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

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

* 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/Roberston
- 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