
Los Angeles City Planning

BOYLE HEIGHTS

Community Plan

Draft Plan - Adoption Pending

Summer 2020 DRAFT

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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 safe and walkable neighborhoods.



Images: S. Singh, Planning Staff.

BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The Boyle Heights Community Plan constitutes one of thirty-five 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 with regard to 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 establishes 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.

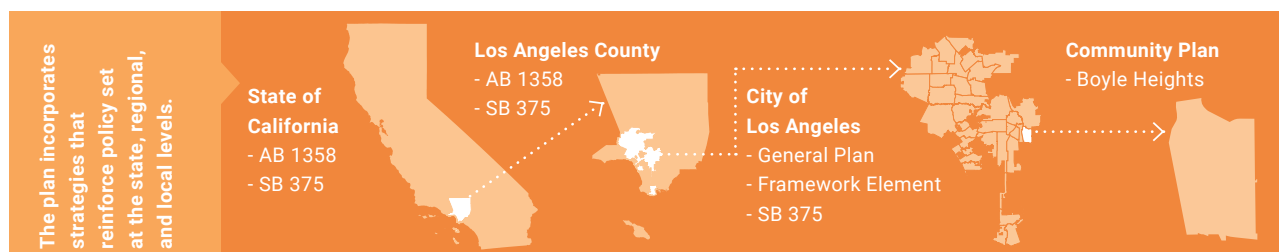
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as Boyle Heights. Framework's growth strategy for Boyle Heights is focused around transit and established mixed-use boulevards while maintaining the stability of residential neighborhoods. The Boyle Heights Community Plan includes large portions of the region's industrial core

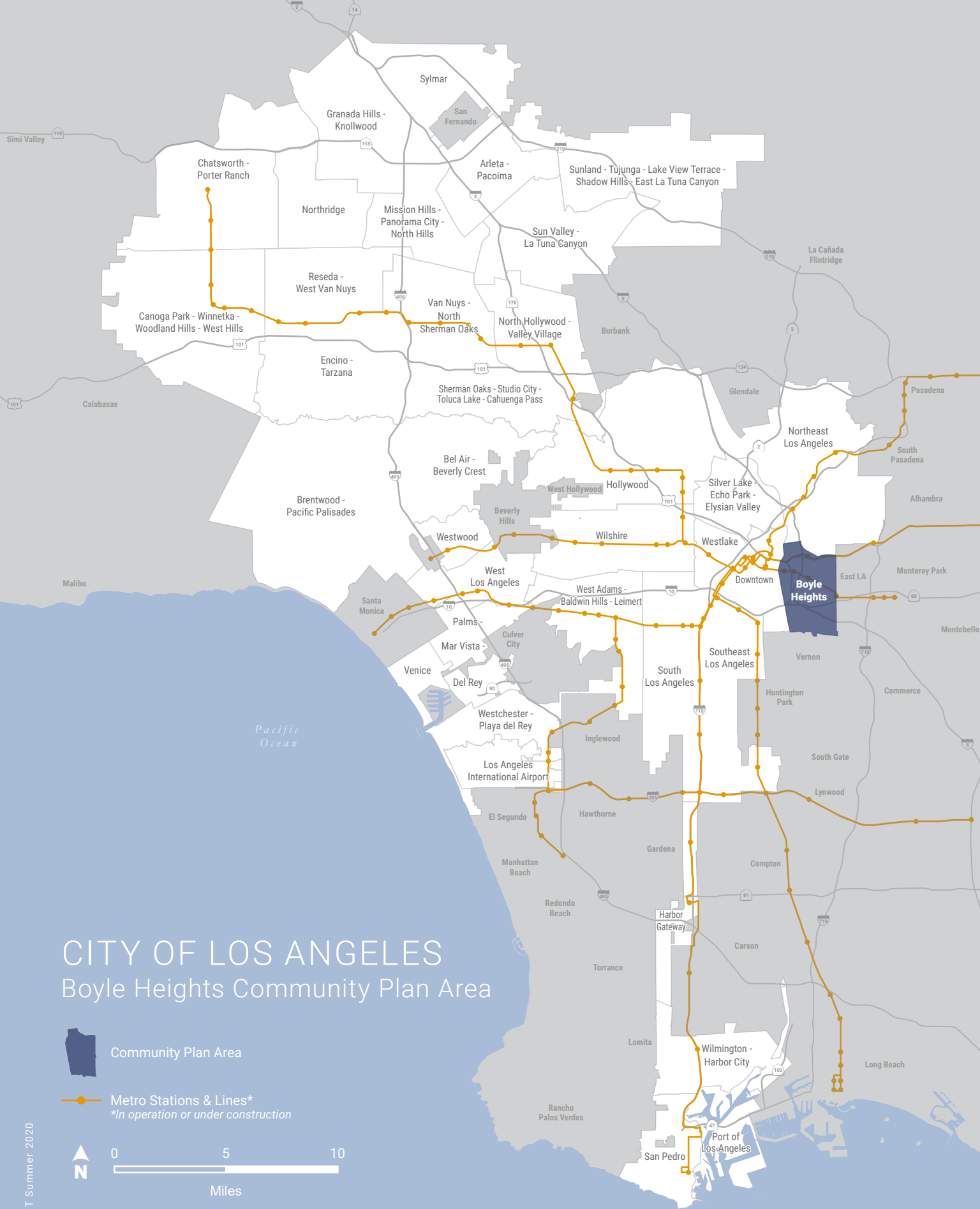
along its western and southern borders, which will continue to be prioritized for jobs and industry, while ensuring compatibility with adjacent neighborhoods. Appendix A includes further discussion regarding the relationship between the Boyle Heights Community Plan and the City's General Plan.

California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Plan provides strategies to promote compact development and increase mobility options by planning for more jobs, housing, and amenities in close proximity to transportation resources and each other.

The Community Plan's importance lies in its ability to shape positive community change and provide guidance that results in sustainable land use that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. The process of developing the Boyle Heights Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.


Overall, the Plan guides future growth in a thoughtful manner toward the most transit-served areas, which will be crucial to achieve and maintain equitable economic prosperity.






CITY OF LOS ANGELES

Boyle Heights Community Plan Area

 Community Plan Area

 Metro Stations & Lines*
**In operation or under construction*



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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 nearby 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 23% of residents are homeowners, the majority of residents are renters and are especially affected by changing dynamics in the local housing market. The local economy is primarily driven by small businesses in the form of retail and services for local residents, as well as wholesale and distribution tied to the regional economy.

BOYLE HEIGHTS TODAY IS:

IS A MAJORITY RENTERS

75% of total occupied units are **renter occupied**

25% of total occupied units are **owner occupied**

CONTAINS OLDER HOUSING STOCK

42% of buildings were **built before 1940**.

HAS A VARIETY OF EMPLOYMENT INDUSTRIES

41% Manufacturing, Transportation, Warehousing

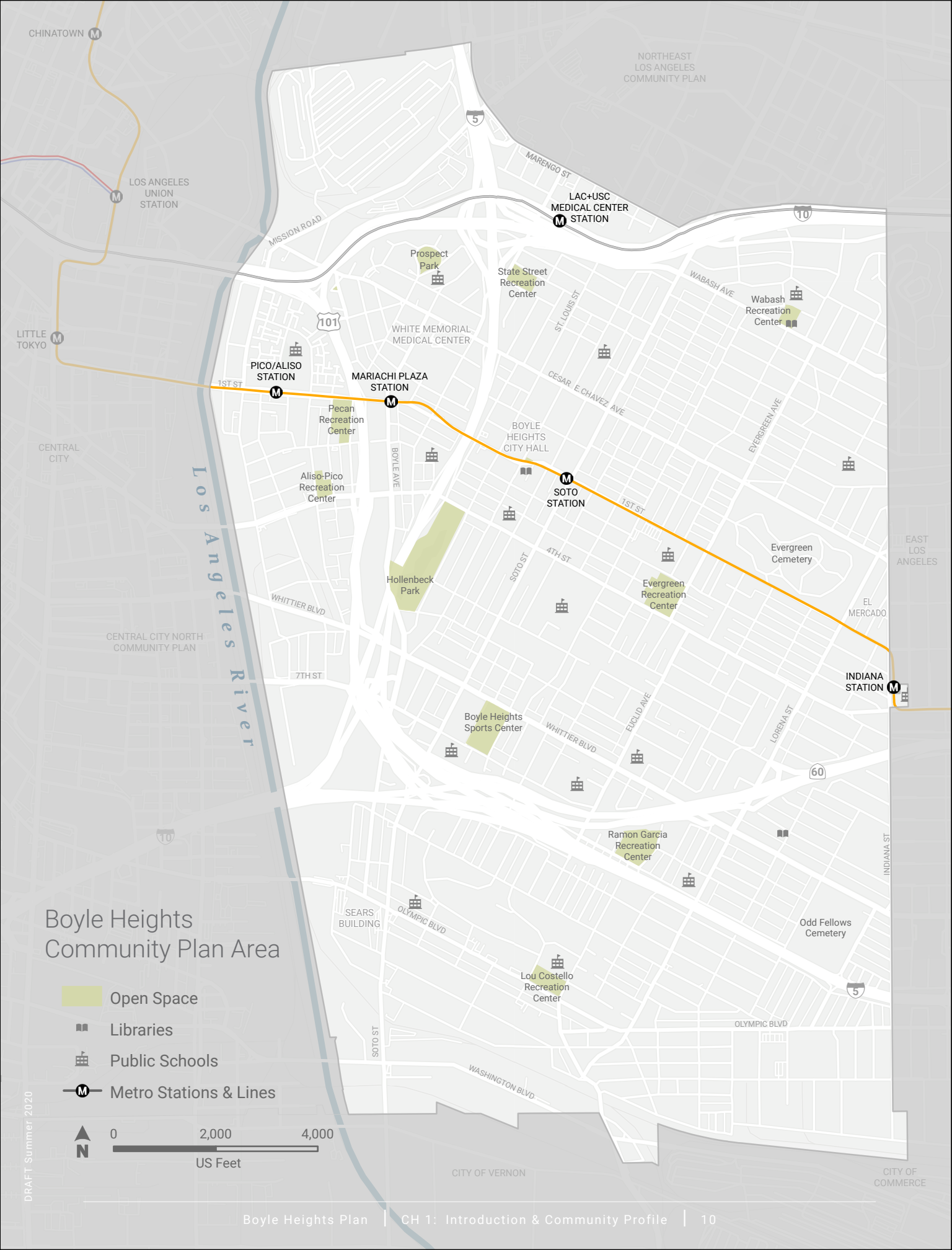
25% Health Care and Social Assistance

17% Retail, Food Services





9% Professional, Scientific, Administrative, and
Technical Services

9% Education Services

Please note: statistics are during time of plan update 2016-2020



Boyle Heights Community Plan Area

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



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HISTORIC DEVELOPMENT PATTERNS

EARLY DEVELOPMENT

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 Ave, and Stephenson Avenue (Whittier Boulevard).

POPULATION BOOM

1920s

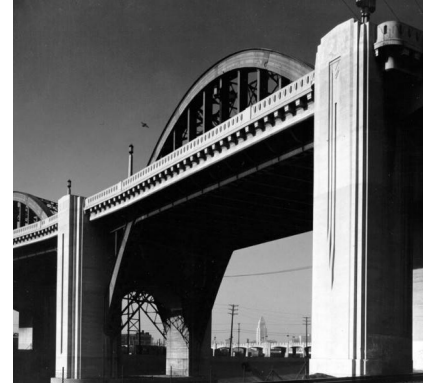


Boyle Heights "Temporary Home", Jewish Museum of the American West

- Los Angeles grows to become a major U.S. city. Since Boyle Heights did not have racially restrictive covenants, it becomes an important community for African-Americans and for immigrants arriving in the City, particularly from Mexico, Japan, and Jewish people from the East Coast.
- Streetcars are the primary form of urban transportation

INDUSTRIAL EXPANSION

1920s–1940s



6th Street Bridge, Los Angeles Public Library

- 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.
- Channelization of the LA River

**For more information on key moments that have shaped the cultural landscape and built environment in Boyle Heights throughout the decades, please see the forthcoming Staff Report.*

MID CENTURY/POSTWAR
1940s–1960s



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

- The Federal public housing program builds Pico Aliso, Pico Gardens, and Estrada Courts.
- A regional freeway system is constructed with Boyle Heights serving as the center of a major freeway interchange, resulting in major disruptions to neighborhoods through demolition and displacement.
- Streetcar lines are converted to bus lines.
- Students protest the public education system and call for improved facilities and culturally relevant school curriculum during the East LA Chicano Student Walkouts or “Blowouts”.

1970s–1980s



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

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

1990s–2010s



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

- Redevelopment of Aliso Village and Pico Gardens housing projects through the Federal Hope VI program.
- 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
- Exide 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, was adopted.

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 households against displacement

PROMOTE VIBRANT NEIGHBORHOOD AND COMMERCIAL DISTRICTS

- Create walkable transit corridors
- Provide a mix of housing, jobs, and services that embrace and enhance community identity
- Encourage high quality design and better transitions to residential neighborhoods

PRESERVE AND CELEBRATE BOYLE HEIGHTS' CULTURAL HERITAGE

- Ensure that new development enhances the built character of the neighborhood
- Encourage uses that serve residents' daily needs
- Preserve neighborhoods with historic value



FOSTER A THRIVING, HEALTHY, AND SUSTAINABLE COMMUNITY

- Limit new uses that are detrimental to the health and welfare of the community
- Integrate neighborhood serving uses into the neighborhood fabric
- Encourage the treatment of 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
- Site and design industrial land uses to prevent health impacts to local communities

CREATE A NETWORK OF SAFE AND ACCESSIBLE STREETS

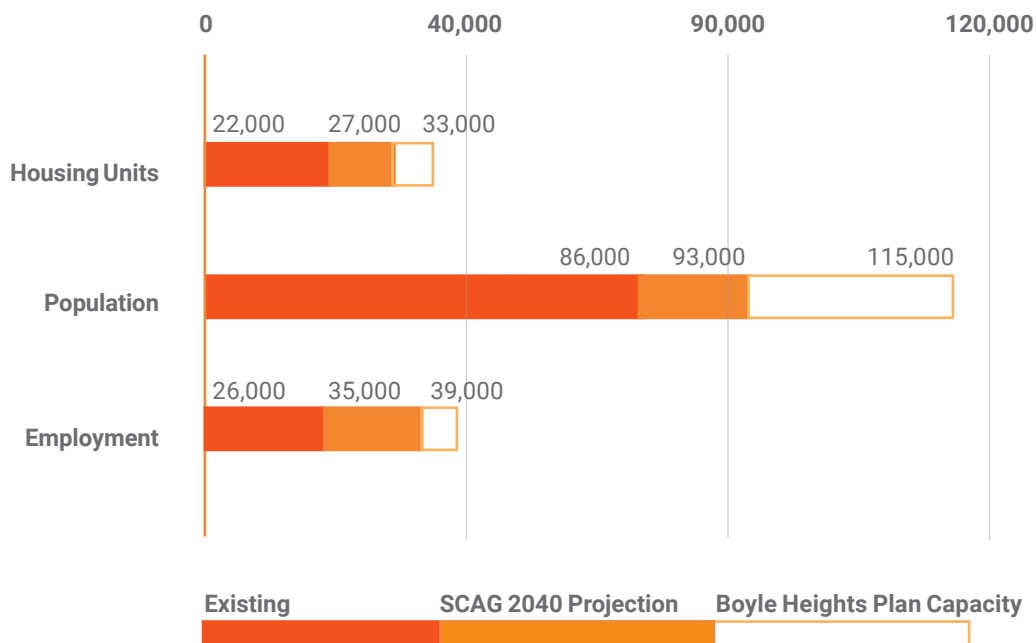
- Prioritize pedestrian safety and human comfort
- Expand transit service
- Improve bike infrastructure

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 a number of 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 proposed 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, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

232

Net Acres

8%

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 ranges from Very Low Limited to Low Unspecified. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. 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.

140

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 ranges from Low-Limited to Low-Unspecified 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.

70

Net Acres

3%

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 Limited to Low Limited, 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.

Description

12

Net Acres

<1%

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 Limited. The residential density is 1 unit per 800 square feet of lot area.

993

Net Acres

33%

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 Limited and buildings are typically oriented towards the street. The residential density generally ranges from 1 unit per 2,000 square feet to 1 unit per 1,500 square feet of lot area.

76

Net Acres

3%

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 Limited. The residential density generally ranges from 1 unit per 2,000 square feet of lot area to 1 unit per square feet of lot area.

23

Net Acres

<1%

of Plan Area



Low Residential

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

Description

281

Net Acres

10%

of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form ranges from Low Limited to Low Unspecified, 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.

469

Net Acres

16%

of Plan Area



Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Low Unspecified. 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.

145

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.

190

Net Acres

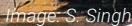
7%

of Plan Area



Public Facility

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 varies in size and structure, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.



Chapter 2

LAND USE & URBAN FORM

Boyle Heights has a broad spectrum of land uses ranging from densely populated residential neighborhoods served by vibrant commercial corridors, to intensely 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.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use, growth, stability, and development in each community of Los Angeles. 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.

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 pursuing a better life.

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 walkable streets, lively public spaces, a diversity of small businesses, and increased transit ridership. The Plan's policies encourage new housing to reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents.

Finally, the Plan recognizes the important role that surrounding neighborhoods play in the quality of life of residents. Policies encourage uses such as corner shops, or "tienditas", that provide the surrounding neighborhood with fresh groceries and basic household goods, while also providing a local destination that helps regularly bring residents out of their homes and into the neighborhood. This can increase opportunities for existing small business entrepreneurship and social interactions among neighbors to reinforce a sense of community.

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.

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-family 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 multifamily 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 condition.

LU 2.6

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

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 more effectively respond with adequate resources and strategies.

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 three or more bedrooms to support extended family households and multigenerational living.

LU 3.2

Encourage multi-family housing developments to provide a diverse range of unit types and unit sizes including those suitable for larger families, single room occupants, and independent seniors.

LU 3.3

Encourage multi-family 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 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.

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 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 WALKABLE 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 shops that provide fresh groceries and basic household goods within comfortable walking distance 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, and eldercare 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.

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 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-family residential apartments with commercial ground floor spaces designed to accommodate small tenants and enhance the pedestrian experience along the street.

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

LU 6.2.

Encourage development to take advantage of high pedestrian volumes around transit stations by providing 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 as part of fostering a vibrant pedestrian environment.

LU GOAL 7

COMMUNITY MIXED-USE CORRIDORS PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES AND NEIGHBORHOOD SERVING USES ADJACENT TO WALKABLE 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 benefit the immediate neighborhood.

LU 7.2

Ensure that established mixed-use corridors, such as the historic "Brooklyn Corridor", Cesar Chavez Avenue, First Street, Indiana Street, and Whittier Boulevard, continue to provide small and moderate-sized commercial spaces for neighborhood serving uses, while expanding opportunities for small-scale commercial uses along Soto Street.

LU GOAL 8

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

LU 8.1

Encourage projects to dedicate ground floor space to uses that generate pedestrian 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 pedestrians 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 that accommodate a greater number and diversity of businesses over larger 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

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, WALKABLE STREETS 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 economy as an opportunity to improve 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 sizes 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 retain existing small businesses that provide desirable commercial uses or cultural institutions and contribute positively to the character of the community.

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 and strategies to assist local entrepreneurs in need of capital funding to establish or expand small businesses in the community.

LU 10.8

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 10.9

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

LU 10.10

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 11

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

LU 11.1

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 11.2

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

LU 11.3

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 11.4

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

LU 11.5

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 11.6

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 11.7

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

establishments.

LU 11.8

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 12

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

LU 12.1

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 12.2

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

LU 12.3

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 12.4

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 12.5

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

LU GOAL 13

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

LU 13.1

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

LU 13.2

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 13.3

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

LU 13.4

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

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 recognizes these distinct characteristics and encourages all buildings to contribute to the local context by providing features that enable the interior lives of buildings to overlap with neighborhood and community life.

LU GOAL 14

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

LU 14.1

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

LU 14.2

Encourage building design and orientation that eliminates negative space between buildings in favor of establishing a strong, seamless, and active streetwall.

LU 14.3

Design building edges that add visual interest by creating depth and shelter in the form of building features such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 14.4

Encourage buildings on corner sites to provide corner plazas that take advantage of high visibility and pedestrian cross-traffic in order to foster natural pockets of gathering and activity.

LU 14.5

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

LU 14.6

Pursue opportunities to integrate underutilized alleys into the pedestrian network by orienting active frontages and courtyards along alleyways, and providing passageways that establish safe pedestrian connections to parallel streets.

LU GOAL 15

BUILDING LAYOUT AND DESIGN PROMOTES A GREATER CONNECTION BETWEEN THE INTERIOR LIFE OF BUILDINGS AND THE PUBLIC REALM.

LU 15.1

Focus building design and orientation around creating a strong physical and visual connection between habitable and occupiable spaces within a building and the adjacent street or common area.

LU 15.2

Encourage residential units to be designed with a street-facing outdoor room, such as a balcony, terrace, or porch, to provide a comfortable transition between the street and the private interior residence.

LU 15.3

Ensure that street-facing outdoor rooms are set partially within the mass of the building to provide a sense of privacy and partial enclosure, and are large enough to accommodate group gatherings.

LU 15.4

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 15.5

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 15.6

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 15.7

Avoid the placement of utilities, storage facilities, and refuse collection along 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 16

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

LU 16.1

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

LU 16.2

Promote building facade design that reinforces the visual rhythm and underlying historic lot pattern of the overall street by incorporating elements such as columns or pilasters, and frequent window and door placement.

LU 16.3

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 16.4

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

LU 16.5

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 regarded as 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 reinforce 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 to ensure that buildings are compatible with the visual character and architectural features of a particular place.

LU GOAL 17

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

LU 17.1

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

LU 17.2

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

LU 17.3

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 17.4

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

LU 17.5

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 17.6

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

LU GOAL 18

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

LU 18.1

Promote the restoration and reuse of the existing stock of early 20th Century brick commercial buildings in order to uphold the historic and cultural integrity of Cesar E. Chavez Avenue, also known as the "Brooklyn Avenue Corridor."

LU 18.2

Ensure that new development along Cesar E. Chavez Avenue (Historic Brooklyn Avenue Corridor) reinforces the visual rhythm and underlying historic development pattern of the overall street through narrow shopfront bays, recessed entrances, and storefront awnings.

LU 18.3

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 18.4

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 18.5

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 18.6

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 18.7

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

LU 18.8

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 19

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

LU 19.1

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

LU 19.2

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

LU 19.3

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 the community.

LU 19.4

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 19.5

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

LU 19.6

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

LU GOAL 20

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

LU 20.1

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

LU GOAL 21

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

LU 21.1

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

LU 21.2

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

LU 21.3

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

LU 21.4

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

LU 21.5

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

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 wellness and sustainability are especially salient because residents in Boyle Heights experience some of the worst air pollution in the state.

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 enhance the health and well-being of residents. The Plan reinforces ongoing efforts to redress 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.

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. The Plan includes policies for building design and landscaping based on the local environment.

LU GOAL 22

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

LU 22.1

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 22.2

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 22.3

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 22.4

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 22.5

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

LU 22.6

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 23

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

LU 23.1

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 23.2

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 23.3

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

LU 23.4

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

LU 23.5

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

LU GOAL 24

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

LU 24.1

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 24.2

Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools as pedestrians and transit riders.

LU 24.3

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 24.4

Encourage new housing to reproduce the walkable scale and social front yard design features found throughout Boyle Heights in a manner that encourages residents to engage with the surrounding neighborhood.

LU 24.5

Enhance pedestrian oriented 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 25

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

LU 25.1

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

LU 25.2

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 25.3

Encourage building designs that minimize exposure to air quality 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.

LU 25.4

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

LU 25.5

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

LU GOAL 26

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

LU 26.1

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 26.2

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

LU 26.3

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

LU 26.4

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 26.5

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 26.6

Encourage developments to provide community gardens.

LU 26.7

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

LU 26.8

Support sidewalk vendors that offer residents fresh food in convenient and appropriate locations.

LU GOAL 27

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

LU 27.1

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 27.2

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)



Metro

Mariachi Plaza



Bailey St



Chapter 3

MOBILITY & CONNECTIVITY

Boyle Heights' original layout of walkable neighborhood blocks enables most residents to conveniently access commercial uses and transit services located along the community's major streets. Boyle Heights is also currently 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' walkable neighborhood grid and existing transit services in order 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.

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 within the community are sufficiently equipped with bicycle parking, bus shelters, safe pedestrian crossings, 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 in order to achieve high-impact reductions in injuries and fatalities.

MC 1.9

Maximize pedestrian and bicycle safety around schools.

MC 1.10

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

MC GOAL 2

A STREET NETWORK THAT OFFERS SAFE AND PLEASANT WALKING ENVIRONMENT FOR ALL PEOPLE.

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 pedestrian 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 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 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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Image: S. Singh

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. However, one of the most important components of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but serves as a path of travel that has the potential to support residents' daily social lives.

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 the amount of high quality public space.

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 contribute to the creation of public and semi-public open space.

PO 1.3

Improve the safety, visibility and accessibility of parks and open spaces by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing and that adequate lighting is provided at night.

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 restrooms that are maintained in good condition.

PO 1.6

Pursue opportunities to establish new public parks through partnerships involving 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 GOAL 2

STREETS AND PLAZAS PLAY A CENTRAL ROLE IN COMMUNITY LIFE BY PROVIDING SAFE 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 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

Promote the creation of a network of linked public spaces in areas along the rail-River corridor that provide safe and attractive public access to the Los Angeles River by way of gateways, plazas, paseos, and pedestrian paths.

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 gateways and 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 3.5

Encourage underutilized alleys and decommissioned rail spurs to be repurposed as pedestrian pathways and public spaces.

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 where practical and appropriate, through education, outreach and incentives offered by the Bureau of Street Services.

PO 4.2

Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.

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.



Image: DCP Staff.
Mural by Sergio D. Robledo, 1841 E. 11st Street

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 methods, which include Community Plan policies and the accompanying General Plan Map (which designates land for the range of uses and intensities needed to achieve Plan goals and policies); zoning and other City ordinances; and Community Plan programs. The Plan policies and zoning ordinances adopted along with the Community Plan represent implementation methods that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of 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 are expected to occur over the life of the Plan. This chapter identifies how applicable Community Plan policies and programs are implemented in land use decision making. In particular, this chapter outlines existing and aspirational future programs, shown in a series of tables, which implement select goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Boyle Heights Community Plan are generally 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. City ordinances 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. Some development review programs, such as the California Environmental Quality Act (CEQA) mandated by the state, are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as changes to zoning regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays.

As mentioned on page 3 in the "Readers' Guide", the Plan is comprised of the following implementation features: goals and policies used as guidance for decisions on projects that have the potential to affect

significant change in an area, General Plan Land Use Designations, zones that apply the desired land use regulations to property throughout Boyle Heights, and development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a global explanation of zoning and policies, 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 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.

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. General Plan Land Use Designations, adopted as the General Plan Map for this Plan, set the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts that apply regulations at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation feature 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 at which 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. The zones 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 comply (or are seeking to comply) with the applicable zoning standards are deemed non-discretionary, meaning they do not require deliberation by a designated decision-maker or body. In most cases non-discretionary or "by-right" projects are reviewed by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Plan are enforced. Projects that surpass a specified size or scope must undergo Site Plan Review by the Department of City Planning where the applicable zoning standards are applied accordingly.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. 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 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 General Plan 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 Transit 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 the implementation programs that fall beyond the immediate scope of this Community Plan to implement directly but are essential to achieving the Plan's long range goals and policies.

SOURCES OF FUNDING

It is important to note that program implementation is contingent 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 table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, 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 established programs in the Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Boyle Heights. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan.

The table identifies 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 table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	ment Department
BOE - Bureau of Engineering	LA-DLA - Los Angeles Designated Local Authority
BOS - Bureau of Sanitation	LADBS - Los Angeles Department of Building and Safety
BSS - Bureau of Street Services	LADOA - Los Angeles Department of Aging
CAO - City Administrative Officer	LADOT - Los Angeles Department of Transportation
CalHFA - California Housing Finance Agency	LADWP - Los Angeles Department of Water and Power
CalTrans - California Department of Transportation	LAFD - Los Angeles Fire Department
CD - Council District	LAFPC - Los Angeles Food Policy Council
CDD - Community Development Department	LAHD - Los Angeles Housing Department
CoDRP - County Department of Recreation and Parks	LAPD - Los Angeles Police Department
DCP - Department of City Planning	LAPL - Los Angeles Public Library Development Department
DOD - Department on Disability	LAUSD - Los Angeles Unified School District
DPW - Department of Public Works	METRO - Metropolitan Transit Authority
DPSS - Department of Public Social Services	NC - Neighborhood Council
DTSC - Department of Toxic Substance Control	OHR - Office of Historic Resources
EMD - Emergency Management Department	RAP - Recreation and Parks
EWDD - Employment and Workforce	SAN - Bureau of Sanitation
HCIDLA - Los Angeles Housing and Community Invest-	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. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P1	State Housing Laws: Coordinate with the Housing and Community Investment Department (HCID) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.3; LU1.4; LU 2.1; LU 2.3; LU 2.7; LU 3.6; LU 3.7	HCIDLA
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 17.1; LU 17.2; LU 17.3; LU 17.4; LU 17.5; LU 17.6	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 26.1; LU 26.2; LU 26.3	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
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 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

Program Number	Description	Policy Reference	Coordinating Agency
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	LADOT
P7	Cycle Tracks: Prioritize the installation of protected cycle tracks on the following street segments: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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 11.8; MC 6.2; MC 6.3	Metro, LADOT, Caltrans, LAPD
P10	Safe Routes to School: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Boyle Heights.	LU 23.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 2.1; MC 2.4; MC 3.1	LADOT, LAUSD, Caltrans, Metro

Program Number	Description	Policy Reference	Coordinating Agency
Public Realm and Open Space			
P11	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
P12	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.	PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4; PO 3.5	LACDPW, BOE, RAP, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers
P13	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; PO 3.5	EWDD, CAO, BOE, Council Office, Arts, Parks, and River Committee

FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 47)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P14	Right to Return: Explore the creation of a first right of refusal 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	HCIDLA
P15	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 2.6	HCIDLA, City Attorney
P16	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 10.3; LU 10.4	Council Office, CAO, DCP
P17	Housing Market Study: Conduct a housing market study to evaluate value capture strategies, local and state incentive programs, and/or inclusionary zoning strategies with the objective of increasing the stock of affordable housing for low-income households in Boyle Heights.	LU 1.1; LU 4.2	DCP, HCIDLA, City Attorney
Land Use: Jobs and Economic Development			
P18	Small Business Assistance: 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.	LU 10.4; LU 10.7; LU 10.9; LU 12.2	CAO, EWDD

Program Number	Description	Policy Reference	Coordinating Agency
P19	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 12.2; LU 13.2; LU 13.3; LU 13.4	LAUSD, EWDD
P20	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 11.1; LU 12.1; LU 12.4; LU 12.5	DCP
P21	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 10.8; LU 11.1; LU 11.2; LU 11.3; LU 11.5; LU 12.3	DCP, LAFPC, EWDD, Mayor's Office
Land Use: Wellness and Sustainability			
P22	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 26.1; LU 26.2; LU 26.3	DCP, LAFPC
P23	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 22.1; LU 22.6; LU 23.1; LU 23.2; LU 23.4	AQMD
P24	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 27.1; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS
P25	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 27.1; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS
Mobility and Connectivity			
P26	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

Program Number	Description	Policy Reference	Coordinating Agency
P27	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 light turn on red light prohibitions in order to reinforce pedestrian safety and comfort.	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 2.3; PO 2.4	LADOT
P28	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 5.2	LADOT, BOE
P29	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.	PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4; PO 3.5	LADOT
Public Realm and Open Space			
P30	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
P31	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 14.6; LU 21.2; LU 26.5; MC 3.1; MC 3.2	BSS, DWP
P32	Neighborhood Green Streets: Develop a network of well-landscaped pedestrian routes along Boyle Heights' less trafficked neighborhood streets. Such as 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.	MC 2.3; PO 3.1; PO 3.2; PO 3.4; PO 4.4; PO 4.5; PO 5.1	LADOT, BOE, BSS, BOS



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