



TRANSIT-ORIENTED DISTRICT PLANNING: CONNECTING LAND USE AND TRANSIT

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LA City covers 11.4% of the County's land base...



...but has over 38% of its population, and 59% of its existing and planned rail and fixed transitway stations.

TOD Opportunities

Existing and Future Metro Stations in the City of Los Angeles

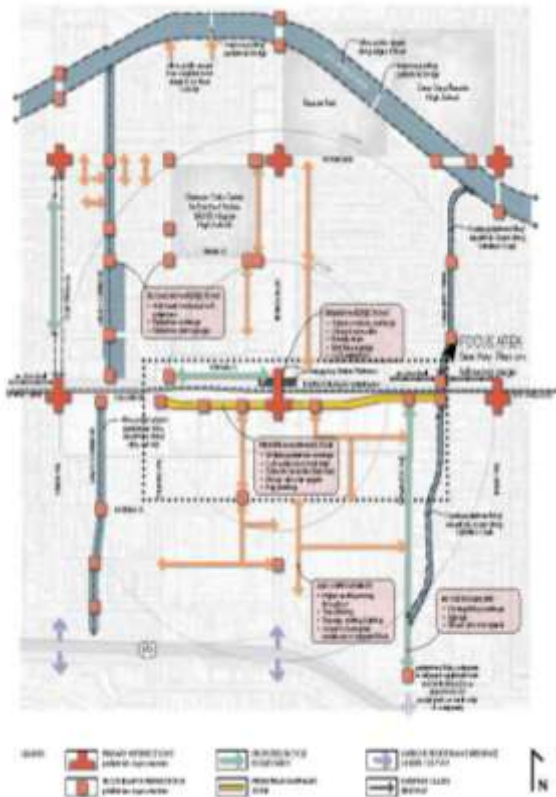
	LA City	LA County	Total	% TOTAL in LA City
Existing Stations	74*	53	127	58%
Future: Westside Subway	6	7	13	46%
Future: Expo Phase 2	4	3	7	57%
Future: Crenshaw	5	2	7	71%
Future: Regional Connector	4	0	4	100%
TOTAL	93	65	158	59%

* Transit-Oriented District Plans completed or under progress for 26 station areas.

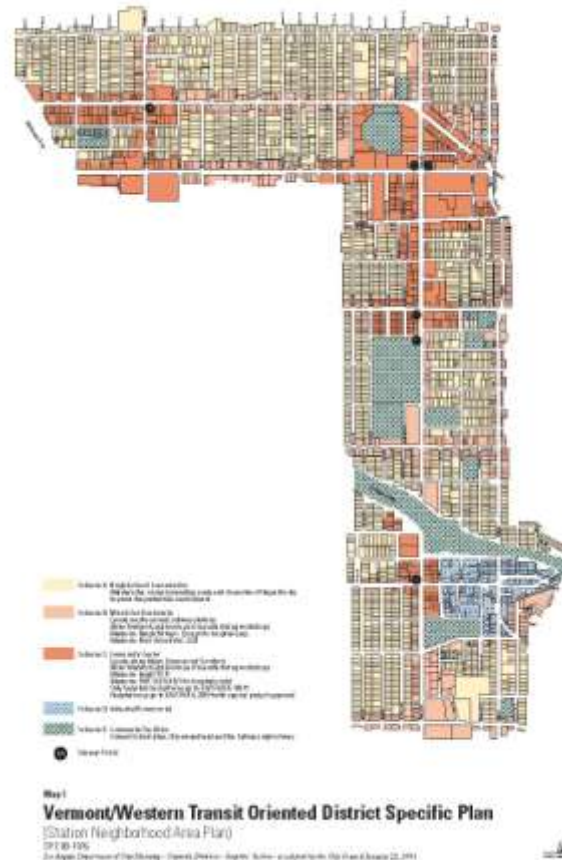
- 1,650 undeveloped or underdeveloped parcels identified in the City's Housing Element are within a quarter-mile of an existing transit station and have a net capacity for 60,000 more residential units by-right.

TOD Planning Process

1. TOD Study



2. TOD Plan



3. TOD Implementation



TOD Studies to Date

Completed TOD Vision Plans

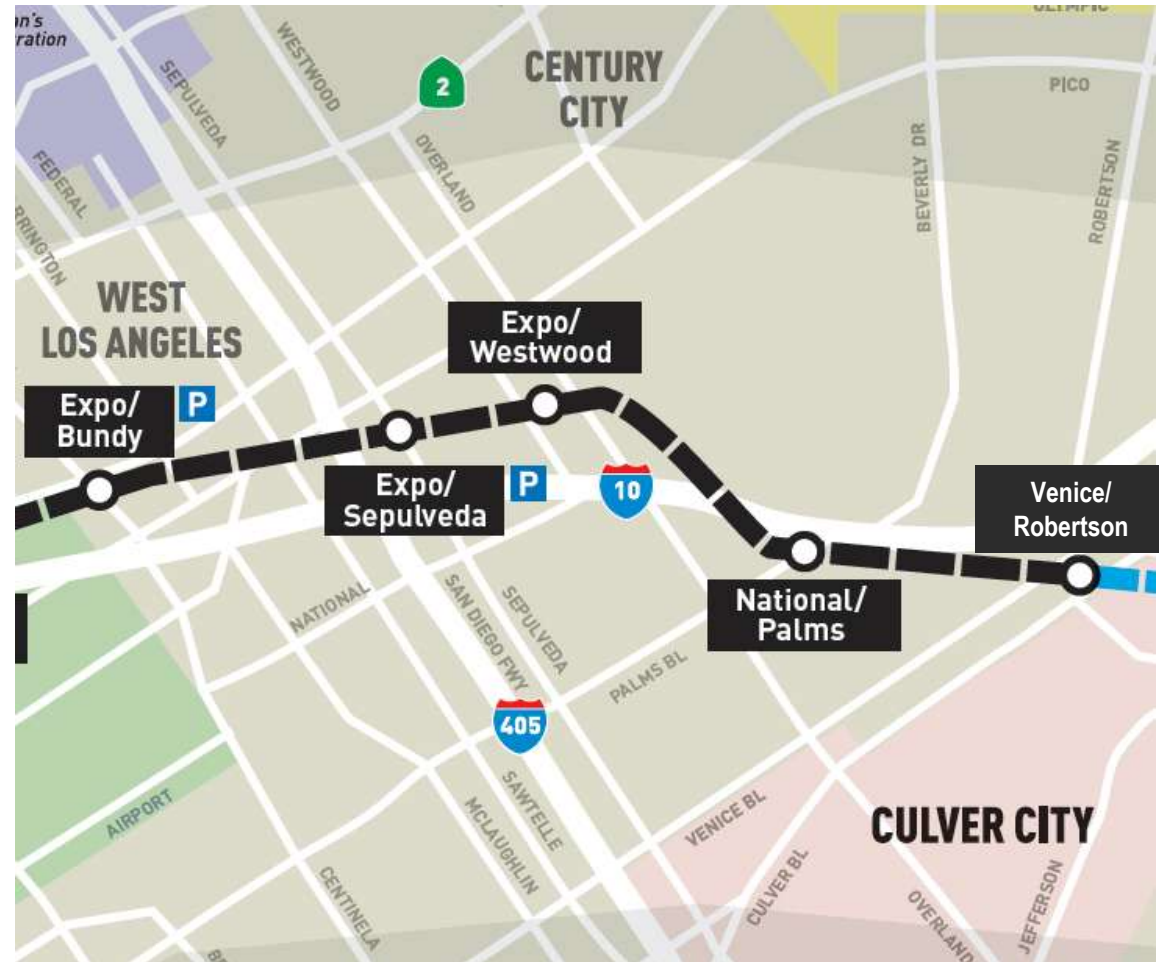
- Expo Phase 1: La Cienega/Jefferson Station
- Expo Phase 1: 23rd, Jefferson, USC/Expo Park, Vermont, Western Stations
- Gold Line Extension: Mariachi Plaza, Soto, Indiana Stations
- Orange Line: Canoga Station
- Orange Line: Reseda Station Tarzana Crossing

Ongoing TOD Plans

- Gold Line: Cornfields Arroyo Seco Specific Plan
- Green and Blue Lines: RENEW TOD Planning
- Warner Center Specific Plan

Capitalizing on New TOD Opportunities: Expo Phase 2

- Venice/Robertson
- National/Palms
- Expo/Westwood
- Expo/Sepulveda
- Expo/Bundy



Capitalizing on New TOD Opportunities: Crenshaw Line

- Expo/Crenshaw
- Martin Luther King Jr.
- Vernon (Optional)
- Slauson
- West
- Century/Aviation (LAX)



TOD Supportive Parking Initiatives: Modified Parking Requirements Ordinance

Issue

Uniform parking requirements do not acknowledge differences in the urban and suburban landscape, especially at and around our transit stations.

Solution

A Modified Parking Requirement (MPR) District will target parking flexibility and supply on a community level.

Modified Parking Requirements Ordinance: Seven MPR District Tools

1. Change of use parking standards
2. Use of a Parking Reduction Permit
3. Off-site parking for all uses within 1,500 feet
4. Decreased parking standards
5. Increased parking standards
6. Commercial parking credits
7. Parking Maximums

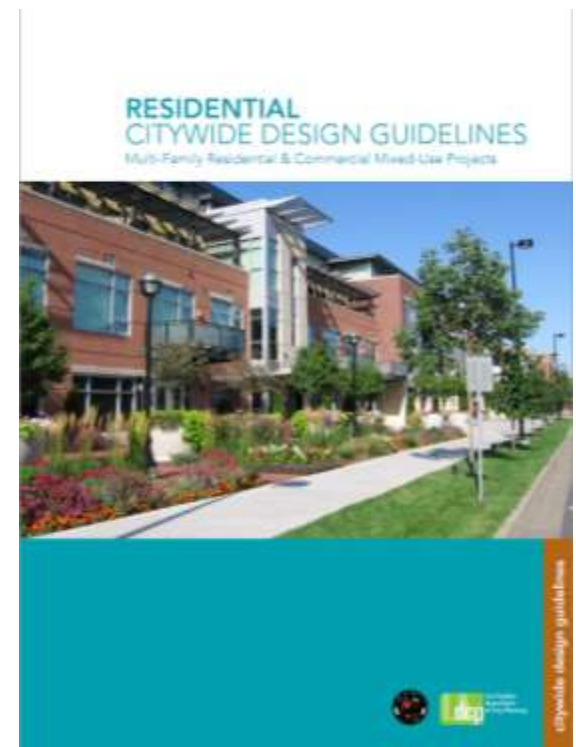
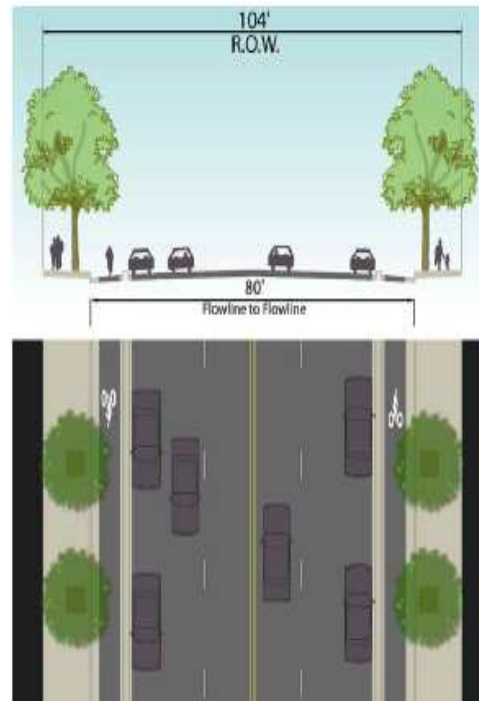
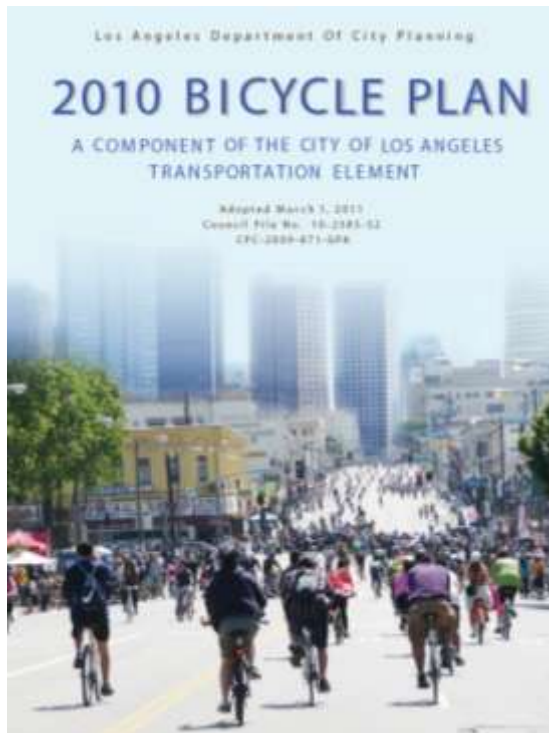
Additional TOD Supportive Parking Initiatives

- Bicycle Parking Ordinance
- TOD Parking Supply and Utilization Study



Additional TOD Supportive Policy Planning Initiatives

- 2010 Bicycle Plan
- Mobility Element Update with Revised Street Standards
- Walkability Checklist and Citywide Design Guidelines



More Information

Please visit: Planning.lacity.org

