quality and character of Expo TNP neighborhoods—a key objective of the Plan.

As part of the state-mandated environmental review process, a **Draft Environmental Impact Report** (EIR) was prepared for the Expo TNP. The EIR analyzes the impact of the Draft Plan in areas such as air quality, cultural resources, public services, transportation, and utilities, among others.

What does the Plan regulate?

The Expo TNP regulates allowable land uses; building intensity/floor area ratio (FAR) and height; open space requirements; and building form and design. Parking requirements remain the same as the Los Angeles Municipal Code, with a few limited exceptions. Based on the type and intensity of future proposed development, the Plan requires projects to provide affordable housing as well as a variety of public benefits, such as: publicly accessible open space, transit amenities, off-site streetscape improvements (in compliance with the accompanying Streetscape Plan) and vehicle trip reduction for commercial projects. The Plan also regulates the development review process and includes simplified procedures for projects that are in full compliance with the Plan.

What properties are affected by this Plan?

The Plan Area includes all properties located approximately within a half-mile of the Expo Line stations from the Culver City station to the Expo/Bundy station (see attached map). However, the Plan would not affect development regulations for properties zoned R1 and R2. Within the Plan Area, discrete subareas represent

properties for which the Plan proposes new zoning. All properties within the Plan Area, with the exception of those zoned as R1 or R2, are subject to Urban Design Standards. Note that in cases where a property was approved for a General Plan amendment and/or zone change during the development of this Plan, that new land use/zone designation supersedes that which is shown in this Plan.

What is the current status of the Plan?

The Draft EIR as well as a revised draft of the Specific Plan were released for public review on April 6, 2017. The Draft Streetscape Plan will be released in the coming weeks. DCP is seeking input on these documents from individual stakeholders, neighborhood groups and other organizations at this time. The comment period for the Draft EIR is 60 days and will end on June 5, 2017.

What changes have been made to the Plan in response to public input provided to date?

Refinements to the Plan based on input received through various outreach activities throughout the development of the Plan include the following:

- An increase in percentage of residential use permitted in the proposed “Hybrid Industrial” zones;
- An alternative compliance option to allow select sites planned for more intense commercial uses to be developed with a greater proportion of housing, with increased public benefits requirements;
- An increase in percentage of live/work units that can be developed in the “New Industry” Zone;
- Removal of proposed R3 subarea along Exposition Blvd. between Sepulveda and Westwood Blvds;
- Removal of proposed RAS4 subarea along Pico Blvd. between Sepulveda Blvd. and Overland Ave.; and
- An expanded list of qualified public benefits, among others.

What’s new since the January 2015 Draft?

- Eliminated “Tier 1” of the Bonus FAR system; all projects using the Bonus FAR are required to provide affordable housing in addition to other public benefits.
- Adjusted affordable housing requirements to be consistent with affordability levels required by the Measure JJJ Transit Oriented Communities Guidelines (7% Extremely Low Income, 11% Very Low Income or 20% Low Income of total proposed units).
- Created flexibility in allowable retail and restaurant use in the New Industry and Hybrid Industrial zones
- Refined development review processes for projects complying with the Plan.
- Added a new proposed Mixed Use: Commercial/Residential subarea along the south side of Pico Blvd. between Westwood Blvd. and Overland Ave.

Why are there differences in the Subarea maps found in the Draft EIR and the Draft Plan?

As a result of comments received through the community engagement process, a policy decision was made to remove two subareas from and add one new subarea to the Draft Plan (as described above). These revisions have been incorporated into the current version of the Draft Plan. However, because this decision was made during the development of the Draft EIR, the subarea changes were not incorporated into the main text of the Draft EIR analysis and are not shown on the Draft EIR maps. Hence, the two subareas that have been removed are still shown on the Draft EIR maps, while the added subarea is not indicated on Draft EIR maps. DCP has determined the revisions to the zoning and land use for these subareas represent minor modifications to the Draft Plan which would not substantially affect the analysis or conclusions of any of the analyzed impact categories of the Draft EIR. Please see Appendix N of the Draft EIR for more information.

How does this Plan relate to the West LA Community Plan update and other Westside planning efforts?

The West LA Community Plan update was started in the late 2000s and was put on hold in 2010 due to budget constraints. Nonetheless, a number of planning efforts are taking place on the Westside. The Westside Mobility Plan (WMP), which began as a component of the West LA Community Plan update, is currently in

the adoption phase and is focused on developing strategies that will improve mobility for all modes of transportation on the Westside and enhancing the livability of major boulevards in Westside communities through the creation of streetscape plans for Pico Blvd., Motor Ave., Centinela Ave., and Venice Blvd.

The Expo TNP is focused on land use planning around the transit stations and includes urban design standards and guidelines for the Plan area’s existing multifamily neighborhoods that will improve the compatibility of new multifamily development with existing neighborhood character and scale. In addition, the Planning Department has developed tailored urban design standards for a broader multifamily area within the West LA and Brentwood Community Plan Areas to the north of the Expo TNP area. These standards, which will take the form of “Q” Qualified Conditions, also aim to protect neighborhood character and scale through regulation of site planning, building massing and orientation, parking and driveway design, and other design strategies. Note that the boundaries for the Expo TNP do not overlap with the area covered by the proposed “Q” Conditions; it is a distinct effort and will follow a separate timeline. Please continue to visit this project’s website to learn about updates on this concurrent planning effort.

What are the next steps?

An Open House and Public Hearing is scheduled for May 23, 2017 and will allow members of the community to formally comment on the proposal. Later this year the Plan will be presented to the City Planning Commission for their recommendation and to City Council for final adoption.

How can I provide input or find out more information?

To view the full text of the Draft Plan, please visit www.latnp.org/expo-line/expo-draft-plan. To view the Draft EIR, visit www.latnp.org/expo-line/environmental-review. Questions and comments should be directed to Lameese Chang at lameese.chang@lacity.org. *If your comment is regarding the Draft EIR, please include the following environmental case number in the subject line of emails and on any written correspondence: ENV-2013-622-EIR.* To be notified of the release of new materials and upcoming public meetings, please sign up for the mailing list via www.latnp.org.

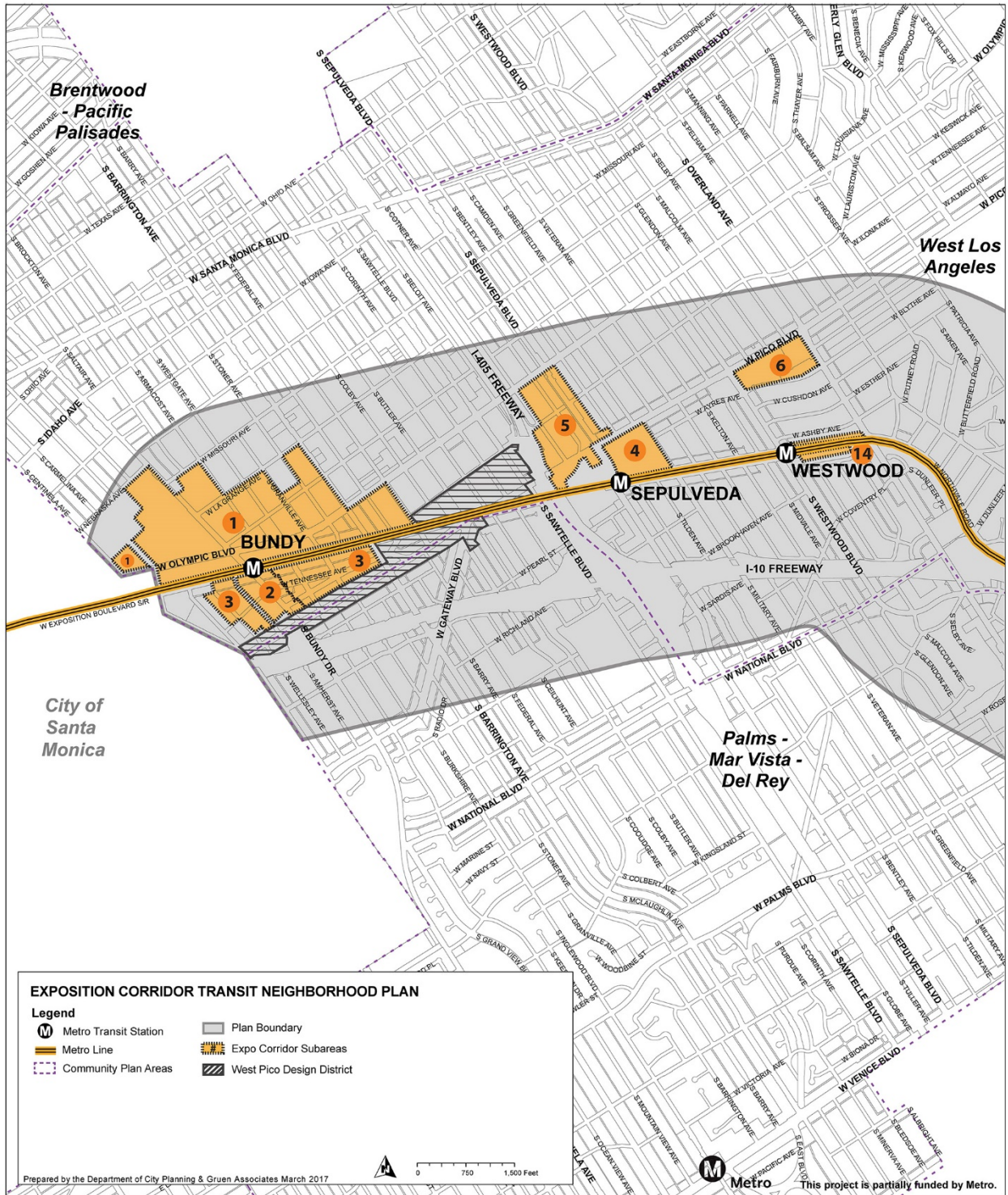
QUICK FACTS	
Plan Area Size	
Total Expo TNP Area Plan Area	1,971 acres
Subareas (proposed new zoning)	256 acres
Housing in the Plan Area	
Existing (2013)	Appx. 25,000 dwelling units
Future (2035) with Expo TNP	Appx. 29,000 to 31,000 dwelling units
Capacity created by Expo TNP	Appx. 4,400 to 6,000 dwelling units
Jobs in the Plan Area	
Existing (2013)	Appx. 34,000 jobs
Future (2035) with Expo TNP	Appx. 43,400 to 48,300 jobs
Capacity created by Expo TNP	Appx. 9,400 to 14,300 jobs



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PLAN BOUNDARY AND SUBAREAS (1 of 2)



PLAN BOUNDARY AND SUBAREAS (2 of 2)

