
Los Angeles City Planning

BOYLE HEIGHTS

Community Plan

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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Goals

A goal is a statement that describes a desired future condition or “end” state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU 1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU 1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan’s implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The Boyle Heights community was built by generations of immigrants, fostering a sense of pride in the work ethic, rich cultural identity, and community activism of those who call it home.

Boyle Heights is a historic and cultural treasure with a diverse local economy that has the potential to bring prosperity and opportunity to current residents and to future generations.

Building upon its distinctive, pedestrian friendly, traditional neighborhood character, this community envisions a plan that is supportive of environmental quality, economic vitality, and urban design that promotes neighborhoods that are safe for all users.



BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The Boyle Heights Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that guides how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

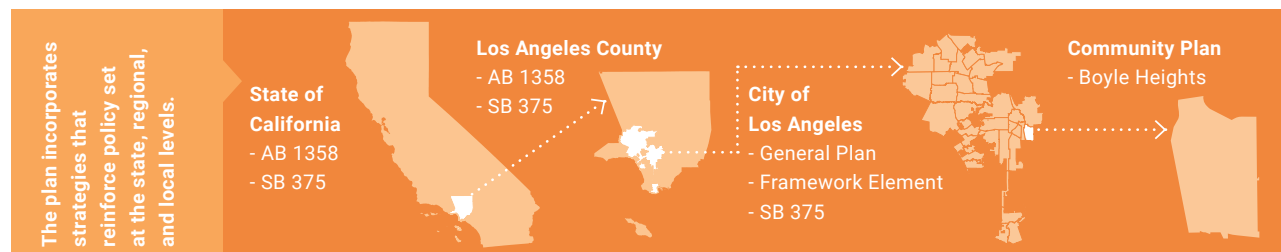
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as Boyle Heights. Framework's growth strategy for Boyle Heights is focused around transit and established mixed-use boulevards while maintaining the stability of residential neighborhoods. The Boyle Heights Community Plan includes large portions of the region's industrial core along its western and southern borders, which will continue to be prioritized for jobs and industry, while

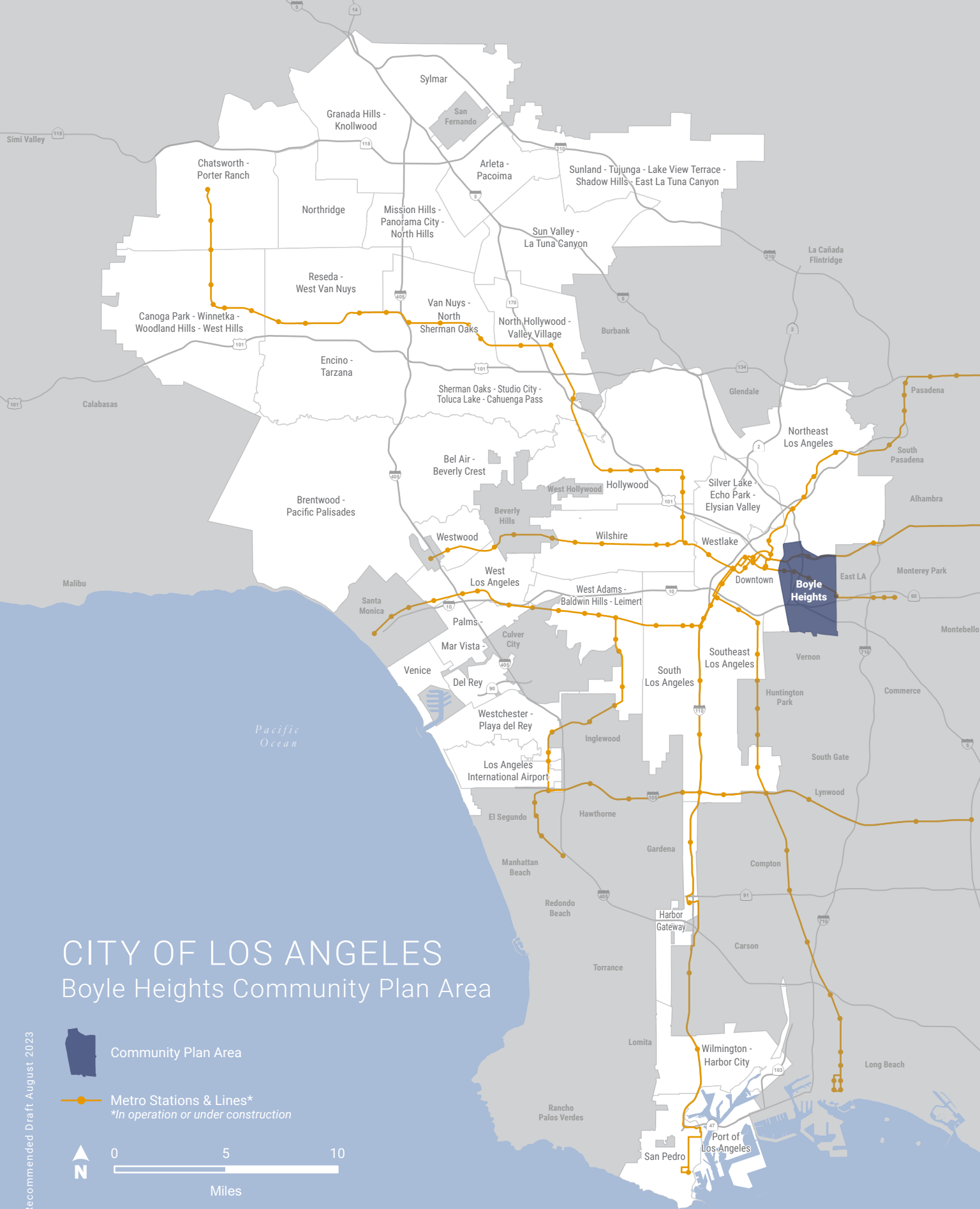
ensuring compatibility with adjacent neighborhoods. Appendix A of this document includes further discussion regarding the relationship between the Boyle Heights Community Plan and the City's General Plan.

California state legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. Emission reduction is achieved through strategic infill development near transit and jobs, reducing the number of vehicle miles traveled. This Plan increases mobility options by planning for more jobs, housing, and amenities near transportation resources and each other, improving mobility options for residents to access jobs or visit family, while reducing reliance on single-occupant automobiles.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land uses that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. Development of the Boyle Heights Community Plan was a multi-year collaborative effort with broad public participation from community stakeholders. The input received through workshops, focus groups, office hours, and collaboration with community-based organizations and the Neighborhood Council served as the policy foundation for the Plan.

Overall, the Plan guides future growth toward the most transit-served areas, directing development away from residential neighborhoods to achieve and balance regional sustainability goals and neighborhood stability.





COMMUNITY PROFILE

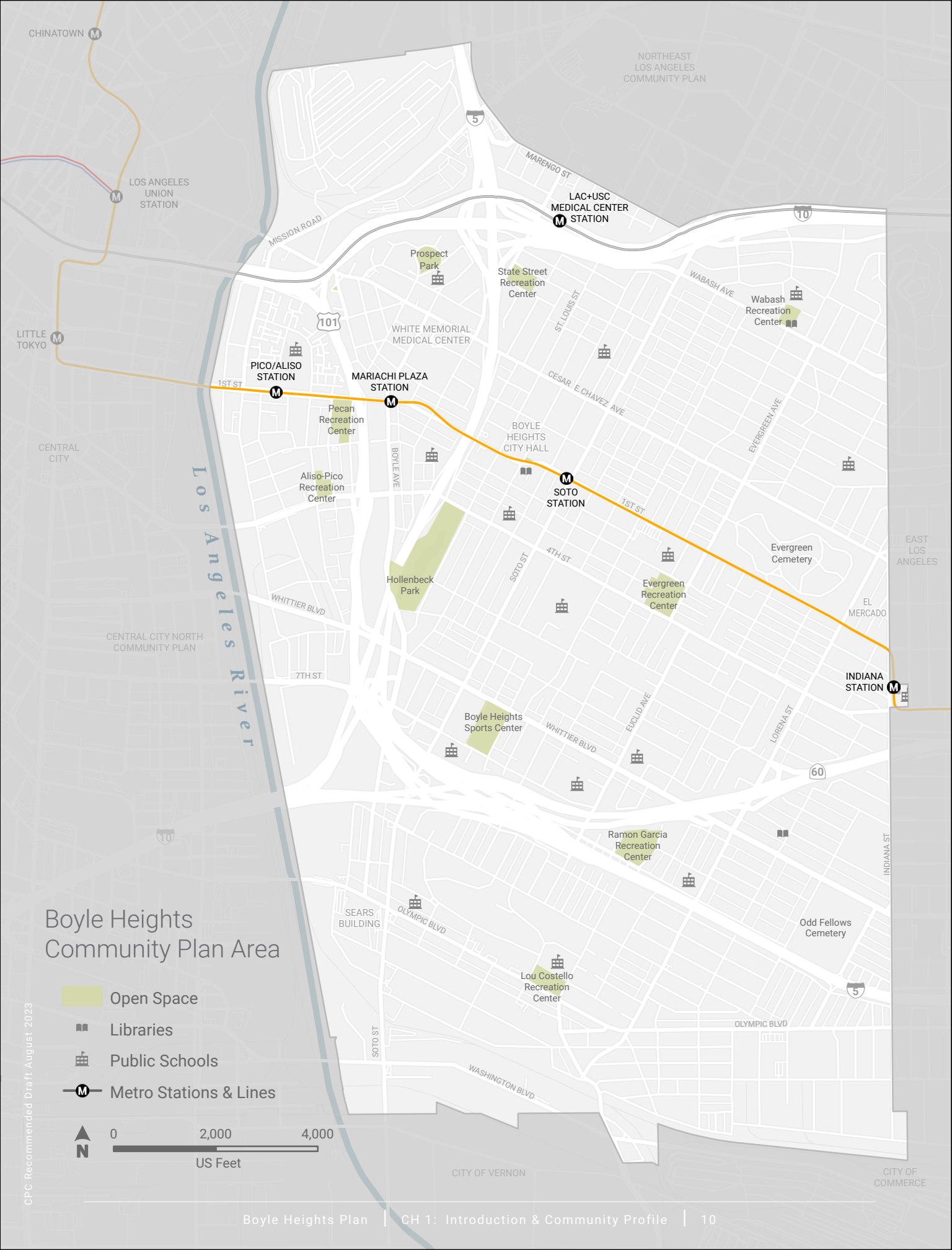
As one of the City’s earliest suburbs, Boyle Heights has a long and rich history of accommodating generations of immigrants who in-turn have built successful businesses and resilient neighborhoods. Boyle Heights today is a predominantly residential community, supported by vibrant commercial corridors and industrial districts. The majority of households include children, which makes schools, recreational facilities, and safe streets an important part of the lives of residents. While 26%

of residents are homeowners, the majority of residents are renters and are especially affected by the changing dynamics of the housing market that often result in gentrification and displacement. The local economy is primarily driven by small businesses in the form of retail and services for residents, as well as wholesale and distribution tied to the regional economy.





BOYLE HEIGHTS TODAY:

IS A MAJORITY RENTERS	74% of total occupied units are renter occupied
	26% of total occupied units are owner occupied
CONTAINS OLDER HOUSING STOCK	42% of buildings were built before 1940
	71% of all multi-unit housing was built before 1978
HAS A VARIETY OF EMPLOYMENT INDUSTRIES	34% Manufacturing, Transportation, Warehousing
	28% Health Care and Social Assistance
	16% Retail, Food Services
	3% Professional, Scientific, Administrative, and Technical Services
	8% Education Services
	4% Management and Administration
	8% Other Industries

Please note: statistics are during time of plan update



Boyle Heights Community Plan Area

-  Open Space
-  Libraries
-  Public Schools
-  Metro Stations & Lines



HISTORIC DEVELOPMENT PATTERNS

1870s–1900s



View looking west on 1st Street at Boyle Avenue (ca. 1895), California State Library Image Archive

- First bridges and cable railway lines built across the LA River
- Early land subdivisions establish Boyle Heights as a residential suburb
- Development of early commercial districts along First Street, Brooklyn Avenue (now Cesar E. Chavez), and Stephenson Avenue (now Whittier Boulevard)

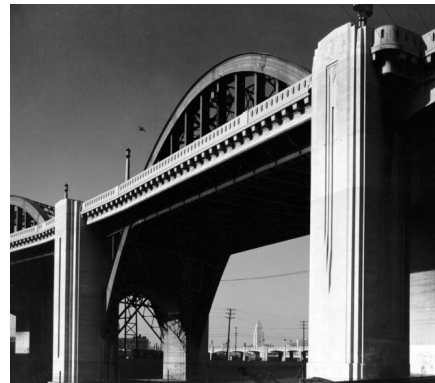
1920s - 1940s



Boyle Heights "Temporary Home", Jewish Museum of the American West

- Due to the absence of racially restrictive covenants, Boyle Heights becomes an important community for African Americans and for immigrants arriving to the City
- In 1939 federally sponsored Home Owner's Loan Corp (HOLC) redlined the neighborhood, creating an enduring legacy of disinvestment
- Los Angeles was the center of "Mexican Repatriation," where mass deportations of anywhere from 400,000 to 2,000,000 Mexicans and Mexican-Americans took place between 1929 and 1936
- During World War II, the forced removal and incarceration of more than 100,000 ethnic Japanese, most of which were U.S. citizens, displaced and devastated communities in Los Angeles and throughout the West Coast

1920s–1940s



Historic 6th Street Bridge, Los Angeles Public Library

- Streetcars are the primary form of urban transportation
- Major industrial expansion modernizes rail facilities, as well as factory and warehouse districts along the River and south of Olympic Blvd.
- Wyvernwood is constructed as workforce housing to support this expansion
- The Army Corp of Engineers channelizes the LA River

1940s–1960s



Estrada Courts Housing Project, Housing Authority of the City of Los Angeles, California

1970s–1980s



Store in Boyle Heights (ca. 1986), Los Angeles Public Library

1990s–2010s



E Line at Pico/Aliso Station, Allen J. Schaben / Los Angeles Times

- The Federal public housing program builds Pico Aliso, Pico Gardens, and Estrada Courts
- Thousands of residents are displaced and parts of neighborhoods demolished for the construction of the regional freeway system and East LA interchange
- Streetcar lines are converted to bus lines
- Students protest inequalities in the public education system and call for improved facilities and culturally relevant school curriculum during the East LA Chicano Student Walkouts or “Blowouts”

- Economic conditions and civil unrest in Mexico and Central America lead to increased immigration to Los Angeles, and Boyle Heights remains an important location that allows for new immigrants to connect with established networks
- Regional suburbanization results in disinvestment in older neighborhoods

- The demolition of Aliso Village and Pico Gardens public housing for redevelopment through the Federal Hope VI program leads to displacement of over 3,000 residents
- Felicitas & Gonzalo Mendez High School built
- Development shifts to infill development in older urbanized areas of the city
- Gold Line Eastside extension opens in Boyle Heights, increasing development interests along with increased displacement and gentrification pressures
- Exide Technologies battery recycling plant in neighboring City of Vernon closes
- Revitalization of Downtown LA leads to growing concerns over gentrification and displacement in Boyle Heights
- The Clean Up Green Up (CUGU) Ordinance, an environmental justice policy that established “green zones” in Boyle Heights, Pacoima, and Wilmington, is adopted

**This is not an exhaustive list of key moments that have shaped the cultural landscape and built environment in Boyle Heights.*

GUIDING PRINCIPLES

The following core themes and principles represent ongoing guidance for the Boyle Heights Community Plan.



PROMOTE HOUSING AFFORDABILITY

- Increase housing opportunities around transit
- Encourage residential infill that contributes to the affordable housing supply
- Safeguard existing households against displacement

PROMOTE VIBRANT NEIGHBORHOOD AND COMMERCIAL DISTRICTS

- Create transit corridors that are accessible to all users
- Provide a mix of housing, jobs, and services that embrace and enhance community identity
- Encourage high quality design and contextual transitions to residential neighborhoods
- Strengthen and support existing businesses in commercial corridors

PRESERVE AND CELEBRATE BOYLE HEIGHTS' CULTURAL HERITAGE

- Ensure that new development enhances the cultural identity of the neighborhood and respects the multi-faceted history of Boyle Heights
- Encourage and preserve existing business uses that serve residents' daily needs
- Preserve sites with identified historic significance



FOSTER A THRIVING, HEALTHY, AND SUSTAINABLE COMMUNITY

- Mitigate and limit the impacts of air pollution from car traffic and noxious uses that are detrimental to the health and welfare of the community
- Integrate neighborhood serving uses into the neighborhood fabric
- Treat the Los Angeles River as a community amenity

PRESERVE INDUSTRIAL LAND FOR ECONOMIC STABILITY

- Prioritize industrial land for uses that support the regional economy and local jobs
- Prevent health impacts to local communities through the location and design of industrial land uses
- Improve land use compatibility by creating buffers and better transitions between intense uses and sensitive uses, such as residential neighborhoods

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

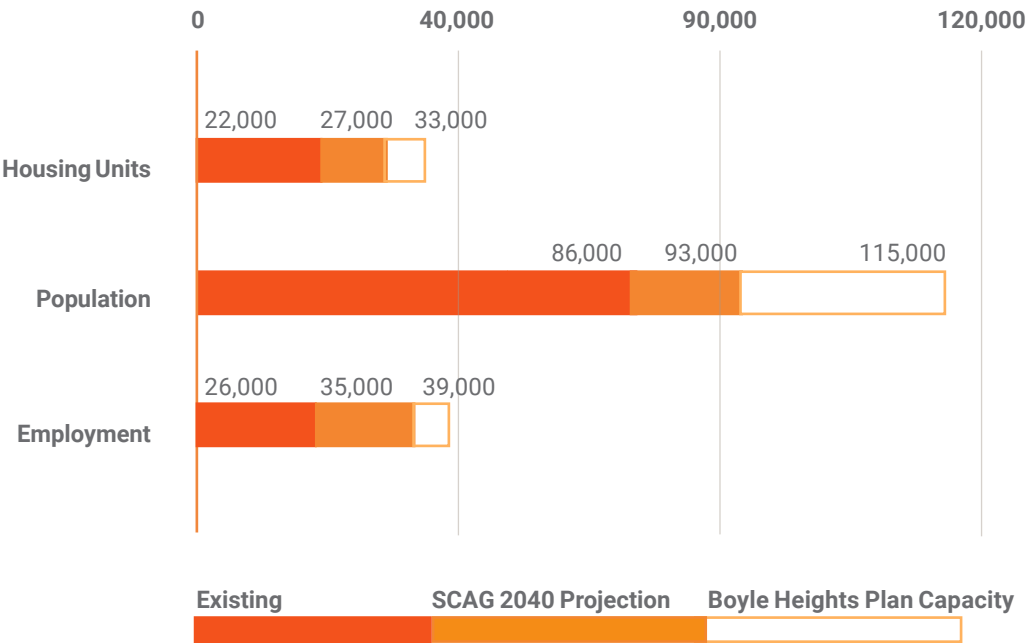
- Prioritize safety for all users of the street and public realm
- Expand transit service
- Improve bike infrastructure

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the “capacity” for these projected levels of population, housing, and employment through its Community Plans. SCAG’s 2040 population and housing forecasts for Los Angeles’ Community Plan Areas are based on several factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, density, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

216

Net Acres

7%

of Plan Area



Community Center

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form is Low Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density allowed is 1 unit per 400 square feet of lot area.

141

Net Acres

5%

of Plan Area



Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is Low Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 400 square feet of lot area.

108

Net Acres

4%

of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density ranges from 1 unit per 800 square feet of lot area to 1 unit per 600 square feet of lot area.

46

Net Acres

2%

of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The building form is Very Low Rise. The residential density allowed is 1 unit per 800 square feet of lot area.

Description

934

Net Acres

31%

of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

71

Net Acres

2%

of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

22

Net Acres

<1%

of Plan Area



Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is Very Low Rise. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

271

Net Acres

9%

of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form is Very Low Rise, and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

456

Net Acres

15%

of Plan Area



Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

Description

136

Net Acres

5%

of Plan Area



Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

215

Net Acres

7%

of Plan Area



Public Facilities

Public Facilities areas serve as centers of life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form is Very Low Rise to Low Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems and housing. In areas where housing is permitted, the density is limited by floor area.

393

Net Acres

13%

of Plan Area



Public Facilities - Freeways

Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).



Chapter 2

LAND USE & URBAN FORM

Boyle Heights has land uses ranging from densely populated residential neighborhoods served by vibrant commercial corridors, to developed industrial land along the Plan Area's western and southern edges. Community life prospers amidst this complex and dynamic place that includes a combination of diverse land uses and buildings that are almost a century old.

This chapter defines goals and policies for land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility, and reinforces the neighborhood qualities that contribute to a strong sense of community in Boyle Heights.

Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate anticipated growth while ensuring that Boyle Heights remains a place of opportunity with access to affordable housing and gainful employment, and where community life prospers.

GOALS AND POLICIES

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Boyle Heights as a community that can continue to be a source of affordable housing for existing residents and future generations, affirming its legacy as a community of rooted families, new immigrants, and a growing youth population.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color.

In support of this goal, Plan policies encourage the preservation of existing housing units at affordable levels while accommodating infill housing to expand opportunities to new residents and growing families.

Plan policies seek to expand opportunities for affordable housing around major stations at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership. The Plan encourages new housing to be designed to facilitate positive health outcomes, and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote increased access to generational wealth, an important step in addressing decades of exclusionary zoning practices in the community.

Finally, the Plan recognizes the important role that neighborhoods play in the quality of life of residents. Policies encourage uses such as corner stores, or *tienditas*, that provide the surrounding neighborhood with fresh groceries and basic household goods, while also providing a local destination for residents. This can increase opportunities for existing small business entrepreneurship and social interactions among neighbors to reinforce a sense of community. It can also help reduce the spread of disease during a public health crisis by providing essential household goods within a short distance.

LU GOAL 1

NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE AND ACCESSIBLE TO HOUSEHOLDS WITH INCOME LEVELS THAT REFLECT THOSE OF THE BOYLE HEIGHTS COMMUNITY.

LU 1.1

Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.2

Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 1.3

Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, and offered back to former residents at rent levels previously paid.

LU 1.4

Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 1.5

Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU GOAL 2

NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS.

LU 2.1

Discourage projects or renovations that decrease the number of existing residential units on site.

LU 2.2

Limit the conversion of existing affordable and rent stabilized units into for-sale units in order to avoid reducing the supply of affordable rental units locally.

LU 2.3

Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

LU 2.4

Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 2.5

Support property owners in their efforts to operate and maintain affordable housing units in good and safe condition.

LU 2.6

Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units to alleviate overcrowding and avoid displacement.

LU 2.7

Foster effective collaboration and coordination between City departments and tenant organizations working in Boyle Heights to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 2.8

Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 2.9

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any lost to increase the baseline of affordable units in Boyle Heights.

LU 2.10

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure

tenants receive meaningful relocation assistance and compensation.

LU GOAL 3

RESIDENTIAL DEVELOPMENTS SUPPORT THE DIVERSE HOUSING NEEDS OF THE BOYLE HEIGHTS COMMUNITY.

LU 3.1

Promote the development of residential units with two or more bedrooms to support larger households and multigenerational living.

LU 3.2

Encourage multi-unit housing developments to provide a diverse range of unit types and unit sizes including those suitable for larger households, single room occupants, independent seniors, and affordable fee simple ownership.

LU 3.3

Encourage multi-unit housing developments to provide amenities for children, such as outdoor play areas and childcare facilities.

LU 3.4

Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 3.5

Expand opportunities for property ownership to lower and moderate income households by supporting the creation of smaller lots and homes for sale.

LU 3.6

Increase opportunities for affordable homeownership for low and moderate income households by expanding homebuyer assistance programs provided by the City.

LU 3.7

Develop strategies to assist community land trusts and affordable housing developers with property acquisitions, including surplus public land.

LU 3.8

Support dwelling unit types that meet the needs of the community and create opportunities for resident interactions and connection to the public realm.

LU 3.9

Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for communities that have historically been prevented from wealth building through discriminatory practices such as redlining.

LU 3.10

Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

LU GOAL 4

NEW HOUSING OPPORTUNITIES ARE MAXIMIZED NEAR TRANSIT AT DENSITIES THAT SUPPORT A DIVERSITY OF SMALL BUSINESSES, PUBLIC SPACES, AND INCREASED TRANSIT RIDERSHIP.

LU 4.1

Permit greater development scale and density around transit if a project provides high quality housing that is affordable and accessible to the surrounding community.

LU 4.2

Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 4.3

Encourage higher concentrations of housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools.

LU GOAL 5

NEIGHBORHOODS PROVIDE RESIDENTS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT.

LU 5.1

Ensure that neighborhoods include the educational, recreational, and civic facilities necessary for social engagement and empowerment.

LU 5.2

Promote community use of existing facilities at school sites through joint use partnerships between the relevant City departments and the Los Angeles Unified School District.

LU 5.3

Support the establishment of corner stores that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

LU 5.4

Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 5.5

Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare facilities that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 5.6

Promote the clustering of public facilities, such as libraries, parks, schools, and auditoriums in order to establish more integrated community centers.

LU 5.7

Improve resident's access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

COMMUNITY CENTERS AND CORRIDORS

Boyle Heights' mixed-use corridors play a central role in community life. The rows of small shopfronts that characterize Boyle Heights' most successful mixed-use corridors accommodate a dynamic mix of local businesses that cater to the local community and help support a vibrant and inclusive public realm.

The Plan seeks to reinforce the essential qualities of the community's most successful mixed-use corridors and apply them to future development. The Plan's strategy of encouraging additional housing around the community's transit stations and along major corridors reinforces the qualities that help sustain an active commercial street. The Plan encourages mixed-use development that combines multi-unit residential apartments with commercial ground floor spaces designed to accommodate small tenant spaces for small businesses and enhance the experience along the street for all users.

Policies in this section identify the priorities for mixed-use development and detail the features that have helped make the most successful commercial areas in Boyle Heights places where residents and businesses come together and community life prospers.

LU GOAL 6

AREAS SERVED BY TRANSIT SUPPORT A DYNAMIC MIX OF COMMERCIAL ACTIVITY, COMMUNITY SERVICES, JOBS, AND AFFORDABLE HOUSING.

LU 6.1

Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities.

LU 6.2

Encourage developments around transit stations to provide commercial tenant spaces along the full length of a building's ground floor frontage.

LU 6.3

Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community's major transit stations.

LU 6.4

Encourage and support mobile sidewalk vending in plazas and along streets surrounding major transit stations to foster a vibrant pedestrian environment.

LU GOAL 7

COMMUNITY MIXED-USE CORRIDORS PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES AND NEIGHBORHOOD SERVING USES ADJACENT TO WALKABLE AND ACCESSIBLE RESIDENTIAL NEIGHBORHOODS.

LU 7.1

Accommodate additional housing capacity along and adjacent to key mixed-use corridors while prioritizing ground floor areas for commercial uses and amenities that serve the immediate neighborhood.

LU 7.2

Ensure that established neighborhood corridors, such as Cesar E. Chavez Avenue, Wabash Avenue, First Street, and Indiana Street, continue to provide small commercial spaces for neighborhood serving uses.

LU GOAL 8

GROUND FLOOR SPACES ALONG CORRIDORS SUPPORT COMMUNITY LIFE BY PROVIDING A PLEASANT AND ENGAGING SETTING.

LU 8.1

Encourage projects to dedicate ground floor space to uses that generate street level activity, such as neighborhood retail, grocery stores, restaurants, food stands, and local services.

LU 8.2

Design ground floor spaces that embrace the street and engage users by employing features such as large

windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 8.3

Encourage smaller individual tenant spaces to accommodate a greater number and diversity of businesses or larger spaces that accommodate multiple tenants over spaces that serve a single tenant.

LU 8.4

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed for community amenities, including but not limited to:

- shared workspace
- afterschool programming
- adult education center
- fitness center
- daycare center
- cooking facilities
- community office space
- indoor recreation and leisure
- community health facilities

LU 8.5

Discourage the introduction of new uses on corridors that detract from a healthy and active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

LU GOAL 9

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE RELATED HAZARDS.

LU 9.1

Encourage parking to be located away from the pedestrian right-of-way and behind an active frontage with access taken from the rear of buildings where possible.

LU 9.2

Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

LU 9.3

Discourage new driveways along streets with existing bike lanes when access to a site can be reasonably accommodated from an alley.

LU 9.4

Consider further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 9.5

Discourage projects from providing parking in excess of the minimum required in locations where reliable public transit options exist as a viable alternative to private vehicle use.

LU 9.6

Encourage electric vehicle charging stations to be provided in all new parking facilities.

JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in Boyle Heights as a major economic asset to the local community and the region. This includes the established commercial districts that support many local businesses, a major hospital facility, and the industrial corridor along the Plan Area's western and southern boundaries. The Plan highlights Boyle Heights' diverse industries an opportunity to build a just economy that improves the lives of local residents and workers.

The Plan identifies the small affordable tenant spaces that most local businesses occupy as an important feature that enables commercial districts to provide numerous opportunities for a diversity of small business. The Plan's policies encourage the retention of existing small tenant spaces for local business and for tenant spaces within new mixed-use and commercial projects to be made available to small local business. Policies

in support of small local businesses extend to mobile sidewalk vendors who provide affordable fresh food and contribute to a vibrant street life.

The Plan includes policies to preserve industrial land in Boyle Heights for uses that rely on flexible industrial space and access to the region's freight network to provide the region with the specialized goods, services, and jobs. The Plan seeks to protect the viability of industrial land with policies to support a dynamic mix of productive uses that provide opportunities to the surrounding community.

LU GOAL 10

THE CHARACTER AND CULTURE OF BOYLE HEIGHTS IS REPRESENTED THROUGH ITS THRIVING COMMUNITY OF LOCAL ENTREPRENEURS AND SMALL BUSINESSES.

LU 10.1

Maximize opportunities for small and local businesses along corridors by limiting the size of new commercial tenant spaces to help maintain affordability and promote diversity.

LU 10.2

Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 10.3

Promote efforts to safeguard legacy businesses and cultural institutions that reflect the history and character of Boyle Heights.

LU 10.4

Develop programs and strategies that provide support to established commercial tenants facing closure due to rent increases.

LU 10.5

Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area to avoid displacement of small businesses.

LU 10.6

Projects that involve the demolition or disruption of occupied commercial tenant spaces are encouraged to accommodate displaced businesses at their former locations at rent levels previously paid.

LU 10.7

Develop programs that increase resident participation in the local economy through strategies to assist local entrepreneurs and minority owned businesses in need of capital funding to establish or expand small businesses in the community.

LU GOAL 11

STREET VENDING CONTRIBUTES TO THE VIBRANCY OF THE PUBLIC REALM AND EXPANDS ACCESS TO GOODS AND SERVICES THROUGHOUT THE COMMUNITY

LU 11.1

Recognize the important role street vending plays as a viable enterprise for many residents who provide the community with affordable merchandise and fresh food in a manner that enhances street life.

LU 11.2

Assist sidewalk vendors with efforts to comply with the rules and regulations of the City's Sidewalk Vending Program.

LU 11.3

Support street vending through the provision of cleaning, preparation, and disposal facilities at locations where street food vending is prioritized by the community.

LU GOAL 12

INDUSTRIAL LAND SUPPORTING PRODUCTION AND DISTRIBUTION USES IS PRESERVED AND IMPROVED AS A LOCAL SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY.

LU 12.1

Maintain existing industrial land for both traditional and emerging industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2

Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.3

Support the continued use and function of industrial districts for wholesale activities to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

LU 12.4

Attract and sustain uses involved in textile manufacturing in support of the region's fashion industry and as a source of local jobs.

LU 12.5

Enhance the role food and beverage processors and distributors play locally by encouraging related businesses to cluster around a food hub that integrates growers, producers, wholesalers, retailers, and food markets within a publicly accessible setting.

LU 12.6

Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7

Discourage uses that detract from the productive function of industrial districts, such as single-use residential development and large, free-standing retail establishments.

LU 12.8

Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without direct access to the Metro Countywide Significant Truck Arterial Network.

LU GOAL 13

INDUSTRIAL LAND LOCATED ADJACENT TO THE LOS ANGELES RIVER RAIL AREAS PROVIDES A DYNAMIC CONCENTRATION OF “HIGH ROAD CAREER LADDER” AND LOCAL JOBS AND SMALL BUSINESSES.

LU 13.1

Promote the area surrounding the Pico/Aliso Metro Station as a suitable location for new employment generating uses that can benefit from the proximity to transit, existing warehouse and production space, and future connections to recreational amenities along the Los Angeles River.

LU 13.2

Develop programs and strategies that provide support with establishing small businesses involved in clean and green technology and environmental sciences in Boyle Heights.

LU 13.3

Encourage uses that integrate indoor agricultural practices, such as hydroponic or aeroponic farming, to locate in existing warehouse and industrial space near the Los Angeles River.

LU 13.4

Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights.

LU 13.5

Explore strategies to bolster employment uses and small businesses, such as Adaptive Reuse of buildings and Live/Work uses with Community Benefits.

LU GOAL 14

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN BOYLE HEIGHTS.

LU 14.1

Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees.

LU 14.2

Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 14.3

Encourage local employers to make apprenticeship and paid internship opportunities available to the local workforce.

LU 14.4

Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

LU 14.5

Encourage new development to incorporate public Wi-Fi infrastructure to increase digital inclusion efforts for residents, workers, and students.

URBAN FORM

The placement, form, and orientation of buildings throughout the neighborhoods and streets of Boyle Heights help shape the daily experiences and social lives of all members of the community. Places like Cesar E. Chavez Avenue and Mariachi Plaza are examples of the essential role urban form plays in shaping how people experience and value the built environment. Similarly, the front yards and porches that greet many of Boyle Heights’ neighborhood streets play a role in supporting connections between neighbors and fostering a larger sense of community.

Boyle Heights is rich with examples of places where social life thrives in the form of rows of narrow shopfronts with welcoming entrances, or homes with front yards designed and used as outdoor living rooms. The Plan includes policies to encourage building features that better connect activity within the building with street level activity.

LU GOAL 15

BUILDINGS ARE DESIGNED AND ORIENTED IN A MANNER THAT CONTRIBUTES TO BOYLE HEIGHTS' VIBRANT STREETS AND PLAZAS.

LU 15.1

Focus building massing and orientation along major streets, sidewalks and public spaces in order to establish a well-defined setting for street level activity and public life.

LU 15.2

Encourage building design and orientation that establishes a strong, seamless, and active streetwall.

LU 15.3

Design buildings to include features that add visual interest, such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 15.4

Encourage corner plazas for buildings on corner sites in order to foster pockets of gathering and activity.

LU 15.5

Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm.

LU 15.6

Integrate underutilized alleys into the pedestrian network by activating frontages along alleyways and providing passageways that establish safe connections to parallel streets.

LU GOAL 16

BUILDING LAYOUT AND DESIGN THAT CREATES A CONNECTION BETWEEN THE BUILDING INTERIOR LIFE AND THE PUBLIC REALM.

LU 16.1

Encourage buildings to be designed with larger street facing outdoor rooms, situated partially within the mass of the building to provide a comfortable transition between the street and private interior while providing a sense of privacy.

LU 16.2

Activate ground floor spaces and direct interior activity toward the street by locating workspaces, service counters, and seating within partial or full view of the street.

LU 16.3

Limit vehicle entrances to buildings and parking facilities to the minimum number required and encourage the entrances to be sited along side streets or alleys to avoid disruptions to pedestrian movement along primary corridors.

LU 16.4

Structured parking should be sited away from the street and wrapped with active frontages and habitable spaces that maintain the visual rhythm, pedestrian scale, and vitality of the street.

LU 16.5

Place utilities, storage facilities, and refuse collection away from building facades that front public streets and ensure that all equipment and storage facilities are well integrated into the building design and fully screened from view.

LU GOAL 17

NEW DEVELOPMENT EMBRACES THE DISTINCT PHYSICAL CHARACTER AND LOCAL CONTEXT OF BOYLE HEIGHTS.

LU 17.1

Design larger buildings to distinguish a base, middle, and top by employing changes in massing, fenestration, and building materials.

LU 17.2

Promote building facade design that reinforces the visual rhythm and historic development patterns by incorporating elements such as columns or pilasters, and frequent window and door placement.

LU 17.3

Encourage buildings to use design elements such as cornices, window bays, building materials, and fenestration, in a pattern, scale, and proportion that makes the building relatable from the street.

LU 17.4

Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Boyle Heights.

LU 17.5

Support residential projects that follow traditional bungalow court and courtyard apartment style architecture and site layout.

CULTURAL AND HISTORIC RESOURCES

Boyle Heights is one of Los Angeles' earliest residential suburbs and is a community with deep roots and a rich history. With the majority of its existing buildings built between 1900 and 1930 it is a history that remains highly visible, and is reinforced by a community that has enriched the built environment of Boyle Heights with cultural expression and meaning.

The Plan seeks to protect and embrace the character of many of Boyle Heights' significant historic places by encouraging the preservation and restoration of identified historic resources, while providing design guidance for new development while not creating financial hardship for homeowners or small businesses.

LU GOAL 18

BOYLE HEIGHTS' CULTURAL HERITAGE ENDURES THROUGH THE PRESERVATION AND RESTORATION OF CULTURAL INSTITUTIONS AND HISTORIC RESOURCES THAT PROVIDE CONTEXT FOR IMPORTANT SOCIAL AND CULTURAL THEMES THAT HAVE SHAPED THE COMMUNITY.

LU 18.1

Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 18.2

Protect individually significant historic resources and districts in Boyle Heights from demolition or adverse alteration.

LU 18.3

Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 18.4

Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

LU 18.5

Promote the restoration and reuse of vacant and/or deteriorating historic buildings for new uses that benefit the community and reinforce the site's historic and cultural legacy.

LU 18.6

Promote the preservation of remaining examples of bungalow courtyard and garden apartment architecture.

LU 18.7

Protect legacy businesses and cultural institutions from displacement.

LU GOAL 19

VIBRANT COMMERCIAL DISTRICTS AND PUBLIC PLACES THAT EXHIBIT A STRONG CULTURAL IDENTITY ARE REINFORCED THROUGH IMPROVED URBAN DESIGN AND ACTIVATION.

LU 19.1

Uphold the historic and cultural integrity of Cesar E. Chavez Avenue, also known as the historic “Brooklyn Avenue Neighborhood Corridor,” by promoting restoration and reuse of existing early 20th Century brick buildings.

LU 19.2

Ensure that new development along Cesar E. Chavez Avenue, also known as the historic “Brooklyn Avenue Neighborhood Corridor,” reinforces the visual rhythm and underlying historic development pattern of the overall street through narrow shopfront bays, recessed entrances, and storefront awnings.

LU 19.3

Ensure that the area surrounding Mariachi Plaza continues to function as a vibrant cultural and community hub where local music and art are strongly expressed in the public realm and by local businesses.

LU 19.4

Support contextual infill development around Mariachi Plaza that reinforces the site’s status as an important social and cultural resource for the community of Boyle Heights.

LU 19.5

Expand on the important role that El Mercado has played in fostering local commerce and culture by encouraging market related activity to extend along First Street and Lorena Street.

LU 19.6

Encourage future projects to build upon the commercial and cultural activity centered at El Mercado by incorporating additional space for market activities to take place.

LU 19.7

Promote greater integration and improved permeability between the indoor marketplace of El Mercado and surrounding streets.

LU 19.8

Pursue opportunities for the development of centralized parking structures to relieve individual uses from providing on-site parking, and prioritize excess surface parking lots for public space.

LU GOAL 20

DISTINCTIVE INDUSTRIAL ARCHITECTURE THAT IS REPRESENTATIVE OF EARLY INDUSTRIAL DEVELOPMENT IN BOYLE HEIGHTS IS PRESERVED AND RESTORED FOR CONTINUED PRODUCTIVE USE.

LU 20.1

Maintain the visual rhythm and underlying historic lot pattern of historic industrial streets, such as Anderson Street, 11th Street, and 12th Street.

LU 20.2

Encourage the restoration and adaptive reuse of distinctive industrial architecture dating from the first half of the 20th century.

LU 20.3

Support the adaptive reuse of the historic Sears building in a manner that preserves the architectural integrity of the structure as a landmark while incorporating uses that provide employment and economic benefits to Boyle Heights.

LU 20.4

Ensure that the redevelopment of surface parking areas surrounding the Sears building occurs in a manner that provides active frontages along Olympic Boulevard and Soto Street.

LU 20.5

Encourage buildings along Olympic Boulevard and Soto Street to include pathways that break up large blocks and serve to integrate the Sears site into the surrounding urban fabric.

LU 20.6

Ensure that future infill development around the Sears building reinforces its physical status as a popular landmark.

LU GOAL 21

EVERGREEN CEMETERY IS VALUED AND EXPERIENCED AS AN EDUCATIONAL MEMORIAL THAT CONTEXTUALIZES LOS ANGELES' MULTICULTURAL HISTORY.

LU 21.1

Improve the pedestrian accessibility of Evergreen Cemetery through additional public gateways, streetscape landscaping, designated pathways, seating alcoves, and wayfinding signage designed in a manner that is compatible with the cemetery's historic significance.

LU GOAL 22

ART ENRICHES THE PUBLIC REALM BY INVITING PEOPLE TO CONNECT WITH THE CULTURAL, HISTORICAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 22.1

Support efforts to preserve and restore the rich inventory of murals found throughout Boyle Heights.

LU 22.2

Encourage mural work by local artists along blank building surfaces along alleyways and side streets.

LU 22.3

Encourage new development to incorporate public art along building facades and in outdoor areas.

LU 22.4

Grant opportunities to local artists from Boyle Heights when commissioning artwork for both the public realm and private projects.

LU 22.5

Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS AND SUSTAINABILITY

Land use, urban form, and building design should be considered from the perspective of the health of residents and the environment. Issues of public health, wellness, and sustainability are especially salient because residents in Boyle Heights experience some of the worst air pollution in the state. The pollution resulting from land use planning and freeway construction during the second half of the 20th Century, has led to high rates of asthma, among other negative health outcomes. These public health inequities have been exacerbated in Boyle Heights during the COVID-19 pandemic, resulting in higher mortality rates. The Plan reinforces ongoing efforts to redress past practices and encourages development that is flexible and adaptable to the health and wellness needs of the community.

Despite the challenges presented by land use conflicts in Boyle Heights, the Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for Boyle Heights residents. The Plan reinforces ongoing efforts to rectify past land use planning that enabled polluting industrial uses to operate in close proximity to residential areas through sensitive zoning and more robust industrial development standards. The Plan also includes policies for building design and landscaping based on the local environment.

By directing new housing and commercial development around transit, the Plan will enable more residents to access commercial uses, fresh food, jobs, and schools as pedestrians and transit riders. This will also help reduce vehicle miles traveled and the resulting emissions, positively affecting overall air quality in Boyle Heights and the greater region.

LU GOAL 23

INDUSTRIAL LAND USES ARE SITED AND DESIGNED IN A MANNER THAT PRIORITIZES THE HEALTH AND SAFETY OF LOCAL RESIDENTS.

LU 23.1

Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 23.2

Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

LU 23.3

Encourage upgrades to street and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 23.4

Promote efforts that ensure businesses in Boyle Heights have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs.

LU 23.5

Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

LU 23.6

Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU GOAL 24

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC HELP REDUCE NEGATIVE HEALTH IMPACTS OF VULNERABLE RESIDENTS.

LU 24.1

Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 24.2

Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 24.3

Increase landscape buffering and enhance noise barriers along freeways throughout Boyle Heights using soundwall design and densely planted vegetation proven to filter particulate matter pollution.

LU 24.4

Discourage freeway widening or the expansion or enlargement of the freeway network through Boyle Heights.

LU 24.5

Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU GOAL 25

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS AND REDUCES THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY AND EQUITABLE ACCESS TO GOODS AND SERVICES.

LU 25.1

Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 25.2

Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

LU 25.3

Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 25.4

Encourage front yard design that enables residents to socialize and engage with the surrounding neighborhood.

LU 25.5

Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU GOAL 26

NEW DEVELOPMENT IS DESIGNED TO MINIMIZE IMPACTS TO THE ENVIRONMENT AND ENHANCE THE HEALTH AND WELLBEING OF RESIDENTS.

LU 26.1

Design and orient buildings around passive heating and cooling techniques that provide comfortable living environments year-round with minimal energy consumption.

LU 26.2

Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, or garden that provides a connection to nature for the health and wellbeing of residents.

LU 26.3

Encourage building designs that minimize exposure to air pollution by incorporating air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution, especially when located adjacent to a freeway and high traffic arterial roads.

LU 26.4

Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase water infiltration and reduce runoff.

LU 26.5

Strive for the use of native, drought-tolerant plants that support biodiversity in all landscaping.

LU 26.6

Incentivize and lower barriers for indoor recreation facilities like gyms, and community centers that are accessible to the general public.

LU GOAL 27

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 27.1

Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

LU 27.2

Attract new full-service grocery stores to Boyle Heights that base sales primarily on perishable items, such as fresh produce.

LU 27.3

Establish procedures that streamline the development review and permitting process for grocery stores.

LU 27.4

Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary

street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 27.5

Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 27.6

Encourage new developments to provide community gardens.

LU 27.7

Promote the use of front yards, parkways and open space for urban agriculture.

LU 27.8

Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

LU GOAL 28

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM.

LU 28.1

Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest.

LU 28.2

Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (Also see: PO Goal 4, Chapter 4)

LU GOAL 29

ACCESSIBLE AND CULTURALLY RELEVANT SPACES AND HEALTHCARE FACILITIES THAT ENHANCE AND SUPPORT THE OVERALL WELLNESS OF LOCAL RESIDENTS.

LU 29.1

Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 29.2

Support the development of more open and public space opportunities that facilitate space for multiple activities, including those at a safe distance from other users, and an overall more active lifestyle.

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Metro

Mariachi Plaza



Bailey St



Chapter 3

MOBILITY & CONNECTIVITY

Boyle Heights' layout of compact neighborhood blocks enables most residents to conveniently access commercial uses and transit services located along the community's major streets. Boyle Heights is well served by transit, with four Metro Rail stations and three Rapid Bus lines. This transit network provides the framework for the Plan's land use strategy of focusing development around transit.

This chapter provides policies aimed at leveraging Boyle Heights' compact neighborhood grid and existing transit services to enhance pedestrian, bicycle and transit connections throughout the community. The Plan intends to improve access for all residents to transit and local neighborhood amenities, enhance the social atmosphere along streets, and reduce noise and pollution from vehicular traffic with a focus on physical safety from vehicle related collisions.

While the Plan prioritizes pedestrian, transit, and bicycle mobility, the plan also includes policies that address goods movement and parking. It is the Plan's objective to ensure that goods movement and automobile parking safely and efficiently serves the needs of residents and businesses without compromising mobility for pedestrians, bicyclists, and transit users.

GOALS AND POLICIES

MC GOAL 1

AN INTEGRATED STREET AND TRANSIT NETWORK THAT PROVIDES SAFE AND EFFICIENT MOBILITY OPTIONS FOR ALL USERS.

MC 1.1

Promote the establishment of Mobility Hubs at major transit stations and intersections in Boyle Heights to increase mobility options for residents and employees and to enhance first mile/last mile connections.

MC 1.2

Improve the function of Soto Street as the community's primary multimodal north-south corridor and promote establishment of Mobility Hubs at intersections with major east-west corridors.

MC 1.3

Ensure that major destinations, including public facilities and open spaces, within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC 1.4

Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes.

MC 1.5

Improve the travel experience for bus riders by ensuring bus stops provide sufficient shelter and seating, and are equipped with real-time passenger information display systems.

MC 1.6

Encourage the development of dedicated bus lanes on Soto Street and Whittier Boulevard in order to improve transit reliability and efficiency.

MC 1.7

Redesign and improve streets in Boyle Heights with the primary objective of improving pedestrian and bicycle safety and mobility.

MC 1.8

Prioritize locations on the High Injury Network, as designated by LADOT, for safety improvements to reduce injuries and fatalities.

MC 1.9

Maximize safety around schools for all users of the public realm.

MC 1.10

Employ traffic calming measures along Collector and Modified Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in predominantly residential areas.

MC 1.11

Refer development projects within 100 feet of a Metro facility to Metro for their review and approval, including compliance with the Metro Adjacent Development Handbook.

MC GOAL 2

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 2.1

Prioritize safe and comfortable pedestrian crossings at major intersections and along corridors by implementing improvements such as:

- leading pedestrian intervals
- scramble crosswalks
- right turn limitations for vehicles at red lights
- raised pedestrian crossings
- pedestrian crossing facilities at midblock locations

MC 2.2

Accommodate sidewalk widening through the reduction of vehicular lanes along street segments with high user volumes, as feasible.

MC 2.3

Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

MC 2.4

Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.

MC 2.5

Improve City response times to address illegal dumping, sidewalk and street cleaning, and pavement repair.

MC GOAL 3

ALLEYWAYS ARE RECONCEIVED AS ATTRACTIVE AND CONVENIENT ROUTES FOR PEDESTRIANS AND CYCLISTS TO MOVE SAFELY AND LEISURELY THROUGH BLOCKS.

MC 3.1

Prioritize improvements to alleyways that provide convenient linkages between neighborhoods, corridors, schools, and parks.

MC 3.2

Improve prioritized alleyways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for goods movement.

MC GOAL 4

A COMPREHENSIVE BICYCLE NETWORK THAT ALLOWS RIDERS TO TRAVEL SAFELY AND COMFORTABLY THROUGHOUT BOYLE HEIGHTS AND TO ADJACENT COMMUNITIES.

MC 4.1

Prioritize the completion of a comprehensive bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in Boyle Heights.

MC 4.2

Promote implementation of dedicated bicycle signals at key intersections as a component of a comprehensive bicycle lane network.

MC 4.3

Ensure that bicycle parking and storage facilities are provided at public facilities and transit centers.

MC 4.4

Encourage residential uses and employers to provide bicycle amenities such as storage, repair stations, and showers to encourage cycling as a convenient and desirable form of transportation.

MC GOAL 5

A PARKING STRATEGY THAT EFFICIENTLY MANAGES PARKING RESOURCES AND SERVES THE NEEDS OF BUSINESSES AND RESIDENTS WHILE ENCOURAGING NON-VEHICULAR TRAVEL.

MC 5.1

In consultation with local businesses, support the creation of parking management districts in areas of high demand to coordinate the use of shared parking facilities among multiple uses.

MC 5.2

Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 5.3

Prioritize people over cars and allow flexibility in parking requirements to allow for al fresco outdoor dining and parklets to better serve the local business community.



MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT
ACCOMMODATES THE NEEDS OF RESIDENTS
AND LOCAL BUSINESSES WITHOUT IMPACTING
QUALITY OF LIFE.

MC 6.1

Ensure that loading zones are provided in commercial districts to reduce conflicts between other users of the street.

MC 6.2

Preserve truck access in industrial areas and along the Metro Countywide Significant Truck Arterial Network when not in direct conflict with the safety of pedestrians and cyclists.

MC 6.3

Discourage the use of Lorena Street and Soto Street north of 8th Street by freight vehicles in compliance with the Metro Countywide Significant Truck Arterial Network.

MC 6.4

Encourage the preservation and maintenance of alleys for loading and truck traffic.

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Chapter 4

PUBLIC REALM & OPEN SPACE

Boyle Heights is home to several of the City's great public spaces. Hollenbeck Park provides residents with a scenic natural landscape that invites recreation and relaxation. Mariachi Plaza serves as the community's outdoor living room, where informal gatherings, music, art, and civic events showcase the rich culture of Boyle Heights. Some of the most important public spaces in a neighborhood are the streets, sidewalks, and bicycle infrastructure. These not only facilitate the movement of vehicles, cyclists, and pedestrians, but also serve as paths of travel that have the potential to support residents in building a sense of community through social interaction. Beyond providing infrastructure, the public realm serves as a space for civic engagement, demonstrations, protest, and public participation, and serves as a gathering space that has proven essential during the course of the COVID-19 pandemic.

The Plan provides policies that seek to enhance the quality of the public realm throughout Boyle Heights through design and landscaping and identifies opportunities to expand access to high quality public spaces for people with an array of ability and mobility needs.

By broadening the application of public realm and open space strategies to include major streets, the Los Angeles River, and local cemeteries, the Plan envisions a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

PO GOAL 1

PARKS AND GREEN SPACES PROVIDE EACH NEIGHBORHOOD WITH SCENIC NATURAL SETTINGS FOR RECREATION, RELAXATION AND SOCIAL GATHERING.

PO 1.1

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, shaded tree groves for relaxation, and picnic areas for gathering.

PO 1.2

Encourage new development to create public and semi-public open space.

PO 1.3

Improve the safety, visibility and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, and by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing.

PO 1.4

Coordinate with local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.5

Ensure that parks and open spaces are adequately equipped with public amenities such as drinking fountains and well maintained restrooms.

PO 1.6

Pursue opportunities to establish new public parks through partnerships with state and local agencies, and community-based organizations.

PO 1.7

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites, for parks and open space.

PO 1.8

Explore ways to connect neighborhoods divided by freeways through the development of freeway cap parks and pedestrian improvements to freeway underpasses, as feasible.

PO 1.9

Enforce park codes. Provide adequate staffing to supervise park activities and promote enforcement of codes restricting illegal activity.

PO 1.10

Maintain and improve existing facilities. Ensure the preservation, maintenance, and enhancement of current park spaces and recreational facilities.

PO GOAL 2

STREETS AND PLAZAS PLAY A CENTRAL ROLE IN COMMUNITY LIFE BY PROVIDING SAFE, FLEXIBLE, AND DESIRABLE PUBLIC SPACES FOR SOCIALIZING AND GATHERING.

PO 2.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, landscaping, and opportunities for street vending and outdoor dining into the streetscape.

PO 2.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 2.3

Prioritize space at major intersections for civic plazas that function as highly accessible focal points in the community.

PO 2.4

Design plazas as communal gathering places that provide opportunities for markets, music, art and community events.

PO 2.5

Encourage new development to provide publicly accessible outdoor amenity space that is designed to transition seamlessly into the public realm.

PO GOAL 3

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS.

PO 3.1

Create a network of linked public spaces along the rail-River corridor that provide safe and attractive public access to the Los Angeles River through gateways, plazas, paseos, and pedestrian paths by repurposing underutilized alleys and decommissioned rail spurs.

PO 3.2

Design urban trails and paths that connect the eastside to the river adjacent areas using pervious paving and native, drought-tolerant, and watershed friendly landscaping to encourage biodiversity and maximize water recapture.

PO 3.3

Utilize bridges spanning the Los Angeles River as opportunities for placemaking that highlight the history of the community's relationship to the River.

PO 3.4

Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the River.

PO GOAL 4

A STREETSCAPE THAT CONTRIBUTES TO BOYLE HEIGHTS' OVERALL URBAN FOREST THAT HELPS REDUCE THE HEAT ISLAND EFFECT, IMPROVES AIR QUALITY, AND ENHANCES AESTHETICS.

PO 4.1

Encourage and promote the retention of trees through education, outreach and incentives offered by the Bureau of Street Services.

PO 4.2

Support the Bureau of Street Services in reducing conflicts between trees and infrastructure through proper tree selection.

PO 4.3

Increase planting of thick canopy trees and dense vegetation near and along freeways using species proven to filter particulate matter pollution.

PO 4.4

Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods.

PO 4.5

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO GOAL 5

CEMETERIES SERVE AS SAFE AND ACCESSIBLE PLACES WITHIN NEIGHBORHOODS.

PO 5.1

Improve the accessibility of cemeteries as part of the community's open spaces network where the public can visit and appreciate a peaceful park-like setting.

PO 5.2

Support the use of cemeteries for cultural events and holiday celebrations.

PO 5.3

Enhance the recreational path around Evergreen Cemetery with improved lighting and consider extending the path along the access roads within the cemetery grounds.



PO GOAL 6

PARKS AND PUBLIC SPACES ARE ESSENTIAL
IN FACILITATING SPACE FOR CHANGING
PUBLIC HEALTH NEEDS

PO 6.1

Promote open and public spaces that are flexible
and adaptable to serve the health and wellness
needs of the community during disasters and other
local emergencies.

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Chapter 5 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Boyle Heights. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. The implementation of these programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and is expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Boyle Heights Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City’s “police power” to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Boyle Heights; adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan’s implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan’s goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff and ultimately decision-makers to guide and inform the land use decision making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implement the plan. The Plan Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation identifies corresponding form, use, and density districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Boyle Heights. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity that each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans and overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Boyle Heights have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Boyle Heights is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority

of the development regulations enacted by the Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

The zoning assigns allowable development ranges through base and maximum Floor Area Ratio (FAR), and sometimes includes base and maximum height. Maximum FAR and height may be achieved through participation in the Community Benefits Program described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with the Community Benefits Program to meet the primary objectives of this Plan by providing affordable housing.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making. This section provides a series of tables describing future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resources considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: existing programs and resources, and future programs. Existing programs and resources are currently in effect and may already be playing an important role in addressing one or more of the plan's objectives. The list identifies opportunities to expand or continue existing programs in the Plan Area. Future programs are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Boyle Heights. Future programs described in the tables are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan. The tables identify each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the tables identify the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting the program's implementation

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LA-DLA - Los Angeles Designated Local Authority
BOE - Bureau of Engineering	LADBS - Los Angeles Department of Building and Safety
BOS - Bureau of Sanitation	LADOA - Los Angeles Department of Aging
BSS - Bureau of Street Services	LADOT - Los Angeles Department of Transportation
CAO - City Administrative Officer	LADWP - Los Angeles Department of Water and Power
CalHFA - California Housing Finance Agency	LAFD - Los Angeles Fire Department
CalTrans - California Department of Transportation	LAFCPC - Los Angeles Food Policy Council
CD - Council District	LAHD - Los Angeles Housing Department
CDD - Community Development Department	LAPD - Los Angeles Police Department
CoDRP - County Department of Recreation and Parks	LAPL - Los Angeles Public Library Development Department
DCP - Department of City Planning	LAUSD - Los Angeles Unified School District
DOD - Department on Disability	METRO - Metropolitan Transit Authority
DPW - Department of Public Works	NC - Neighborhood Council
DPSS - Department of Public Social Services	OHR - Office of Historic Resources
DTSC - Department of Toxic Substance Control	RAP - Recreation and Parks
EMD - Emergency Management Department	SAN - Bureau of Sanitation
EWDD - Employment and Workforce Development Department	SCAG - Southern California Association of Governments

**Please visit www.lacity.org for the most recent and updated City departments.*

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 53)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P1.	State Housing Laws: Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.3; LU 1.4; LU 2.1; LU 2.3; LU 2.4; LU 2.7; LU 3.6; LU 3.7	LAHD
Land Use: Cultural and Historic Resources			
P2.	Survey LA Findings - Eligible Historic Resources: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Boyle Heights identified in the findings of the Los Angeles Historic Resources Survey.	LU 18.1; LU 18.2; LU 18.3; LU 18.4; LU 18.5; LU 18.6	DCP (OHR)
Land Use: Wellness and Sustainability			
P3.	Healthy Neighborhood Markets: Coordinate with the Los Angeles Food Policy Council to expand the Healthy Neighborhood Market Network (HNMN) to existing neighborhood markets in Boyle Heights and promote investment in new grocery locations via the FreshWorks fund.	LU 5.3; LU 5.4; LU 27.1; LU 27.2; LU 27.3	LAFPC, California FreshWorks
Mobility and Connectivity			
P4.	Mobility Hubs: Prioritize the development of Soto Station as a Central Mobility Hub with multi-modal supportive infrastructure such as bicycle facilities, bus shelters, wayfinding signage, safe pedestrian connections, comfortable outdoor seating areas, and active commercial uses that together enhance the transit user experience. Consider Mobility Hub improvements to other major transit stations in Boyle Heights, such as Mariachi Plaza Station, Pico/Aliso Station, and Indiana Station.	MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 2.1; PO 2.1; PO 2.3; PO 2.4	Metro, LADOT

Program Number	Description	Policy Reference	Coordinating Agency
P5.	First/Last-mile: Collaborate with Metro to develop First/Last Mile Strategic Plans for key transit station areas in Boyle Heights with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 1.11; MC 2.1; MC 2.2; MC 2.4; MC 3.1; MC 3.2; MC 4.1; MC 4.2; MC 4.3; PO 2.1	Metro, LADOT
P6.	DASH Service: Encourage the ongoing assessment and revision of DASH services to reach areas of Boyle Heights with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Boyle Heights.	MC 1.1; MC 1.5; MC 1.6	LADOT
P7.	Cycle Tracks: Prioritize the installation of protected cycle tracks on the following street segments: - Mission Road between Marengo Street and 1st Street - 1st Street from the 1st Street Bridge over the Los Angeles River to Indiana Street - 4th Street from the 4th Street Bridge over the Los Angeles River to Velasco Street - 3rd Place between Velasco Street and Indiana Street - Olympic Boulevard between Soto Street and Lorena Street	MC 1.7; MC 4.1; MC 4.2	LADOT
P8.	Bike Lanes: Prioritize the installation of bicycle lanes or buffered bicycle lanes on the following street segments: - Mission Road between Cesar E. Chavez Avenue and Jesse Street - Echandia Street between Cesar E. Chavez Avenue and Pleasant Avenue - Boyle Avenue between 1st Street and 8th Street - Lorena Street between Indiana Street and Grande Vista Avenue - Forest Avenue between Wabash Avenue and Cesar E. Chavez Avenue - 7th Street between the 7th Street Bridge over the Los Angeles River and Soto Street - Whittier Boulevard from the 6th Street Bridge over the Los Angeles River to Indiana Street - Soto Street between Marengo Street and the City boundary with the City of Vernon	MC 1.7; MC 4.1; MC 4.2	LADOT
P9.	Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU 12.8; MC 6.2; MC 6.3	Metro, LADOT, Caltrans, LAPD

Program Number	Description	Policy Reference	Coordinating Agency
P10.	Safe Routes to School: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Boyle Heights.	LU 24.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 2.1; MC 2.2; MC 2.4; MC 3.1	LADOT, LAUSD, Caltrans, Metro
P11.	Metro Review: Inform future development in close proximity to Metro facilities that may impact Metro bus operations of notification procedures and considerations of projects.	LU 4.3; LU 6.1; LU 6.2; LU 6.3; LU9.4; LU 9.5; LU 25.2; MC 1.1; MC 1.4; MC 1.11	Metro
Public Realm and Open Space			
P12.	People Street Pedestrian Plazas and Parklets: Encourage partnerships between LADOT and community groups in Boyle Heights to apply for Plaza or Parklet projects that enhance social life and strengthen community identity.	PO 1.6; PO 1.7; PO 2.1; PO 2.2; PO 2.3; PO 2.4	LADOT
P13.	LA River Revitalization: Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource in densely populated communities such as Boyle Heights.	LU 13.1; PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4	LACDPW, BOE, RAP, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers
P14.	Financing LA River Improvements: Explore opportunities to direct funds for capital projects along the Los Angeles River in Boyle Heights through revenue generated from existing or proposed Enhanced Infrastructure Financing Districts (EIFD) established to help implement the Los Angeles River Revitalization Masterplan.	PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4	EWDD, CAO, BOE, Council Office, Arts, Parks, and River Committee

FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 53)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P15.	Right to Return: Explore the creation of a right to return program to ensure tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement units.	LU 1.3; LU 1.4; LU 2.1; LU 2.8	LAHD
P16.	No Net Loss Program: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU 1.1; LU 1.3; LU 1.4; LU 2.1; LU 2.2; LU 2.6; LU 2.9	LAHD City Attorney
P17.	Community Land Trusts: A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Boyle Heights. Work with the community to develop programs and provisions that advantage efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 1.5; LU 3.7; LU 3.10; LU 10.3; LU 10.4; LU 10.5	Council Office, CAO, DCP
P18.	Inventory of Affordable Housing: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.	LU 1.1; LU 1.3; LU 1.4; LU 2.1; LU 2.2; LU 2.4; LU 2.7; LU 2.9	LAHD

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Jobs and Economic Development			
P19.	Small Business Assistance and Retention: Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers. Develop a process to offer right of return for small businesses displaced due to new development at similar rents prior to displacement.	LU 5.3; LU 10.2; LU 10.3; LU 10.4; LU 10.5; LU 10.6; LU 10.7; LU 11.2; LU 11.3; LU 13.2; LU 13.4; LU 13.5	CAO, EWDD
P20.	Business Outreach and Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 13.2; LU 14.1; LU 14.2; LU 14.3; LU 14.4	LAUSD, EWDD
P21.	LA River Land Use Study: Conduct a study of land use trends and land use alternatives along the Los Angeles River, including an assessment of the impacts that new residential development could have on local housing and employment markets, to inform future planning efforts.	LU 13.1; LU 13.4; LU 13.5	DCP
P22.	Food Hub Study: Conduct a study of the local food industry in Boyle Heights as the basis of a future economic development strategy designed to support and grow local businesses involved in the wholesale, processing, cultivation, preparation, and serving of food.	LU 11.1; LU 11.3; LU 12.1; LU 12.2; LU 12.3; LU 12.5; LU 13.3; LU 27.1; LU 27.2; LU 27.3; LU 27.4; LU 27.5; LU 27.6; LU 27.7; LU 27.8	DCP, LAFPC, EWDD, Mayor's Office
Land Use: Wellness and Sustainability			
P23.	Incentives for Healthy Food: Develop a land use incentive strategy that increases the availability of fresh and nutritious produce in neighborhood markets and grocery stores throughout Boyle Heights.	LU 5.3; LU 5.4; LU 27.1; LU 27.2; LU 27.3; LU 27.4; LU 27.5	DCP, LAFPC
P24.	Air-Quality Monitoring: Create an air quality monitoring program that uses metrics such as PM10 and ozone to identify ambient level pollutants and their location on a neighborhood level.	LU 23.1; LU 23.6; LU 24.1; LU 24.2; LU 24.4	AQMD
P25.	Street Tree Tracking: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Ensure that this database is utilized to significantly increase the tree canopy in Boyle Heights to improve air quality and reduce the urban heat island effect locally.	LU 24.3; LU 28.1; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS

Program Number	Description	Policy Reference	Coordinating Agency
P26.	Tree Planting and Maintenance Partnerships: Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 24.1; LU 24.3; LU 28.1; LU 28.2; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS
P27.	Street Tree Planting: Coordinate with the Bureau of Street Services to develop regulations to require the planting of 36" box trees in the public right of way when the sidewalk and parkway width is 8' or greater.	LU 28.1; LU 28.2; MC 2.3; PO 4.1; PO 4.4; PO 4.5	BOE, BSS
P28.	Cool Pavement Application: Coordinate with the Bureau of Street Services to identify areas where "Cool Pavement" can be applied to a whole street grid to reduce temperatures across a large area.	LU 26.1; LU 28.1	BSS
Mobility and Connectivity			
P29.	Bus Rapid Transit Study: Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Soto Street and Whittier Boulevard to BRT.	MC 1.5; MC 1.6	Metro
P30.	Pedestrian Priority District: Conduct a study for a potential pedestrian priority district in Boyle Heights where enhanced pedestrian safety improvements and innovative treatments are implemented. These treatments include scramble crosswalks, raised crosswalks, and right turn on red light prohibitions in order to reinforce pedestrian safety and comfort.	LU 24.5; MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 1.11; MC 2.1; MC 2.2; MC 2.3; MC 2.4; MC 3.1; MC 3.2; PO 2.1; PO 2.2; PO 2.3; PO 2.4; PO 2.5	LADOT
P31.	Traffic Calming Study: Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Boyle Heights and prioritize traffic calming measures on streets where potential pedestrian/vehicle conflicts are found to be the greatest.	MC 1.8; MC 1.9; MC 1.10	LADOT, BOE

Program Number	Description	Policy Reference	Coordinating Agency
P32.	Demand Responsive Parking: Support the implementation of parking meter demand pricing and time limits in commercial areas of high parking demand in order to increase turnover, enabling more customers to visit local businesses.	MC 5.2	LADOT
P33.	Vehicular Speed Reduction: Coordinate with the Department of Transportation to identify streets, particularly Boulevards, Avenues, or Collectors, that can be downgraded in order to reduce posted speed limits and targeted operating speeds.	MC 1.8; MC 1.9; MC 1.10	LADOT, BOE, BSS
P34.	Improved Pedestrian Crosswalks: Coordinate with the Department of Transportation to develop policy recommendations to require projects to upgrade existing marked crosswalks with traffic control devices if the crosswalk is located on the same block as the development. The recommendations should consider how developers can be required to install new marked crosswalks with traffic control devices on their block if the development is within one-quarter mile of a school or park.	MC 1.9; MC 1.10; MC 2.1	LADOT, BOE, BSS
Public Realm and Open Space			
P35.	Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements to prioritize along and around Boyle Heights' major mixed-use corridors; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	MC 1.3; MC 1.4; MC 1.7; MC 2.1; MC 2.2; MC 2.3; MC 2.4; MC 3.1; MC 3.2; PO 2.1; PO 2.2; PO 2.3; PO 2.4; PO 4.4; PO 4.5	LADOT, BOE, BSS
P36.	Alley Improvement Program Study: Conduct a study of existing alleyways throughout Boyle Heights as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development. Prioritize improvements based on proximity to public transit stations, opportunities to create flexible recreation spaces, and connections to parks, schools, the Los Angeles River and other public resources.	LU 15.6; LU 22.2; LU 27.5; MC 2.5; MC 3.1; MC 3.2; PO 2.5; PO 3.1; PO 3.2; PO 3.3; PO 3.4	BSS, DWP
P37.	Neighborhood Green Streets: Develop a network of well-landscaped pedestrian routes along Boyle Heights' less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, cemeteries, and the Los Angeles River.	LU28.1; MC 2.3; MC 2.4; PO 3.1; PO 3.2; PO 3.4; PO 4.4; PO 4.5; PO 5.1; PO 5.3	LADOT, BOE, BSS, BOS

Program Number	Description	Policy Reference	Coordinating Agency
P38.	Pedestrian Street Lighting Improvements: Coordinate with the Bureau of Street Lighting to develop regulations to require that new projects provide pedestrian and street lighting.	MC 2.4; MC 3.2; PO 1.3; LU 24.5	BSL
P39.	Identify Public Land for Park Space Development: Coordinate with the Department of Recreation and Parks, to identify all areas of Boyle Heights with high or very high need of a park as identified in the 2016 LA County Park Needs Assessment and identify government-owned properties and right-of-ways of at least 5,000 square feet that could be used for public park space.	PO 1.2; PO 1.6; PO 1.7; PO 1.8; PO 5.1; LU 5.7	RAP
P40.	Green Alleyways Construction: Coordinate with the Bureau of Engineering, Bureau of Sanitation, and Bureau of Street Services to develop policies and standards that require, whenever a development abuts an alleyway, the construction of green alleyways adjacent to all developments that are not 100% affordable housing projects or single family residences.	LU 15.6; LU 23.3; 27.5; MC. 3.1; MC.3.2; PO 3.1	BOE, BOS, BSS



CPC Recommended Draft August 2023



Boyle Ave

SPEED
LIMIT
30

ROAD
CLOSED

CUMM
BLOCK
1885

Appendix:

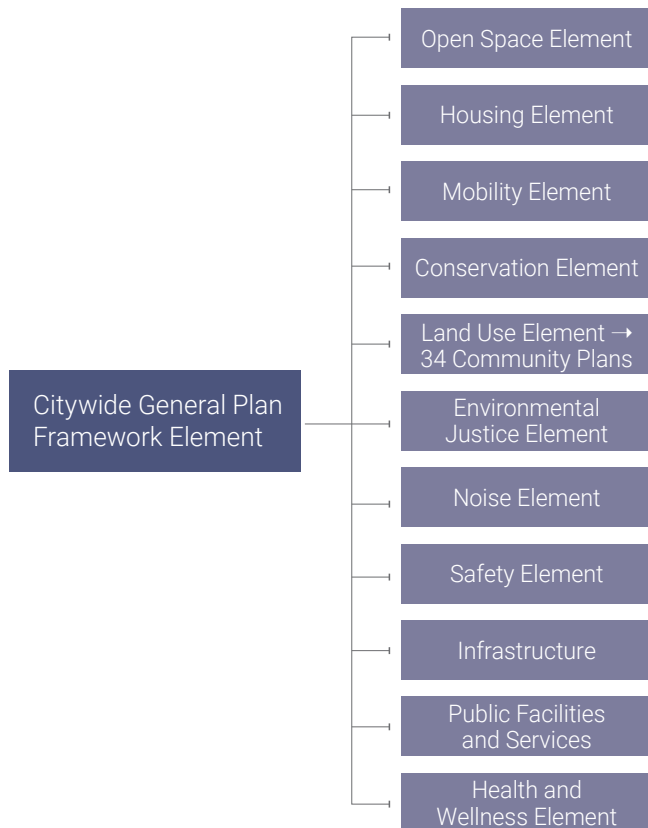
RELATIONSHIP TO OTHER PLANS

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-four Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

* The above summary of the 'Guiding Principles of the Framework Element' is edited for the purposes of this document. Refer to the Framework Element for the exact language

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives are targets used to help measure the progress of the Mobility Plan 2035, and the policies are broad strategies that guide the City’s achievement of the Plan’s five goals:

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Boyle Heights Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Boyle Heights Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Boyle Heights Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Boyle Heights Community Plan area include but are not limited to the Redevelopment Project Area that was established by the former CRA.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Boyle Heights Community Plan Area is home to the E (formerly Gold) Line light rail transit line. Under the Regional Connector project, the E Line from East LA and Boyle Heights now connects to the existing E Line, creating a through transit line from East LA to Santa Monica. Metro's Connect US Plan, which aims to improve historical and cultural connections in downtown Los Angeles will enhance pedestrian and bicycle travel through and between communities, including Boyle Heights. The Eastside Access Improvement Project, which is part of the Connect US Plan, includes enhancements to improve pedestrian and bicycle access at the E Line stations in Boyle Heights. Metro operates the five Metro transit stations in the Boyle Heights Community Plan Area.

Community Redevelopment Agency of Los Angeles, A Designated Local Authority

The Community Redevelopment Agency (CRA/LA) was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Although Assembly Bill ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans (Redevelopment Plans) remain effective and will continue to be administered by Los Angeles City Planning, consistent with the City Council's September 2019 action to assume the land use authority related to all unexpired Redevelopment Plans. At the time of adoption, the Boyle Heights Community Plan Area includes one unexpired Redevelopment Plan, the Adelante Eastside Redevelopment Plan, which will remain in effect until its expiration in March, 2031.

The Redevelopment Plan for the Project Area was adopted by the Los Angeles City Council on March 24, 1999, in part to preserve the industrial and commercial uses within the community through rehabilitation efforts and new construction of buildings. The approximately 2,200 acre industrial and commercial redevelopment project contains the areas south of Olympic Boulevard to the city limits of Vernon from the Los Angeles River to Indiana Street; North Main Street east to Valley Boulevard and Alhambra Avenue to the city limits of Alhambra; and all east - west commercial streets in Boyle Heights such as Cesar Chavez Avenue, First Street, Fourth Street and Whittier Boulevard from the Los Angeles River to Indiana Street. The purpose of the project is the preservation of industrial and commercial uses within the community to promote a stable industrial base to provide jobs for the community, and enhance the existing shopping areas to provide commercial options for residents. The purpose of the Redevelopment Plan's regulations was generally to encourage economic development and a broad range of employment opportunities,

promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services.

Redevelopment Plans were historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plans, including those provisions related to the use and development of land in the Redevelopment Plans area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Redevelopment Plans transferred to the City of Los Angeles.

Section 1100 of the Adelante-Eastside Redevelopment Plan states that in the event that an applicable Community Plan is amended so as to change the land uses permitted within the Project Area, the land uses specified for the Project Area in the applicable Community Plan as so amended, shall supersede the land use designations in this Redevelopment Plan.

The Boyle Heights Community Plan, comprehensively updated on _____, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Boyle Heights Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions of the Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Redevelopment Plan area, including without limitation, Sections 400 through 410, 500 through 522, and 700 as well as related implementing plans that are in conflict with the Boyle Heights Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Boyle Heights Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Boyle Heights Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plan area. As such, any provision in the Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, is in conflict with, and does not conform to, the allowed land uses in the Boyle Heights Community Plan.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to

obtaining any necessary permits. The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a \$20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 25 schools in the Boyle Heights Community Plan Area. Of these schools, 20 are elementary, three are middle, and three are high schools. Additionally, since the Charter School legislation was established in 1992, approximately 8 new charter schools have opened in Boyle Heights. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

County of Los Angeles

2016 LAEDC Bioscience Implementation Plan. Los Angeles County Economic Development Corporation (LAEDC) was founded in 1981 as a nonprofit, public-benefit organization to harness the power of the private sector in collaboration with L.A. County, to guide economic development and create more widely shared prosperity. LAEDC collaborates with all stakeholders in the region including education, business, and government. In 2016, LAEDC completed a biosciences industry growth implementation plan as a commissioned project by the County of Los Angeles. The research, recommendations, and action items contained in the implementation plan facilitate the infrastructure and relationships that are essential to growth of the industry cluster, with the goal of creating greater economic opportunity for residents of L.A. County and Southern California..

University of Southern California

The 2016 USC Health Science Campus Master Plan. serves as the guiding vision for the future of the campus over the next 25 years. It also considers the potential needs for future academic, research and clinical space to properly grow and develop the academic medical center, which includes a medical school, hospitals, clinics, school of pharmacy, and other allied health divisions. The master plan boundaries include Valley Boulevard to the north, Soto Street to the east, Zonal Avenue to the south and Mission Road to the east. Though most of the master plan's geographical boundary overlaps with the Northeast Los Angeles Community Plan, the USC Health Science Campus is immediately adjacent to the Boyle Heights Community Plan and residents actively participate in the outreach process for this master plan as it moves forward.

Army Corps of Engineers

The Los Angeles River Ecosystem Restoration Project, led by the Army Corps of Engineers, includes ecosystem restoration along 11 miles of the Los Angeles River from approximately Griffith Park to downtown Los Angeles while maintaining existing levels of flood risk management. Though the Boyle Heights Community Plan Area boundary stops at the railroad tracks adjacent to the Los Angeles River, the Army Corps of Engineers efforts include outreach and implementation on both sides of the Los Angeles River. One of those plans is the "Los Angeles River Ecosystem Restoration Project - Alternative 20", which is currently an active plan that includes overlap with the Boyle Heights Community Plan boundary. The project will include riparian planting in the channels as habitat corridors, diverting flow into channels, widening tributaries, and possibly removing concrete. The Project focuses on Union Pacific's LA Trailer and Container Intermodal Facility (Also known as "Piggyback Yard"), the last active rail yard spanning 120 acres on the east bank of the river. It seeks to construct a channel through the parcel as a means to divert the main channel flows, wetlands restoration, parkland restoration, and flood detention.