

SILVER LAKE-ECHO PARK-ELYSIAN VALLEY

Community Plan

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SILVER LAKE-ECHO PARK-ELYSIAN VALLEY

Community Plan

Chapter I

INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Silver Lake-Echo Park-Elysian Valley Community Plan Area is located north of Downtown Los Angeles and is generally separated from Downtown Los Angeles by Chinatown. Its southern most tip shares a border with the Central City Community Plan Area. The Community Plan Area's 4,579 acres (7 square miles) is additionally bordered by the Hollywood and Wilshire Community Plan Areas to the west, Westlake Community Plan Area to the southwest, Central City North Community Plan Area to the south and the Northeast Community Plan Area to the north and east. Its land area comprises 2% of the City's land mass and is predominantly a residential area, with approximately 42% of the land in the Community Plan Area designated for residential use. Fourteen percent of the total area is zoned for single family residential use and the remaining 28% of the total area is designated for multiple family residential use.

A distinguishing feature of the area is its fairly dense, hillside neighborhoods which are often characterized by steep slopes and narrow streets. Residential neighborhoods tend to contain a mix of single family and multiple family structures, particularly in older neighborhoods such as Angelino Heights. The Silver Lake-Echo Park-Elysian Valley Community Plan boasts one of the larger concentrations of Modernist Era homes mostly located in the single family neighborhoods surrounding the Silver Lake Reservoir. With Elysian Park, Dodger Stadium and the Los Angeles River along its eastern boundary, it contains more open space than most of the Community Plan Area's in the Los Angeles Metropolitan area.

Several significant commercial corridors run through the Plan area serving as community centers and offering a wide range of neighborhood-supporting retail and services. Sunset Boulevard from the Harbor Freeway to Sunset Junction (Sunset's intersection with Santa Monica Boulevard) is an important east-west arterial that runs through the Plan area, in many ways, lending Echo Park and Silver Lake their distinctive and identifiable character and providing a prime opportunity for transit-oriented and pedestrian-friendly, mixed-use and infill development. Glendale Boulevard runs north and south, nearly splitting the Plan area in half.

Commercial areas along Hyperion and Rowena Avenues, Silver Lake Boulevard and Alvarado Street each provide surrounding areas with eclectic shopping that not only draw shoppers from outside the Plan area but offer the range of goods and services required by area residents.

The Community Plan Area consists of three community subareas, each with a distinct identity.

Echo Park

Echo Park is one of the oldest neighborhoods of the City—rich with both the City’s history and tradition of diversity and a reflection of its dominant industries and patterns of development. Just north and east of downtown Los Angeles, Echo Park is close to the Pueblo of Los Angeles, the birthplace of the City, and the Zanja Madre, or “Mother Ditch” the first water system that supplied water to the fledgling city.

As an early residential suburb of the City, Echo Park contains Angelino Heights, the wealthy first suburb of the City which was subdivided and developed in the 1880s, bequeathing to the City a valuable architectural legacy in its concentration of grand Victorian homes. Angelino Heights became the location of the City’s first Historic Preservation Overlay District (1983) aimed at preserving the numerous examples of period architecture, as well as examples of later waves of architectural styles represented throughout Los Angeles. Carroll Avenue, where many endangered houses were relocated and period street lighting was installed, has become a showcase for the City’s Victorian-Era homes. Echo Park additionally contains the city’s oldest park, Elysian Park. Established in 1886, the land on which the park now sits was part of the original 1781 land grant from Spain to the Pueblo of Los Angeles.

Angelino Heights was served by mass transit from its inception. A cable car system carried passengers from Spring Street along Temple Street to its terminus at Temple and Hoover Streets, providing transit from the residential suburbs north and west to Downtown. Lines also traveled west along Second Street and east along present day Spring Street and to Boyle Heights along First Street. A horsecar also traveled north along Echo Park Avenue, serving the remote hillside neighborhoods. They were eventually replaced by the electric cars, operated by the Pacific Railway Company, which served Echo Park for the next 50 years and connected it to an extensive transit network that extended across four counties. Echo Park also has a unique stair system which, during its early subdivision (circa 1890s) provided pedestrian access from the main streets to hillside homes. The original network of stairs consisted of 36 wooden stairways, most of which still exist though they have been replaced with concrete stairs. These public rights-of-way continue to provide functional pedestrian passages and a recreational outlet—stairwalking—to the community.

Originally known as Edendale, the once remote valley that is now the Glendale Boulevard corridor, housed many early movie studios.

Industrially designated land on the west side of Glendale Boulevard near Clifford Street was the site of the first movie studio. The Mixville studio, named for Tom Mix, a cowboy actor and location and talent scout, was located south of Fletcher Drive near Glendale Boulevard. Bison Company, the area's second studio, was located on the east side of Glendale Boulevard at Aaron Street and was replaced by the Keystone Company which produced the slapstick Keystone Kops. Early silent Charlie Chaplin films were also produced by Keystone.

Echo Park today continues to be home to an ethnically diverse and eclectic population, from its large Latin community to a nucleus of creative, artistic people and, again, more recently, to those who work in the entertainment industry. It has provided affordable housing and community to waves of immigrants who have settled in Los Angeles and more recently provides residents with a community with urban character and amenities.

Silver Lake

Originally, named Ivanhoe by a Scotsman who settled in the area and was reminded of his homeland by its rolling green hills, the community today takes its name from an influential member of the Department of Water and Power's first board of commissioners, Henry Silver.

While many of the street names in the neighborhood originate from the characters found in the Scottish novel that lent it its original name, Silver Lake today is a thriving community, a microcosm of the qualities that are unique to Los Angeles and distinguish it from other cities—a place possessing urban character and amenities but also a rustic tranquility. Silver Lake is one of the City's 10 original open-reservoir communities. The reservoir, built as part of a Citywide system of water storage and delivery has become a focal point of a community, serving as both a source of its identity and a valuable recreational and aesthetic asset.

In the decades after the turn of the 20th Century, residential neighborhoods developed around the reservoir, with homes oriented toward the reservoir to take advantage of the views afforded by both the reservoir and the surrounding hillsides. Because of its idyllic setting and inherent desirability, the residential neighborhoods surrounding the reservoir have become a showcase for some of the finest architecture in the City. Neighborhoods surrounding the reservoir are particularly known for their rich collection of Modern homes and structures designed by some of the most renowned architects of the style, such as Richard Neutra, Rudolph Schindler and Gregory Ains. Inspired by the landscape and its incorporation in design, the interplay between form and function and the fluidity between indoor and outdoor space, the Modernist architects designed homes that conformed to challenging terrain in a creative and sensitive manner.

Like Echo Park, Silver Lake was very much shaped by the early movie studios which made their homes in Silver Lake, Echo Park and Edendale

and shares the spotlight with them in the early history of the motion picture and entertainment industries. People employed by the early motion picture studios, including filmmakers, actors and directors lived in Silver Lake. Laurel and Hardy are among the notable, as was Antonio Moreno, a silent film star whose home, the Canfield-Moreno Estate, built in the Mediterranean style, greatly influenced architecture in the area. Coincidentally and maybe as a result, many creative and artistic people reside and work in Silver Lake and Echo Park today—adding to the distinctiveness, culture and identity of the area.

Silver Lake, along with Echo Park, has historically provided a valuable mix of single and multiple family housing for the City's residents and served a wide range of socioeconomic backgrounds. Given its proximity to Downtown Los Angeles and other employment centers, a revived interest in urban living and its central location in relation to the rest of the City, it increasingly becomes a desirable place to live and work. This condition makes it opportune for infill development and reuse and redevelopment of underutilized areas, particularly, its commercially designated lands. This Plan, through its goals, objectives, policies and programs, aims to promote infill development that is compatible with and complementary to existing development in character, scale and architecture—development that is sensitive to the Plan area's complex topography and mindful of its unique history. It also anticipates new development that is concentrated along identified Mixed Use Boulevards and in Neighborhood Districts and Community Centers as a means to accommodate future population growth, preserve stable single and multiple family neighborhoods, taking advantage of the Plan area's transit corridors and pedestrian friendly environment to reduce traffic congestion.

Elysian Valley

Elysian Valley comprises the Northeast portion of the Community Plan Area. Topographically, it is the only flat land in the Plan area. It is geographically removed from the rest of the Plan area and shopping and other conveniences, however, because of the Golden State Freeway which bounds the community on the south and west and the Los Angeles River, which serves as its northern and eastern boundary.

This community is most characterized by the decades-long co-existence of its equally viable and abutting residential and industrial uses. However, the dominant use is residential. Many of the existing homes in the residential neighborhoods were constructed in the 1920s and 1930s and the area was originally developed as a residential community. The portion of the neighborhood south of Gail Street is predominantly single family residential, consistent with its R1 zoning. North of Gail Street, the residential neighborhood contains a mix of single and multiple family structures. With the growth of the rail yards and the expanding infrastructure for industry along the riverbanks, industrial development began and took hold in the area in the 1940s.

While both uses have co-existed for nearly 60 years, the residential areas

are impacted by truck traffic that serves industrial uses in the interior lots adjacent to the riverbanks as they pass through narrow residential streets on their way to the boulevards via Riverside Drive. Moreover, the residential neighborhoods are impacted by noise and environmental pollutants generated by existing industry. Often because of the compactness of the area and the narrowness of the lots, there is no buffer between the uses.

This plan institutes zone changes and recommends design guidelines to better harmonize these incompatible uses and their viability. This community provides valuable affordable housing and an employment base for the City. Furthermore, this Plan intends to address possible pressures on future development in this area as enhancement of the Los Angeles River and the continuously changing needs of industry alter its demand on space and land and potentially force encroachment of other uses in Elysian Valley.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities identified in the Silver Lake-Echo Park-Elysian Valley Community Plan Area.

RESIDENTIAL

Issues

- Need to continue to provide a diversity of housing that is affordable to residents of various socioeconomic backgrounds.
- Need to provide housing for larger families and low-income residents.
- Loss of existing affordable housing.
- Character, scale and identity of existing single family neighborhoods, especially in hillside areas.
- Inadequate protections for hillside areas designated for multiple family residential use where hillside ordinance and standards do not apply.
- Size, scale and design of new multiple family residential projects.
- Cumulative effects of new development and increasing density on infrastructure capacity and public services.
- Compatibility of industrial and residential uses.
- Aesthetic quality of multiple family developments particularly in older neighborhoods in which single and multiple family residences are mixed.

- Deterioration of housing stock and architecturally significant or historic structures due to neglect or inappropriate remodeling, particularly in Echo Park.
- Unsafe and overcrowded conditions of older housing stock.
- Residential development that is insensitive to or incompatible with the Plan area's unique natural, topographical, architectural, cultural and historic features.
- Assembly of lots to build large developments that are incompatible with size, scale and design of neighborhoods and which threaten existing affordable housing.
- Parking and circulation on substandard residential hillside streets.

Opportunities

- Institute planning and zoning actions that minimize incompatibilities between uses.
- Designate Mixed Use Boulevards that can provide needed housing and reduce the threat to single family neighborhoods.
- Develop guidelines for mixed-use development in designated areas that provides vision for design that is complementary to surrounding development and is pedestrian friendly.
- Maintain and rehabilitate the Plan area's existing diverse and affordable housing stock.
- Locate new residential development in the areas that are near and have good access to employment centers and neighborhood and community shopping districts.
- Promote the unique natural, historic and architectural resources of the community by encouraging development that complements these characteristics.
- Provide design guidelines for multiple family development that complements the rich and varied architectural styles represented in the Plan area and strengthens the existing urban character.
- Identify, preserve and rehabilitate historically and architecturally significant structures.
- Develop and implement regulations and incentives to promote identification and preservation of historically and architecturally significant structures.

- Protect public safety, health and welfare by improving enforcement of building and zoning codes.
- Support efforts of active neighborhood groups to preserve and rehabilitate local neighborhoods and strengthen neighborhood character and identity.
- Preserve the unique character and identity of distinct neighborhoods that exist within the Plan area.
- Use land use policies to support ongoing affordable home-ownership and rehabilitation programs in single and multiple family neighborhoods.

COMMERCIAL

Issues:

- The aesthetic quality of the Plan area's shopping centers and commercial corridors.
- The quality and vitality of commercial areas.
- Development that erodes urban character of the area and a pedestrian friendly environment.
- Land use and zoning that permits the appropriate type of development and mix of uses desirable for and characteristic of the Plan area's urban neighborhoods.
- Lack of parking and convenient access in some commercial areas and the impact on economic viability.

Opportunities:

- Institute zoning that permits a mix of uses and services that accommodates community needs and promotes the unique urban character and identity of the Plan area's neighborhoods.
- Develop design guidelines that retain and promote pedestrian friendly features and enhance the aesthetic quality and economic vitality of shopping areas. Guidelines should address streetscape, parking/access and maintaining solid building walls with retail frontage at the ground level.
- Promote community identity through distinctive development and design along the Plan area's commercial corridors.
- Establish and implement community-based design standards for new construction that is compatible with existing scale, architectural style and other desirable design elements.

- Support efforts to preserve and rehabilitate historic commercial structures.
- Integrate residential and commercial uses along commercial corridors to create functional, traditional neighborhoods which retain the area's urban character, increase housing capacity and improve the jobs-housing balance.
- Improve visual quality of shopping centers through sign controls.
- Concentrate development along transportation corridors.
- Establish guidelines for new construction that reinforces and enhances community and neighborhood identity.
- Establish guidelines for reuse of vacant and underused structures and infill of underused and vacant parcels of land along the plan area's commercial corridors, emphasizing innovative mixed-use projects.
- Encourage mixed-use development along all appropriate commercial corridors to provide needed housing and reduce vehicular trips.
- Establish appropriate transitions between commercial and adjoining uses, especially residential.
- Develop regulations and incentives to reduce visual blight including open storage and sign clutter adjacent to residential neighborhoods and in neighborhood-serving commercial areas.

INDUSTRIAL

Issues:

- Incompatibility between industrial uses and surrounding uses, particularly between industrial and residential uses in Elysian Valley.
- Changing nature of industrial areas and needs of manufacturing businesses.
- Encroachment of commercial uses in industrial areas.
- Truck traffic and noise on narrow, residential streets in Elysian Valley.

Opportunities:

- Allow joint live/work uses as a means to preserve industrial lands in Elysian Valley to meet evolving needs of modern manufacturers and reconceptualize traditional industrial uses.

- Permit mixed-use development and neighborhood-serving commercial uses to better support and provide amenities for residents.
- Establish design guidelines for Elysian Valley that will help minimize the incompatibility between abutting residential and industrial uses.
- Develop guidelines for the reuse of unused industrial sites and linking redevelopment to uses in expanding sectors of the region's economy.
- Increase presence of desirable ("clean") industrial uses to minimize negative impacts and potential future incompatibilities with adjacent uses.

TRANSPORTATION

Issues:

- Major boulevards are used as thoroughfares by commuter traffic cutting through the Plan area to avoid freeway traffic en route to downtown.
- Residential neighborhood streets are being used to avoid traffic on congested major thoroughfares, disturbing quality of life and making neighborhood streets unsafe for children and pedestrians.
- Traffic congestion and circulation issues in the Plan area that reflect regional transportation problems and Citywide deficiencies in multi-modal transit options.
- Limited access to mass transportation.
- Need to find long-term, workable solutions to congestion on Glendale Boulevard and the Glendale Freeway Terminus.
- Narrow and substandard residential streets in the hillsides that hinder circulation and create problems for parking and access by safety vehicles.
- Truck traffic on neighborhood residential streets, particularly in Elysian Valley where residential and industrial uses abut.

Opportunities:

- Identify and encourage the implementation of regional transportation solutions that will minimize the impact of commuter traffic on the Plan area.
- Establish non-motorized transportation alternatives which build on

an existing network of bike paths

- Support the implementation of a continuous system of bike paths, greenways and pedestrian trails and linkages along the Los Angeles River, as envisioned in the Los Angeles River Master Plan and complementary efforts.
- Identify streets or street segments where street redesignations and/or traffic calming measures alleviate the impact of commuter traffic.
- Identify areas where Pedestrian Oriented Districts (PODs) would be appropriate to encourage pedestrian activity, slow traffic and reduce vehicle trips.
- Inventory and create a plan for staircases and paper streets in the Plan area's hillsides to maintain these public rights-of-way for public use and potentially to create or link greenway systems for non-motorized transportation and recreation.
- Reduce conditions that contribute to unsafe and congested local neighborhood streets that endanger children and pedestrians and diminish quality of life.
- Limit all but necessary truck traffic on local residential streets and, when unavoidable, regulate the hours that trucks can traverse such streets.
- Identify and recommend additional commuter bus routes such as DASH service to underserved areas such as Elysian Valley and to connect hillside residential neighborhoods to commercial centers, downtown and public transit systems including the Red Line and Gold Line.

RECREATION, PARKS, AND OPEN SPACE

Issues:

- Need for parkland and open space for a variety of uses, including passive and active recreation.
- Need for facilities that accommodate the range of uses that would appeal to various segments of the community, including children, youth and seniors.
- Need to preserve existing parkland and open space for park/open space uses and for public enjoyment.
- Need for community gathering space and facilities to strengthen civic participation and neighborhood identity.
- Better connect the parks and open space with a system of bike

and pedestrian paths, particularly between Elysian and Griffith Parks.

- Impact of development on Elysian Park (private streets and public rights-of way), commuter traffic and other encroachments on park uses.
- Integration of new park facilities and green spaces into existing open space/ recreation network.
- Security and maintenance of small secluded pocket parks and other new park/open space facilities developed throughout the Plan area and along the Los Angeles River.
- Potential for development in the vicinity of Echo Park Lake that is out of character or scale with its surroundings or that blocks view sheds of the park and between the park and Downtown.

Opportunities:

- Support efforts to develop a continuous greenway along the Los Angeles River that would add, enhance and provide linkages between recreation and open space facilities, providing diverse recreational uses and viable non-motorized transportation alternatives.
- Initiate zone changes and plan amendments as necessary to designate newly acquired parkland as open space.
- Encourage, promote and facilitate the implementation of Silver Lake Reservoir Master Plan concepts in ongoing planning of the reservoir as a valuable community and recreational asset.
- Identify opportunities for and encourage the acquisition of land that would link and complete greenways and pedestrian and bike paths throughout the plan area to key nearby open space/recreational resources including Elysian Park, the Los Angeles River, the Cornfield/Bull Ring property, Taylor Yards and Griffith Park.
- Institute measures to protect Echo Park Lake.

**NEIGHBORHOOD
CHARACTER**

Issues:

- Preservation of the scale, density and character of single family neighborhoods and new multiple family housing developments in mixed single and multiple family residential neighborhoods.
- Preservation of the scale, density and character of housing in hillside neighborhoods.

- Promotion of design in hillside neighborhoods that is sensitive to topography and substandard hillside streets, compatible with existing development and protects scenic vistas.
- Infill commercial development that promotes the existing urban character and mix of uses.
- Loss of architecturally significant homes in Echo Park.

Opportunities:

- Encourage design of infill residential development that is consistent with existing scale and density, where appropriate, and compatible with and complementary to prevalent architectural styles.
- Develop design guidelines that encourage new development which enhances the rich and distinct architecture of the Community Plan Area's neighborhoods
- Develop design guidelines for infill commercial development along the major corridors which incorporates a mix of uses and complements the existing scale, urban character and the area's rich architectural history.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

Chapter II of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose and Organization of the Community Plan. Chapter II shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. In the City of Los Angeles thirty-five Community Plans comprise the City's Land Use Element.

The Land Use Element has the broadest scope of the State required general Plan elements, since it regulates how land is to be utilized. It correlates to many of the issues and policies contained in all other plan elements.

Government Code Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the Plan.

The Silver Lake-Echo Park-Elysian Valley Community Plan is part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system and the location and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. The Plan guides decisions regarding land use, building design and character, open space, housing, conservation and development, provision of supporting

infrastructure and public and human services, protection of environmental resources and protection of residents from natural and man-caused hazards.

The intent of the Community Plan is the promotion of an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health safety, welfare and conveniences of the people who live and work in the community. The plan also guides development to create a healthful and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the community through the year 2010. The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the public, property owners, prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated to provide for the housing, commercial, employment, education, recreational, cultural, social and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Silver Lake-Echo Park-Elysian Valley Community Plan was completed in 1984 and later revised through the General Plan Zoning Consistency Program required by AB283 in 1988 and 1989, and through on-going Periodic Plan Review and other Plan amendments. In the past 20 years, new issues have emerged, and new community objectives regarding the incorporation and management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the Silver Lake-Echo Park-Elysian Valley area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.

- Preserving and enhancing the positive characteristics of existing development, such as scale, height, bulk, setbacks and appearance, and uses which together provide the foundation for community identity.
- Preserving and promoting the unique arts and cultural community.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and implementation programs for the Silver Lake-Echo Park-Elysian Valley Community Plan Area. Broader issues, goals, objectives and policies are provided by the Citywide General Plan Framework

The Plan is organized and formatted to facilitate periodic update. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes and technological advances. Plan updates can also make use of newly established implementation tools, changes in funding sources and lessons drawn from past experience.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify the intensity of use and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Silver Lake-Echo Park-Elysian Valley Community Plan (which is a portion of the City's Land Use Element) is consistent with other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The General Plan Framework is a special element of the General Plan which looks to the future as required by law and replaces the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies,

and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework provides the following projections for year 2010 population, housing and employment levels for the Silver Lake-Echo Park-Elysian Valley Community Plan Area:

| | |
|-----------------------|---------------|
| <i>Population:</i> | <i>81,950</i> |
| <i>Employment:</i> | <i>21,037</i> |
| <i>Housing Units:</i> | <i>34,438</i> |

The above population, employment and housing numbers are provided as reference during the Community Plan revision. General Plan Framework numbers have been revised to reflect the most recent Census data. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are desegregated to the City and the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or build out estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity shown in the table on page III-2 does not include housing in commercial districts nor the current residential vacancy rate. Recent trends however indicate that a certain percentage of commercially designated land will be developed for residential use as undeveloped residential land becomes increasingly scarce. In the Silver Lake-Echo Park-Elysian Valley Community Plan area, housing capacity is projected to increase by approximately 330 dwelling units when potential new dwelling units in commercial areas are counted.

In addition, to the seven state mandated elements, the City's General Plan includes a service system element, a cultural element and a major public facilities areas element. All the provisions and requirements of the General Plan elements apply to the Silver Lake-Echo Park-Elysian Valley Community Plan.

The Community Plans which constitute the Land use element, are intended to guide the location and intensity of the private and public uses of land and to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health safety welfare and convenience of people who live and work in the Community.

Neighborhood Plans involve the preparation of special more focused plans, such as Community Design Overlay Districts (CDOs), Pedestrian Oriented Districts (PODs), Historic Preservation Overlay Districts (HPOZs)

and Specific Plans, which blend both policy and implementation functions for unique neighborhoods within a community plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to the specific neighborhood.

PLAN CONSISTENCY

Each plan land use category shows the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that residential densities and commercial and industrial intensities depicted on the Plan Map will not occur due to plan and zone regulations, economic conditions and design limitations.

For each plan category, the Plan permits all identified corresponding zones and those zones that are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

City actions on most discretionary projects require a finding that the action be consistent or in conformance with the General Plan. In addition to the required general finding, decision-makers action on certain projects in the Silver Lake-Echo Park-Elysian Valley Community Plan area shall refer to each of the applicable additional findings that the Plan identifies as programs, policies or objectives in Chapter III of the plans which are underlined for ease of reference. To further substantiate the consistency findings, decision-makers may site other programs, policies or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure, which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratorium or interim control ordinances, shall be submitted to the City Planning Commission, Mayor and City Council as specified in the Los Angeles Municipal Code.

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan Text contains land use planning goals, objectives, policies and programs. Organized by land use category this section is divided into residential, commercial and industrial land use and public and institutional service system categories. The Planning Department is responsible for the goals, objectives, policies, initiation and direct implementation of the programs contained in Chapter III.

RESIDENTIAL

Enhancing quality of life and preserving neighborhood character are priorities of the Plan, based on input from community stakeholders. As one of the City's oldest areas, its neighborhoods—Silver Lake, Echo Park and Elysian Valley—have grown up with the city and reflect its history, culture, diversity and architectural legacy. As a result, the Plan incorporates goals, objectives, programs and policies that preserve the unique identity and character of its distinct neighborhoods. The goals are aimed at ensuring that the Plan area remains a source of housing for people of all economic levels—giving all income levels access to Downtown and employment centers—and promoting and enhancing its strong sense of community and identity. An important segment and ingredient of this sense of community identity is the area's thriving creative and artistic community and enclaves which greatly lend to the area's distinctive character and its desirability.

Design guidelines can be used to implement many of the Plan area's residential goals, including guidelines for infill development on hillsides whose often substandard streets pose a challenge for parking and circulation. Generally, to preserve the character of existing neighborhoods, guidelines are intended to encourage development that conforms to the prevailing scale and massing and retains densities that bring a particular level of functionality and urban character to the Plan area's neighborhoods. New multiple family residences, especially those that are found in neighborhoods where single and multiple family residences are mixed, should be sensitive to the topography and the constraints of hillside streets and complement the prevailing scale, character and represented architectural styles. Where appropriate and possible, traditional courtyard-style, multiple family housing developments that incorporate open space, provide a friendly environment for pedestrians, and de-emphasize in their design vehicular access and parking are encouraged.

The Plan designates residential land use densities as indicated in Table I. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point of the range for the dwelling units per net acre category. The midpoint represents a reasonable factor to use, as new development within each land use category is not likely to occur at one or the other extremes of the range but rather throughout the entire range.

PLAN POPULATION AND DWELLING UNIT CAPACITY

| RESIDENTIAL LAND USE CATEGORY | DWELLING UNITS PER NET ACRE MIDPOINT (RANGE) | NUMBER OF DWELLING UNITS | NET ACRES | PERSONS PER DWELLING UNIT (2010) | REASONABLE EXPECTED POPULATION |
|-------------------------------|--|--------------------------|------------------|----------------------------------|--------------------------------|
| LOW | 6.5 (4+ TO 9) | 4,198.86 | 645.978 | 3.03 | 12,722.55 |
| LOW MEDIUM I | 13.5 (9+ TO 18) | 8,446.88 | 625.695 | 3.07 | 25,931.92 |
| LOW MEDIUM II | 23.5 (18+ TO 29) | 11,970.92 | 509.401 | 3.07 | 36,750.72 |
| MEDIUM | 42 (20+ TO 55) | 6,370.77 | 151.685 | 3.06 | 19,494.56 |
| TOTALS | | 30,987.43 | 1,932.759 | | 94,899.75* |

*This number does not include the number of dwelling units expected to be developed in commercial areas. When counting the number of dwelling units forecasted to be developed in commercial areas, the reasonable expected population is estimated to be 95,258.

GOAL 1

A SAFE, SECURE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE AND ETHNIC SEGMENTS OF THE PLAN AREA.

Objective 1-1

Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.

Policies

1-1.1 Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

Program: The Plan Map identifies specific areas where multiple family residential development is permitted.

Program: Encourage use of Los Angeles Housing Department (LAHD) housing development programs which provide financing for the construction of new and the acquisition and rehabilitation of existing multiple family housing. Programs also offer loans for the rehabilitation of multiple family apartments occupied by low-income families in partnership with housing developers,

community housing development organizations and existing property owners.

1-1.2 Improve the quality of existing single family and multiple family housing throughout the Plan Area.

Program: Promote the rehabilitation of existing housing stock over demolition.

Program: Assist the LAHD in identifying low income areas, particularly in Echo Park, where funds can be allocated to make existing housing compliant with minimum health and safety standards.

Program: Promote use among Plan area residents of the LAHD's single family housing rehabilitation loan program, the Handyworker program and home ownership assistance programs to encourage maintenance, repair, rehabilitation and home ownership among eligible low-and moderate-income homeowners and residents in the area.

Program: Encourage developers of new residential multiple family development to reserve 15% of new rental and condominium units for very low to moderate-income households. Affordable rent levels are those that do not exceed 30% of 50% to 120% of area median income.

1-1.3 Protect existing single family residential neighborhoods from new out-of-scale development.

Program: In Chapter V, Urban Design guidelines encourage infill residential development that complements existing scale, massing, setbacks and character and is compatible with architectural styles in stable single family neighborhoods.

Program: Adhere to existing zoning which buffers single family residential areas from higher density multiple family areas with transitional low medium multiple family residential zones, retain the height limitations in residential areas and concentrate new development in designated Mixed Use Boulevards.

Program: Designate portions of Temple Street, Sunset Boulevard and Fountain and Hyperion Avenues as Mixed Use Boulevards to encourage an increase in the housing supply and preserve single family neighborhoods (see Figures 1 and 3).

Program: Stabilize neighborhoods in lower-income areas by increasing home ownership through the use of LAHD home ownership assistance programs for low- and moderate-income residents.

- 1-1.4** Encourage new infill residential development that complements existing development and architectural style.

Program: Design Guidelines and Standards for residential development are included in Chapter V, the Urban Design Chapter of the Community Plan.

- 1-1.5** Protect existing stable single family and low-density multiple family residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands where only single family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers.

- 1-1.6** Promote the preservation of existing single and multiple family neighborhoods.

Program: The Community Plan establishes residential land use categories and makes an appropriate designation for each neighborhood in the Community Plan Area. All zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall be consistent with Community Plan land use designations.

Program: Promote use of the Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Department, which provides rehabilitation loans to owners of small residential buildings (one to four units) to correct code violations.

Program: Promote use of the Neighborhood Preservation Program, administered by the City's Housing Department which provides rehabilitation loans to owners of residential buildings of five or more units that are occupied by low-to moderate-income households.

Program: Promote use of the Neighborhood Recovery Program, administered by the City's Housing Department, which identifies programs and organizes City Services including rehabilitation loans and home ownership programs.

Program: Seek Targeted Neighborhood Initiative (TNI) funds, a grant program initiated by the Mayor's Office and administered by the various City departments (often the City's Departments of Housing and Community Development and the Community Redevelopment Agency), to support housing rehabilitation, home ownership, public improvements and economic development.

- 1-1.7** Promote the unique quality and functionality of the Community Plan Area's mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development.

Program: Enforce design guidelines and standards for residential development that are included in the Urban Design Chapter of the Community Plan.

Objective 1-2

Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities.

Policies

- 1-2.1** Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate this development.

Program: Maintain and continue the implementation of the City's Land Use/Transportation policy.

Program: The Plan concentrates higher residential densities near transit corridors and in mixed-use areas (see policy 1-2.2).

Program: Re-zone Temple Street from Benton Way to Robinson Street to the RAS 3 zone to promote mixed-use development along a major bus route.

- 1-2.2** Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers and along Mixed Use Boulevards (see Figure 1) and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.

Program: Encourage development in the designated Neighborhood District on Glendale Boulevard from south of Fletcher Dr. to Deane St. (Silver Lake/Glendale Boulevard Neighborhood District; see Figures 1 and 2).

Neighborhood Districts, activity centers that serve a surrounding residential population of 15,000-20,000 people, should be composed of commercial (offering a mix of neighborhood-supporting retail and services), small professional office, small cultural facilities and residential units. In designated Neighborhood Districts, mixed-use development incorporating ground floor commercial and above ground residential uses are encouraged and permitted by-right within existing permitted Floor

Area Ratios. Joint live/work units are encouraged when scale and uses are complementary to surrounding development.

Program: Encourage zone changes or other appropriate discretionary actions to allow increased FAR levels in the following areas (see Figures 1, 2 and 5) :

- Alvarado Street/Sunset Boulevard Community Center - 1.5:1 FAR for commercial only structures in the Community Center and a maximum 3:1 FAR for mixed- use development, with appropriate discretionary approval, on Alvarado Street from Sunset Boulevard to Temple Street.

Community Centers, activity centers that serve a surrounding residential population of 25,000-100,000 people, should comprise community-supporting retail and services and office commercial, residential units, entertainment uses and larger cultural facilities and public facilities. Mixed-use development is encouraged in all Community Centers. As noted above, a mixed-use FAR bonus is offered in specific Community Centers to provide incentive for development that incorporates both uses, commercial on the ground floor with residential uses above.

Program: Encourage mixed-use development and permit mixed-use FAR bonuses on designated Mixed Use Boulevards to provide incentives for developments that incorporate ground floor commercial and above ground residential uses (see Figures 1, 2 and 5) as follows:

- Sunset Boulevard - from the Pasadena Freeway to Fountain Avenue with a 1.5:1 commercial and mixed-use FAR, except specific segments as listed in Policy 2-4.3, and shown in Figure 5, where a maximum 1.5:1 commercial and 3:1 mixed-use FAR would be permitted, with appropriate discretionary approval.
- Temple Street - from Glendale Boulevard to Silver Lake Boulevard with a 1.5:1 commercial FAR and a 3:1 mixed-use FAR, with appropriate discretionary approval.
- Fountain and Hyperion Avenues from Sunset Boulevard to Rowena Avenue with a 1.5:1 commercial and mixed-use FAR. Mixed-use projects that incorporate public open space and/or community amenities or facilities (defined in Policy 2-1.1), will receive an FAR bonus equal to the square footage dedicated to these uses, with appropriate discretionary approval.

Program: Re-zone Temple Street from Benton Way to Robinson Street to the RAS 3 zone to promote mixed-use development along a major bus route.

Figure 1



Silver Lake/Echo Park/Elysian Valley Community Plan Update GENERAL PLAN FRAMEWORK

Objective 1-3

Preserve and enhance the varied and distinct character and integrity of existing single and multiple family neighborhoods.

Policies

- 1-3.1** Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: Chapter V of this Plan, Urban Design, includes design guidelines for residential development to help implement this policy.

Program: Prepare a historic resource survey or other necessary studies to establish a Historic Preservation Overlay Zone or other Supplemental Use District, as appropriate, to protect the neighborhood character and period architecture of the area generally bounded by Douglas Street, Elysian Park, the 5 Freeway, the Glendale Freeway, Glendale Boulevard, Berkeley Avenue, Benton Way and Temple Street.

Program: The Plan recommends that Echo Park Lake and all park facilities be afforded special attention in the context of the above-proposed Supplemental Use District to identify and institute measures that ensure development around the park preserves park facilities and viewsheds of the lake and from the lake to downtown and conserves this defining neighborhood amenity.

Program: The Plan advocates the preservation of the existing public staircases as community amenities, recreational resources and public rights-of-way that lend to the unique character and history of the Plan area.

Program: The Plan advocates the preservation of stable single and multiple family residential areas. Design guidelines and standards will encourage compatibility in building siting, massing and design.

- 1-3.2** Preserve existing views in hillside areas.

Program: Strictly interpret and implement the adopted Citywide Hillside Ordinance to limit heights of buildings, residential both new construction and additions.

Program: Require decision-makers to condition new development adjacent to or in the viewshed of Elysian Park, the Los Angeles River, Echo Park Lake and the Silver Lake Reservoir to protect views from public lands and roadways, when discretionary actions are required.

Program: Where appropriate, encourage the “cluster concept” as the preferred method of residential development in hillside areas to minimize grading and its associated disturbances on the natural environment.

Program: Decision-makers are discouraged from approving variances to the Hillside Ordinance, the Big House Ordinance, code provisions or other governing standards that regulate height, yards, setbacks or other requirements that determine the height, bulk and massing of infill residential development and additions on hillsides.

- 1-3.3** Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on services and public facilities and impacts on traffic levels when changes in residential densities are proposed.

Program: The decision-maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-4

Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.

Policies

- 1-4.1** Promote greater individual choice in type, quality, price and location of housing.

Program: The Plan promotes greater individual choice through its allocation of lands for a variety of residential densities.

- 1-4.2** Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability (see Figures 1, 2, and 3).

Program: Maintain and continue the implementation of the City’s adopted Land Use/Transportation Policy.

Program: Floor area bonuses for mixed-use projects are applied as appropriate (as identified in Policy 2-4.3) to encourage mixed-use in Neighborhood Districts, Community Centers and Mixed Use Boulevards (see Figures 1, 2 and 5).

Program: The Plan specifically identifies the following areas in which development of joint live/work buildings and units is particularly encouraged, including commercial areas identified as Mixed Use Boulevards, Community Centers and Neighborhood

Districts (see Figures 1 and 2):

- Sunset Boulevard from the Pasadena Freeway to Fountain Avenue.
- Echo Park Avenue south of Morton Street to Sunset Boulevard and north of Morton Street on commercially zoned properties or where deemed appropriate.
- The Glendale/Silver Lake Boulevards Neighborhood District.
- Glendale Boulevard north of Sunset Boulevard to the Glendale Freeway Terminus (also recommended as a Commercial and Artcraft Overlay District).
- The Alvarado Street/Sunset Boulevard Community Center, encompassing Alvarado Street from Temple Street to Montana Street and Sunset Boulevard from Echo Park Avenue to Waterloo Street.
- The south side of Rowena Avenue from Glendale Boulevard to Hyperion Avenue.
- The industrial land abutting the Los Angeles River (see industrial policy section for more detail).

Program: Re-zone Temple Street from Benton Way to Robinson Street to the RAS 3 zone to promote mixed-use development along a major bus route.

Figure 2



**Silver Lake/Echo Park/Elysian Valley Community Plan Update
IDENTIFIED LIVE/WORK & MIXED-USE AREAS**

- 1-4.3** Ensure that new housing developments minimize displacement of low-income residents.

Program: The decision-maker is encouraged to make findings that show how the goals of this Plan are promoted if approving any new housing project that potentially displaces existing residents and conditions approval on the relocation of displaced low-income residents.

- 1-4.4** Increase home ownership options by providing opportunities for development of townhouses, condominiums and similar types of housing.

Program: Encourage a diversity of housing types including condominium units be built in addition to rental units in areas designated for Low Medium Residential land use.

Objective 1-5

Preserve and enhance neighborhoods with distinctive and significant historic or architectural character.

Policies

- 1-5.1** Protect and enhance the historic and architectural legacy of the Plan area's neighborhoods.

Program: The Plan Map identifies the Angelino Heights Historic Preservation Overlay Zone which protects a significant Victorian-era housing collection and representations of other historically significant architectural styles found throughout the City.

Program: The Plan Map and an appendix identify the City's significant Modernist-era homes, the largest collection of which is located in Silver Lake around the Silver Lake Reservoir. The Plan recommends that status as Historic-Cultural Monuments be sought for these individual structures, as appropriate, to preserve them and that infill development incorporate the style's significant features, when possible.

Program: The plan includes an appendix of the designated Historic-Cultural Monuments located within the Plan area boundaries.

Program: Prepare a historic resource survey or other necessary studies to establish a Historic Preservation Overlay Zone or other Supplemental Use District, as appropriate, to protect the neighborhood character and period architecture of the area generally bounded by Douglas Street, Elysian Park, the 5 Freeway, the Glendale Freeway, Glendale Boulevard, Berkeley Avenue, Benton Way and Temple Street.

Program: Include Echo Park Lake in future neighborhood

conservation and preservation efforts with the goal of protecting park facilities and significant viewsheds to and from the lake.

Program: Support on-going efforts to study and expand the boundaries of the Angelino Heights HPOZ to include Echo Park Avenue south of Sunset Boulevard.

Program: Work with other City departments and community groups to educate area residents about the value of the area's housing stock and promote home improvement and rehabilitation that preserves existing wood siding, windows and character-defining features of period (1905-1930s) structures. The Preservation Plan for the Angelino Heights HPOZ will serve as a valuable tool.

Program: Design Guidelines and Standards for residential development are included in the Chapter V, Urban Design, of the Community Plan.

1-5.2 Encourage reuse of historic resources in a manner that maintains and enhances the historic character of structures and neighborhoods.

Program: Encourage, where appropriate, the re-use of historically significant buildings when the proposed uses are found to be compatible with both the building's historic character and surrounding uses.

Objective 1-6

Limit the density of residential development in hillside areas to that which can reasonably be accommodated by infrastructure and natural topography.

Policies

1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan area and surrounding areas.

Program: Continue the implementation of the Citywide Hillside Ordinance.

1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

Program: Decision-makers should adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

Program: Decision-makers should strictly interpret and implement the adopted Citywide Hillside Ordinance and are discouraged from granting variances from its provisions. When granting variances, decision-makers shall make a finding that proposed developments are compatible with existing development in character, mass, siting and architectural style.

- 1-6.3** Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.

Program: The Plan retains hillside areas in restrictive plan designations and zones due to topography. Continue the implementation of the Subdivision Map Act on individual applications.

Program: Decision-makers are encouraged to strictly interpret and implement the Hillside Ordinance and other relevant ordinances and regulations and are discouraged from granting variances from these provisions in residential hillside neighborhoods.

- 1-6.4** Ensure that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the strict and uniform application of the Citywide Hillside Ordinance.

Program: Decision-makers should make findings of compatibility with adjacent development when discretionary actions are required.

COMMERCIAL

The Silver Lake-Echo Park-Elysian Valley Community Plan area contains several commercial thoroughfares that provide its residents with a wide range of retail shopping and services. While certain areas increasingly offer an array of unique and attractive boutique, vintage and antique shops and cafes and restaurants that draw consumers from a wide area, other commercial corridors are characterized by strip malls and auto-oriented uses. Alvarado and Temple Streets and Fountain and Hyperion Avenues tend to cater to auto-oriented uses, while Sunset, Silver Lake and the northern portions of Glendale Boulevard and Rowena Avenue offer enclaves of pedestrian friendly, shopping environments. Often, however, poor design and the physical layout of shopping centers add to poor circulation and traffic congestion on surface streets throughout the Plan area. Design guidelines as well as other policies and programs governing commercial development are intended to improve the aesthetic quality and functionality of commercial areas—both those that cater to auto uses and those areas that have desirable pedestrian-oriented features that should be preserved and enhanced.

The intent of the Plan is to preserve and improve the quality of pedestrian-oriented commercial centers; concentrate auto-oriented commercial uses

to designated commercial corridors (or segments thereof) and encourage better design of and access and circulation within those areas. This Plan also generally encourages, where appropriate, intensification, re-use and more efficient use of obsolete or underused commercial space and encourages mixed-use development with mixed-use incentives along designated corridors. The intent of more efficient and intensive use of existing commercial space is to further other Plan goals to preserve single and multiple family neighborhoods, create interesting and productive space for the Plan area's growing artistic and creative communities, improve the jobs-housing balance and reduce vehicle trips by concentrating development along transit corridors and bringing in proximity compatible uses.

Several tools will be used to achieve these objectives, outlined below. The Urban Design guidelines in this document and proposed Supplemental Use Districts (overlay districts) will institute design guidelines and standards for specific commercial areas. Zone changes will be implemented to either permit or restrict uses as deemed desirable and appropriate based on the goals of individual commercial districts and incentives, including floor area bonuses, will be used to encourage mixed use along certain designated Mixed Use Boulevards and in specific commercial centers.

GOAL 2

AN ECONOMICALLY VITAL COMMERCIAL SECTOR AND STRONG VIABLE COMMERCIAL AREAS THAT OFFER A DIVERSITY OF GOODS AND SERVICES TO MEET THE NEEDS OF THE COMMUNITY IN THE PLAN AREA. COMMERCIAL AREAS SHOULD SATISFY MARKET DEMAND, MAXIMIZE CONVENIENCE AND ACCESSIBILITY WHILE PRESERVING AND ENHANCING THE UNIQUE HISTORIC AND CULTURAL IDENTITIES OF THE DISTRICT.

Objective 2-1

Conserve and strengthen viable commercial development and encourage the reuse of obsolete commercial development.

Policies

2-1.1 New commercial uses shall be located in established commercial areas, emphasizing more intense and efficient use of existing commercial land, ultimately contributing to and enhancing the existing urban form and village atmosphere.

Program: The Plan designates several commercial areas as Neighborhood Districts, Community Centers and Mixed Use Boulevards where new commercial development should be concentrated, mixed-use development is encouraged and permitted by-right and, where applicable, floor area bonuses provide incentive for mixed-use development. A listing of programs under Policy 2-4.3 and Plan Map footnotes identify the areas where mixed use is encouraged as a matter of policy. (Also see Figures 1, 2 and 5.)

Program: The Plan encourages commercial projects that constitute more efficient use or re-use of obsolete or underused commercial structures or commercially designated land. To promote efficient land use, the Plan, moreover, encourages mixed-use development in designated areas (see Policy 2-4.3 and Figures 1 and 2).

Program: The Plan supports a policy granting a floor area bonus equivalent to the floor area devoted to public open space and/or community amenities or facilities in mixed-use developments. Such facilities could include a day care center, community meeting room, senior center, recreation center, social hall, public open space/parkland, public library, police substation, social service center or any other use or facility that would provide an amenity for those who live and/or work in the area.

Program: To increase the viability of mixed-use projects, this Plan supports parking reductions attained by developing shared use parking facilities and resulting from proximity to transit corridors or parking lots and structures available to the public (i.e. centralized parking facilities), as feasible and appropriate. Decision-makers should negotiate and grant requests for special parking arrangements and parking reductions whenever feasible.

Program: Direct public resources, especially those that leverage private investment such as Targeted Neighborhood Initiative funds, to stimulate commercial rehabilitation and economic development in designated Neighborhood Districts, Community Centers and Mixed Use Boulevards.

Objective 2-2

Preserve pedestrian-oriented areas through the use of available overlay zones to provide alternatives to automobile-oriented commercial activity.

Policies

2-2.1 Preserve existing pedestrian-oriented areas.

Program: This Plan identifies the following as pedestrian-oriented areas in which new development should both preserve and enhance the pedestrian environment (see Figure 3).

- Echo Park Avenue from Morton Avenue to Sunset Boulevard,
- Sunset Boulevard from McDuff Street/Laveta Terrace to Waterloo Street,
- Sunset Boulevard from Micheltorena Street to Santa Monica Boulevard,
- Glendale Boulevard from Deane Street to Fletcher Drive,

- Hyperion Avenue from Rowena Avenue to Griffith Park Boulevard,
- Rowena Avenue from Hyperion Avenue to Glendale Boulevard, and,
- Silver Lake Boulevard from Berkeley Avenue to Van Pelt Place.

Figure 3



Silver Lake/Echo Park/Elysian Valley Community Plan Update PEDESTRIAN-ORIENTED AREAS



Program: Develop and implement the proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District (CDO) and Streetscape Plan to institute pedestrian-oriented design standards for new commercial and mixed-use development (see Figure 4).

Program: Develop and implement the proposed Sunset Junction CDO and Streetscape Plan that incorporates incentives for mixed-use development and institutes pedestrian oriented design standards for all new development (see Figure 4).

Program: Develop and implement the Silver Lake Boulevard CDO and Streetscape Plan to maintain existing character, scale and pedestrian orientation (see Figure 4).

Program: Develop and implement the Rowena Avenue CDO and Streetscape Plan to enhance the aesthetic and pedestrian environment of this commercial corridor which has recently experienced significant private investment and has developed into a distinctive shopping district (see Figure 4).

Program: Develop and implement the proposed Temple St. CDO to improve the design and aesthetic quality of the corridor (see figure 4).

Program: Implement the applicable design standards identified in Chapter V, the Urban Design chapter of the Community Plan.

Program: Work with other City departments to site public facilities such as libraries, schools, etc. in locations that anchor and reinforce Neighborhood Districts and Community Centers, such as the funded Silver Lake branch of the Los Angeles Public Library.

2-2.2 New developments in pedestrian-oriented areas should add to and enhance existing pedestrian street activity.

Program: To be consistent with the Plan, new development along the Sunset Boulevard Mixed Use Boulevard should preserve and enhance the pedestrian environment (see Figures 2, 3 and 4).

Program: The proposed Sunset Boulevard/Echo Park Avenue CDO and the proposed Sunset Junction CDO and their respective streetscape plans will develop and institute design guidelines that will enhance the pedestrian orientation of Sunset Boulevard (see Figures 2, 3 and 4).

Program: The proposed Rowena Avenue CDO and Streetscape Plan will develop and institute design guidelines that will enhance the aesthetic and pedestrian environment of this evolving niche

shopping district.

Program: Prepare the proposed Sunset Boulevard/Echo Park Avenue CDO, the proposed Sunset Junction CDO and the Rowena Avenue CDO (see Figure 4 for proposed boundaries) to regulate uses and design individually tailored to these areas.

Program: Design guidelines found in Chapter V, Urban Design, should be followed to enhance the pedestrian environment in pedestrian-oriented areas.

2-2.3 The first floor street frontage for structures, including mixed-use projects and parking structures located in pedestrian-oriented areas, should incorporate commercial uses.

Program: Develop and implement the proposed Sunset Boulevard/Echo Park Avenue, Sunset Junction and Rowena Avenue CDOs and their respective streetscape plans with the goal of protecting and enhancing existing pedestrian-oriented features and uses (see Figures 2, 3 and 4).

Program: Identify and implement measures (overlay zones) to preserve other pedestrian-oriented areas as appropriate.

Program: Design Guidelines and Standards for commercial development are included in Chapter V, the Urban Design Chapter of the Community Plan.

Objective 2-3

Enhance the appearance of existing commercial districts.

Policies

2-3.1 Proposed developments should be designed to enhance and be compatible with existing adjacent development.

Program: Implement the applicable design standards established in the Urban Design chapter of this Community Plan. New developments should be required to provide and improve landscaping of commercial sites and parking areas.

Program: Develop and implement the proposed Sunset Boulevard/Echo Park Avenue, Sunset Junction and Rowena Avenue CDOs and their respective streetscape plans (see Figures 2, 3 and 4) to foster pedestrian-oriented, mixed-use development, live/work units and reuse of existing buildings. Proposed projects should be compatible with and enhance the character, identity and pedestrian features of affected commercial corridors, improve their aesthetic quality and adhere to design guidelines and development standards instituted by individual overlay plans.

Program: Develop and implement the proposed Community Design Overlay District and Streetscape Plan for Silver Lake Boulevard north of Berkeley Street to Van Pelt Place (see Figures , 3 and 4) to foster commercial development that is compatible in with existing development and enhances the area’s pedestrian environment.

Program: Develop and implement the proposed Temple Street CDO and streetscape plan to improve design and the aesthetic quality of the corridor (See Figures 2, 3 and 4).

Program: Mixed-use projects requesting a mixed-use floor area bonus should to the extent feasible comply with guidelines outlined in Policy 2-4.3 to insure they are compatible with their surroundings and consistent with other goals of this Plan.

2-3.2 Support efforts to obtain Main Street grant or other funding to enhance and supplement planned improvements of Glendale Boulevard south of the Glendale Freeway as part of the Glendale Boulevard Corridor Improvement Project and Glendale Freeway Terminus project, as approved by DOT and Caltrans.

Program: Rezone properties along Glendale Blvd. from the Glendale Freeway to Scott Avenue to add a [Q] Qualified Condition that will prohibit new automobile uses and drive-through windows to encourage community-serving uses along the automobile-oriented corridor.

Program: Designate that portion of Glendale Boulevard as an Artist-in-Residence district and establish a future Commercial and Artcraft Overlay District to encourage joint live/work units as a reuse of existing industrial properties and buildings.

Program: Coordinate with the Cultural Affairs Department to designate Glendale Boulevard between Fletcher Drive and Berkeley Avenue as the “Avenue of Motion Pictures” to commemorate its role in Hollywood history as the location of several early movie studios.

Figure 4



Legend:

Proposed Supplemental Use District Overlay Zones

- 1** Proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District and Streetscape Plan
- 2** Proposed Silver Lake Boulevard Community Design Overlay District and Streetscape Plan
- 3** Proposed Sunset Junction Community Design Overlay District and Streetscape Plan
- 4** Proposed Glendale Boulevard Commercial and Artcraft Overlay District
- 5** Proposed Rowena Avenue Community Design Overlay District and Streetscape Plan
- 6** Proposed Temple Street Community Design Overlay District and Streetscape Plan

**Silver Lake/Echo Park/Elysian Valley Community Plan Update
PROPOSED OVERLAY DISTRICT BOUNDARIES**



- 2-3.3** Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial-related products in front of commercial developments exposed to the street.

Program: The Community Plan includes design guidelines which implement this policy. Decision-makers, considering requests for Conditional Use Permits and Variances permitting these uses, shall implement these guidelines in their decisions.

Program: New automobile uses (as well as other uses) are being prohibited in commercial areas along certain specified corridors to enhance pedestrian orientation and, in some cases, to eliminate an over concentration of automobile uses (see Policy 2-4.1).

- 2-3.4** Preserve community character, scale and architectural diversity.

Program: The Plan amends plan land use designations and institutes corresponding zone changes to implement this policy.

Program: Chapter V of this Plan, includes urban design guidelines for individual commercial projects and mixed-use projects. The Plan generally recommends that pedestrian-oriented areas be preserved, that building walls be maintained, active uses be required on the street level and that parking be located at the rear of the property or underground.

Program: The recommended Community Design Overlay Districts and their respective streetscape plans will further implement this policy (see Figure 4).

Program: Use overlay districts and other existing and future implementation tools to establish sign regulations to regulate the size, number and type of signs and to generally prohibit the installation of off-site signs.

Program: Discourage decision-makers from granting conditional use permits for wireless telecommunications facilities and, as appropriate, to require screening, co-location and removal of obsolete structures.

Program: Ensure that mixed-use projects requesting a mixed-use floor area bonus to the extent feasible comply with guidelines outlined in Policy 2-4.3 to insure they are compatible with their surroundings and consistent with other goals of this Plan.

- 2-3.4** Improve safety and aesthetics of parking areas in commercial areas.

Program: Decision-makers should implement the design standards for parking areas established in the Design Guidelines Chapter of this Plan.

Program: Preserve existing and encourage the development of new municipal lots and centralized parking facilities on Sunset Boulevard, Temple Street and Alvarado Street so that nearby developments can take advantage of parking reductions supported by this Plan for mixed-use development (see Figures 1, 2 and 5).

2-3.5 Landscaped corridors should be created and enhanced through the planting of street trees along street segments with no building setbacks and through median plantings.

Program: The Urban Design chapter in this Plan (Chapter V) establishes guidelines for community design and landscaping. These guidelines are intended to serve as reference to other City Departments and public agencies and private entities who participate in projects which involve improvements to public spaces and rights-of-way, including streetscape and landscaping.

Objective 2-4

Reinforce the identity of distinct commercial districts through the use of design guidelines and development standards.

Policies

2-4.1 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of Design Guidelines of Chapter V of this Plan and the standards and guidelines developed in the plans of the individual proposed Supplemental Use Districts.

Program: Rezone designated commercial properties fronting Sunset Boulevard (see map) to [Q] C2 (see [Q] Condition Appendix) to institute standards and permit uses compatible with the existing character and identity of the boulevard, including secondhand stores, vintage shops and sidewalk dining, but prohibiting automobile and recycling uses and drive-through windows otherwise permitted in the C2 zone. The [Q] Condition also requires new development to build to the front property line and to locate parking to the rear. Additionally liquor stores are prohibited on Sunset Boulevard from Coronado Street to Micheltorena Street. In the event that proposed Supplemental Use Districts are not developed, the Plan, through this proposed zone change and Chapter V design guidelines, intends to preserve and enhance the pedestrian features of the segment of Sunset Boulevard within the Plan area, particularly from McDuff Street/Laveta Terrace to Waterloo Street and Sunset Junction from Micheltorena Street to Santa Monica Boulevard (see

Figures 2-6).

Program: Rezone commercial properties fronting the following street segments will be zoned [Q] C2 (see [Q] Condition Appendix) to permit uses compatible with the existing character and identity of the commercial area including secondhand stores vintage shops and sidewalk dining; prohibit automobile and recycling uses and drive-through windows; and regulate the design of fast food establishments. Along certain segments, the [Q] Condition also requires new development to build to the front property line and to locate parking in the rear. This zone change is intended to preserve and/or enhance existing pedestrian-oriented characteristics (see Figures 2, 3, and 6).

- Rowena Avenue from Hyperion Avenue to Glendale Boulevard;
- Glendale Boulevard From Deane Street to Fletcher Avenue;
- Silver Lake Boulevard north of Berkeley Avenue to Van Pelt Place (location of proposed Silver Lake Blvd. CDO).
- Echo Park Avenue from Morton Avenue to Cerro Gordo St.

Program: Rezone commercial properties on the Hyperion Avenue-Fountain Avenue corridor to [Q] C2 to prohibit any new automobile uses to ameliorate a prevailing overconcentration of automobile-related uses in close proximity to residential uses (see Figures 2-4 and 6).

Program: Mixed-use projects requesting a mixed-use floor area bonus should to the extent feasible comply with guidelines outlined in Policy 2-4.3 to insure they are compatible with their surroundings and consistent with other goals of this Plan.

- 2-4.2** Require that mixed-use projects and development in pedestrian-oriented areas be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

Program: The Urban Design chapter in this Plan includes guidelines for development in pedestrian-oriented areas.

Program: Encourage a demonstration public/private, mixed-use, joint-use development on Sunset Boulevard that sets the benchmark and standard for quality mixed-use projects in the Plan area.

- 2-4.3** Implement development standards that promote commercial development at a scale commensurate with their designation as Neighborhood, General or Community Center commercial and that is compatible with adjacent, primarily residential uses.

Program: Ensure that all commercial properties are developed in accordance with their respective land use designations, as outlined in the City's General Plan. The General Plan specifies the floor area and development intensities envisioned by each commercial land use designation—Neighborhood District, General Commercial or Community Center Commercial. Mixed-use development is permitted by-right in all commercial areas and is especially encouraged in the following areas. In some cases, a mixed use Floor Area Ratio (FAR) bonus is provided to offer incentive for mixed-use development (see Figures 1, 2 and 5).

- Sunset Boulevard - from the Pasadena Freeway to Fountain Avenue - 1.5:1 commercial and mixed-use FAR, except for the following segments, where a maximum 1.5:1 commercial and 3:1 mixed-use FAR would be permitted, with appropriate discretionary approval.
 1. Marion Avenue to Beaudry Avenue - South side,
 2. Innes Avenue to Laveta Terrace - South side and Innes Avenue to Portia Street on the North side of street,
 3. Rosemont Avenue to Waterloo Street - South side,
 4. Coronado Street to Maltman Avenue - both sides of the street, and
 5. Manzanita Street to Fountain Avenue - North side of the street.
- Alvarado Street (Community Center)-from Temple Street to Montana St.-1.5:1 FAR for commercial development and 3:1 FAR for mixed use;
- Fountain and Hyperion Avenues Mixed Use Boulevard-1.5:1 FAR for both commercial and mixed-use projects with mixed-use projects expressly encouraged. Mixed-use FAR bonus equivalent to the floor area dedicated to public open space or other community amenities or facilities (as defined under Policy 2-1.1) is provided;
- Temple Street Mixed Use Boulevard - from Glendale Boulevard to Silver Lake Boulevard Mixed Use Boulevard-1.5:1 commercial FAR and 3:1 mixed-use FAR;
- Glendale Boulevard - (from north of Sunset Boulevard to the Glendale Freeway) 1.5:1 FAR for both commercial and mixed-use projects with mixed-use projects and joint live/work units expressly encouraged. Mixed-use FAR bonus equivalent to floor area dedicated to public open space or other community amenities or facilities (as defined under Policy 2-1.1) is provided; and;
- Glendale/Silver Lake Boulevard Neighborhood District-1.5:1 FAR for both commercial and mixed-use project with mixed-use development expressly encouraged and permitted by-right within the existing permitted FAR.
- Echo Park Avenue - (from north of Sunset Boulevard to

Cerro Gordo Street) mixed use is encouraged by policy and permitted by-right within the existing permitted FAR on commercially designated properties, as permitted by the underlying commercial zone. North of Morton Street, live/work units are particularly encouraged on commercial lots.

Program: Decision-makers should adopt findings that address the capacity of infrastructure and services to support projects seeking floor area bonuses, as well as general findings of consistency with the Community Plan and compatibility with surroundings in both design and uses.

Program: In accordance with this policy, in those areas where mixed-use development is encouraged but no mixed-use FAR bonus is provided, decision-makers should support mixed-use developments, as long as the compatibility and capacity findings can be made.

Program: This Plan supports those mixed-use projects that take advantage of the mixed-use floor area bonus along Sunset Boulevard, as shown in Figure 5, when they meet the following criteria:

- They do not displace existing affordable housing units.
- They do not replace historically or architecturally significant buildings.
- They redevelop properties that have been developed with mini-malls or shopping centers which are not consistent with or complementary to the prevailing traditional neighborhood, pedestrian-oriented design.

Figure 5



Silver Lake/Echo Park/Elysian Valley Community Plan Update LOCATIONS OF DISCRETIONARY MIXED-USE FLOOR AREA BONUS



INDUSTRIAL

The Silver Lake-Echo Park-Elysian Valley Community Plan Area has a long history of industrial development because of its central location and proximity to the major transportation facilities of the various rail lines that have operated in the City. The industrial land is concentrated along the Los Angeles River (the Plan area's eastern border) in the neighborhood known as Elysian Valley; a small secondary concentration of industrial land is located on Glendale Boulevard just south of the Glendale Freeway.

As the nature of industry and manufacturing has changed with the information age, resulting in a change in the space and infrastructure needs of industry, a certain amount of functional obsolescence has naturally taken place. While abandoned or underutilized industrial structures or properties exist, there remains however, a very viable industrial base in Elysian Valley.

Encroachment of other uses poses the greatest challenge to the continued viability of industry in this area. As efforts to develop continuous bike and pedestrian paths along the Los Angeles River and to return the river to a more natural state intensify and parks are developed on former industrial lands along the river's banks, the river will increasingly become a valuable recreational resource and community asset, making Elysian Valley a desirable place to live and work. Elysian Valley may experience growing pressure for coveted joint live/work space, a trend seen in other industrial areas of the City. This interest must be balanced with City policy to maintain industrial land for industrial use. Industrial uses provide needed employment opportunities and economic benefits to the community and should be encouraged when impacts to surrounding land uses can be mitigated.

Furthermore, the industrial land in Elysian Valley abuts an equally cohesive and viable single- and multiple-family residential community. This Plan aims to preserve each of the adjacent uses and find ways to mitigate some of the impacts of the industrial use on the neighboring residential community. The Plan further recommends that industrially designated land be rezoned and that conditions be placed on the new zone to impose design standards that bring greater harmony between the abutting industrial and residential uses, while preserving the industrial zoning.

GOAL 3

MAINTAIN A VITAL INDUSTRIAL BASE IN THE COMMUNITY PLAN AREA BY PROVIDING FOR AN ADEQUATE SUPPLY OF INDUSTRIAL LAND AND THROUGH POLICIES THAT REDUCE CONFLICTS BETWEEN INDUSTRIAL AND RESIDENTIAL LAND USES.

Objective 3-1

Provide sufficient land for expansion of low intensity industrial uses.

Policies

3-1.1 Designate lands for the continuation of existing industrial uses and

development of high technology, light manufacturing and other clean industrial uses which provide employment opportunities.

Program: The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above.

Program: The Plan recommends plan amendments and corresponding zone changes to implement this policy

3-1.2 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Rezone specified industrially designated land to the [Q] CM zone with conditions that will promote greater compatibility between the uses (see Figure 6).

Program: Chapter V, Urban Design, includes provisions for industrial projects which are adjacent to or in the vicinity of residential uses.

Objective 3-2

Maintain the viability of the industrial area in Elysian Valley and increase compatibility with adjacent residential properties through land use policy and traditional commercial district revitalization strategies.

Policies

3-2.1 Improve the physical appearance of older industrial areas.

Program: Rezone specified industrially designated land to [Q] CM to regulate design and permit uses that will improve physical appearance of the industrial area and compatibility between abutting industrial and residential uses (see Figure 6).

Program: Chapter V, Urban Design, includes design guidelines for individual industrial projects.

Program: New industrial development is required to institute measures that contain dust, odors, noise, waste and other environmental pollutants produced by manufacturing processes and to provide a landscape or other buffer between industrial and residential properties. Chapter V, Urban Design guidelines and a permanent Qualified Condition [Q] attached to industrial zoning will implement this policy (see Figure 6).

Program: The Plan re-zones specified industrially designated land to the CM zone to permit residential and commercial uses (to encourage joint living and work quarters and neighborhood commercial uses). The Plan also encourages the continuation of all existing industrial uses and new industrial uses permitted by-right in the CM zone.

3-2.2 Encourage development of a Neighborhood Center between Rich and Corney Streets, Riverside Drive and the Los Angeles River where neighborhood-supporting commercial uses and public facilities can be concentrated to serve area residents and improve compatibility between abutting residential and existing industrial uses.

Program: A permanent [Q] Qualified Condition prohibits 100% commercial buildings on CM-zoned properties, except for within above-described boundary area. In this same area, 100% industrial buildings are prohibited (see Figure 6).

Program: Establish a Special Study Area for the area generally bounded by Altman Street to the east, Blake Avenue to the south, the Glendale Freeway to the west and the Los Angeles River to the north. The purpose of the study area is to consider additional land use modifications and the creation of a neighborhood commercial center that will promote community revitalization and neighborhood character.

Objective 3-3

Retain industrial plan designations to maintain the industrial employment base of the City.

Policies

3-3.1 Promote continuation of appropriate existing industry and attract development of compatible industrial development.

Program: The Plan protects existing viable industrial areas by retaining industrial land use designations and promoting development of light manufacturing, research and development, high technology industries and artcraft manufacturing. The [Q] CM zone will permit clean industrial uses and encourage joint live/work uses (see Figure 6).

Program: The plan retains existing industrial land use designations and zones north of the intersection of the 2 and 5 Freeways where no industrial/residential conflict exists.

Objective 3-4

Institute guidelines for new manufacturing uses to assure mitigation of potential negative impacts generated by manufacturing uses when located in close proximity to residential neighborhoods.

Policies

3-4.1 Encourage new industrial uses adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods, to the extent feasible.

Program: Encourage compliance with and inspection by responsible agencies to ensure health and safety standards. New

development of manufacturing uses adjacent to residential neighborhoods shall comply with the industrial/residential design guidelines found in the Urban Design Chapter (Chapter V) of this Plan.

Program: Rezone specified industrially designated land to [Q] CM as reflected on the Plan Map to ensure new industrial uses are compatible with and adequately buffered from residential uses.

Program: Explore economic development tools and initiatives and marketing strategies that aim to encourage the location of high technology, research and development uses, light manufacturing, artisan and similar uses that are compatible with nearby residential uses and have minimal impact on the environment.

Figure 6



Silver Lake/Echo Park/Elysian Valley Community Plan Update GENERALIZED LOCATION OF [Q] QUALIFIED CONDITIONS



PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, parks, schools and police stations shown on the Silver Lake-Echo Park-Elysian Valley Community Plan are to be developed in substantial conformance with standards of need, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

Development to full residential, commercial and industrial densities and intensities proposed by the Plan is predicated on substantial compliance with the standard contained in the Public Facilities and Service Element of the General Plan. Such development shall be sequenced to provide a workable, efficient and adequate balance between land use and service facilities.

A continuing need exists to modernize public facilities, improve services and accommodate changes in the Silver Lake-Echo Park-Elysian Valley Community Plan Area. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be coordinated to avoid expensive duplication and to assure a balance among needs, services and costs.

This Plan seeks to use the location, characteristics and timing of facility and utility development as a tool in achieving planned land use patterns. The intent is achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATIONAL AND PARK FACILITIES

Nearly 35% of Silver Lake-Echo Park-Elysian Valley Community Plan Area's acreage is dedicated to parkland. The Plan area contains the City's oldest park, Elysian Park, a 765-acre regional park (defined as a park with 50 or more acres providing specialized recreational facilities). There are several other neighborhood and community parks operated by the City's Recreation and Parks Department. In total, the Plan area has eight neighborhood parks (defined as a park with 2 or less acres per 1,000 persons with a one-half-mile service radius) and two community parks (parks with 2-20 acres and facilities or programs that reach a two-mile service radius).

A unique opportunity exists in this Plan area to increase the area's Parkland and to offer greenbelts and trail systems that will connect and expand recreational facilities Citywide. With the restoration of the Los Angeles River to a more natural state and long-term plans to build bike

and pedestrian paths along both the 51-mile length of the river and from communities outside of the City to Downtown, the Plan area would become an integral link connecting all parts of the city to Downtown and the City of Los Angeles with other Los Angeles County cities that share the river. Moreover, several new parks, owned and operated by private entities, land trusts and the State of California, have been developed as a result of grassroots efforts to restore the river, increase parkland, enhance the city's open space and recreational resources and generally preserve quality of life. The Santa Monica Mountains Conservancy and Mountains Recreation and Conservation Authority among other organizations have worked, with community initiative to obtain parks along the river to serve as gateways to the river. The Elysian Valley Gateway Park at the terminus of Newell Street in the Silver Lake-Echo Park-Elysian Valley Community Plan Area is an example of several existing and anticipated pocket parks intended to give access to the river's recreational facilities and add green space in the City. Similar Parks either have been or are being developed along the river at the end of Marsh, Barclay and Oros Streets in the Silver Lake-Echo Park-Elysian Valley Community Plan Area as well as in the Northeast and Hollywood Community Plan Areas. Additionally, the State in 2001 funded parks on former industrial lands along the river including the Cornfield property just outside the Silver Lake-Echo Park-Elysian Valley Community Plan Area to the southeast and Taylor Yards just across the river in the Northeast Community Plan Area. The river will link these two new State parks as well as existing Elysian and Griffith Parks. Additional efforts to strategically acquire for public use properties that would provide or complete linkages between significant open space resources such as Elysian Park and Griffith Park are also underway. Future development should additionally negotiate new and preserve existing rights-of-way and easements such as the existing equestrian trail which runs along the Pacific Electric Railroad right-of-way in the hillside neighborhood bounded by Riverside and Fletcher Drives, Glendale Boulevard and the Glendale Freeway.

Silver Lake and Echo Park also have a network of public staircases that were originally built in lieu of streets, typically because of steep terrain, to provide public access from hillside neighborhoods to main streets and the electric cars serving them. This unique network of staircases found throughout the Plan Area also potentially supplement greenway systems and provide linkages to existing and future open space, recreational paths and parks. As a result they should be identified, maintained and, in cases where they have been barricaded by adjacent private property owners, reclaimed as public rights-of-way for public use. A network of stairs along the Pacific Electric Railroad Right-of-Way property leads to the property and could provide hillside residents with access to a future trail system that could lead to the river and Griffith Park.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA AND CREATE LINKS TO EXISTING FACILITIES TO EXPAND RECREATIONAL OPPORTUNITIES CITYWIDE.

Objective 4-1

To conserve, maintain and better use existing recreation and park facilities.

Policies

4-1.1 Preserve the existing recreational facilities and park space.

Program: By maintaining the Open Space zone and land use designation, existing parks and recreational facilities are protected.

Program: This Plan inventories and identifies staircases and dedicated but undeveloped streets (see Exhibit I) as existing public rights-of-way that should be preserved and which can potentially provide or enhance linkages in greenways and trail systems.

4-1.2 Preserve and encourage acquisition, development and funding of new recreational facilities and park space with the goal of creating greenways and trail systems.

Program: Encourage acquisition by the City and private land trusts of properties that would complete or provide integral linkages in creating greenways and other trail systems.

Program: The plan redesignates and re-zones to Open Space newly acquired parkland.

Program: Encourage the City departments to negotiate shared or joint use of existing public rights-of-way or easements for greenways and recreational use.

Program: Encourage City departments to reuse and/or convert unused or underused publicly owned land and facilities for recreation and open space facilities, whenever feasible.

Program: Encourage decision-makers to require dedication of trail-linking, rights-of-way as a condition of approval, when discretionary actions are required.

Program: Encourage the reuse of obsolete or underused publicly owned properties for open space and recreational uses.

4-1.3 Preserve and maintain public staircases in the Plan area and other public rights-of-way that could provide or enhance linkages for greenways and trail systems.

Program: This Plan inventories and identifies staircases and dedicated but undeveloped streets (see Exhibit J) as existing public rights-of-way that should be preserved and which can potentially provide or enhance linkages in greenways and trail systems.

Program: Encourage the landscaping of areas adjacent to public staircases and incorporating them into the larger street, open space and recreation networks, as appropriate.

Program: Designate as historic public staircases in the Plan Area that have particular historic and/or cultural significance particularly those in Angelino Heights.

Program: Coordinate with the Department of Public Works and other relevant departments a schedule for maintaining the staircases and reclaiming them for public use, in those instances where public staircases have been vacated or barricaded without formal vacation procedures.

Program: Discourage decision-makers from vacating staircases, undeveloped streets or other public rights-of-way in the future.

- 4-1.4** Implement plans to develop a dedicated running path around the Silver Lake Reservoir and other open space and recreational uses per the Silver Lake Reservoir Master Plan dated November 1, 2000.

Program: Re-designate Silver Lake Boulevard as a Avenue II allowing for a roadway with only one travel lane in each direction to accommodate the proposed 6-foot landscape buffer and 8-foot pedestrian path while preserving the parking lane on the east side of the street and existing commuter bike lanes. Retain the scenic highway designation for the segment of Silver Lake Boulevard from Duane Street to Armstrong Avenue.

Program: Retain the designation of West Silver Lake Drive as a collector street, reduce the width of the roadway to a standard collector and retain all remaining right-of-way for the proposed 8-foot running path and 6-foot landscape buffer that will separate recreationists from the street. Implementation of the Silver Lake Reservoir Master Plan will only affect the segment of West Silver Lake Drive from Tesla Avenue to Van Pelt Place.

Program: Implement other design and infrastructure improvements as recommended by the reservoir master plan, including recommended transportation improvements and a DASH neighborhood shuttle service, as approved by LADOT.

Program: Chapter V Urban Design of this Plan incorporates the design and streetscape elements for the Silver Lake Reservoir and adjacent rights-of-way, as outlined in the Silver Lake Reservoir Master Plan.

Program: Study the need to establish a streetscape plan to more systematically implement design and streetscape elements of the reservoir plan along the rights-of-way adjacent to the Silver Lake

Reservoir.

OPEN SPACE

Open space provides the community with important physical benefits and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open spaces. In addition to City owned and operated parkland, increasingly land within the Silver Lake-Echo Park-Elysian Valley Community Plan Area is being developed with open space that is owned and/or managed by private entities for public use. Some examples are the Elysian Valley Gateway and Steelhead, Oso, and Egret Parks, also in Elysian Valley, which are among several pocket parks and gateways offering access to the Los Angeles River. Giving these parcels of land open space land use designations and zones will help preserve these properties for open space use.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical and scenic resources including topographic features and ridge protection.

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL AND HEALTH NEEDS OF THE COMMUNITY.

Objective 5-1

Preserve existing and develop new open space resources.

Policies

5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan area.

Program: The Plan Map designates areas for open space, thus protecting them from encroachment by more intense uses.

5-1.2 Accommodate active parklands and other open space.

Program: The Plan Map designates lands for open space uses.

Program: The Plan Map re-designates privately owned lands acquired as parkland for public use to the Open Space land use designation and zone to protect them from development.

Program: The Plan identifies and designates the Plan area's unique network of public staircases as Public Facilities as a means to preserve them for public use as recreational and non-motorized transportation facilities, increase open space in the Plan area and promote use of an existing public resource.

Program: The Plan promotes the preservation of existing and the development of new medians, sidewalks, landscape buffers, etc. that enhance the built environment and streetscapes.

5.1-3 Encourage new larger-scale commercial development to provide public open space.

Program: To the extent feasible, new larger-scale developments in identified Neighborhood Districts and Community Centers or along Mixed Use Boulevards or any sizeable redevelopment projects are encouraged to provide open space and/or community facilities. Where no floor area bonus already exists, this Plan supports granting a floor area bonus equal to the square footage of the public open space or community amenity.

Program: Decision-makers should also make public open space and/or community facilities a condition of approval of proposed projects requiring discretionary action, when feasible.

5-1.4 Recognize the Plan area's considerable urban forest, in both the public and private realms, as a feature which greatly contributes to its character and the quality of life enjoyed by residents by encouraging streetscape, greenways and the incorporation of green space within the urban form, as feasible.

Program: Work with other City departments and private developers to promote parkways, landscaped medians, sidewalks with landscape buffers, community gateways and other elements that maintain and enhance these defining neighborhood features.

Program: Encourage the preservation and maintenance of the Plan area's public staircases and promote the landscaping of areas adjacent areas and their incorporation into the larger street, open space and recreation networks, as appropriate.

Program: Develop recommended Community Design Overlay Districts and their respective streetscape plans to establish guidelines and standards for open space, landscaping and other design elements that enhance the built environment, on both private property and in the public right-of-way, and lend a distinctive character to Commercial Centers in the Plan area.

Program: Encourage implementation of the Urban Design Guidelines of the Silver Lake Reservoir Master Plan (see Chapter 5 of this Plan.)

Objective 5-2

Provide/insure access to new recreational resources and open space developed throughout the Plan area, including trails and facilities along the Los Angeles River, and new parks.

Policies

5-2.1 Insure that there is public access to any new open space and recreational facilities in the Plan Area, especially the Los Angeles River.

Program: The Planning Department should incorporate new open space and recreational resources in future updates of the Open Space and Conservation Element of the General Plan.

SCHOOLS

In the Silver Lake-Echo Park-Elysian Valley Community Plan Area, public schools are administered by the Los Angeles Unified School District (LAUSD). There are 10 elementary schools and primary schools in the Plan area. One high school, the Downtown Business Magnet School, is located within the boundaries of the Plan area. Existing and proposed middle and high schools that serve the students living in the Plan area are located outside of the Plan area. While it may become necessary to locate new schools in the Plan area and the LAUSD is undertaking a massive school building effort (59 schools within the boundaries of the City of Los Angeles) to relieve Citywide overcrowding, the LAUSD has not selected any sites for schools in the Plan Area.

GOAL 6

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 6-1

Work constructively with the LAUSD to promote the siting and construction of adequate school facilities phased with growth.

Policies

6.1-1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Coordinate with the LAUSD to both identify and determine the suitability of identified sites and streamline the City's component of the development process through coordination with an assigned case manager.

Program: Use the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

6-1-2 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Encourage use of the following strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks and auditoriums) within a transit station, center or mixed use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle and high schools where possible close to transit opportunities and key centers and along Mixed Use Boulevards so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Silver Lake-Echo Park-Elysian Valley Community Plan Area is currently served by branch libraries located outside of the Community Plan Area. The Echo Park Branch is located on the south side of Temple Street just outside of the Plan area's boundaries in the Westlake Community Plan Area. It is also served by nearby branches in Chinatown, Little Tokyo, Los Feliz, Atwater Village and other branch libraries located in neighboring Hollywood, Wilshire and Northeast Los Angeles Community Plan Areas.

The Plan area has benefitted from the Library Department's 1998 Library Bond Program, which will have funded the construction, renovation or expansion of 32 branch libraries by the year 2004. As a result of this program, the Plan area has been awarded two new branch libraries: The Edendale Branch, which is located at Sunset Boulevard and Alvarado Street, is slated to be completed in late 2003. A second branch, a Silver Lake Branch, for which no site has been selected as yet, is also planned.

GOAL 7

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.

Objective 7-1

Encourage the City’s Library Department to provide adequate library service which responds to the needs of the community.

Policies

7-1.1 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, transit stations, office buildings and similarly accessible facilities.

Program: Through the inclusion of this policy in the Plan text, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision makers review and approve sites for new libraries.

Program: Coordinate with the Library Department to conduct a needs assessment and identify a site for a branch library in Elysian Valley as funding becomes available.

POLICE PROTECTION

Police protection services are provided by the Central Bureau of the Los Angeles Police Department. The police stations serving the Plan area is the Rampart Station located within the Westlake Community Plan Area and the Northeast Station in East Los Angeles. The Police Department maintains three community outreach facilities in the Plan area, one in Elysian Valley at the Elysian Valley Recreation Center and two in Echo Park.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY’S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

To provide adequate police facilities and personnel to correspond with population and service demands.

Policies

8-1.1 Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: A decision-maker should include a finding which considers the impact on police service demands of the project or land use plan change.

FIRE PROTECTION

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other government agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life

through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Encourage decision-makers to include a finding as to the impact on fire service demands for all plan amendments within five years of adoption.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for all discretionary actions.

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

Transportation Improvement and Mitigation Program (TIMP)

The Transportation Improvement and Mitigation Program (TIMP) is a set of specific transportation recommendations to meet the circulation needs of the community to the year 2010. The TIMP was prepared for the Silver Lake-Echo Park-Elysian Valley Community Plan through analysis of land use impacts on the transportation system.

Specific circulation improvements include Public Transit Improvements which include Rapid Bus Service and improved bus and shuttle service. The TIMP also contains Transportation System Management (TSM) recommendations including roadway improvements and re-designations, expansion of the Automated Traffic Surveillance and Control (ATSAC) system, peak hour parking restrictions and creation of neighborhood traffic control plans. Finally, the TIMP also recommends a set of Transportation Demand Management (TDM) programs. TDM program recommendations include creating bikeways, forming transportation management associations, incentives and/or ordinances for trip reduction and continued participation by the City in regional transportation management programs.

Below is a series of programs and implementation steps. Each

implementation measure taken from the TIMP is identified in brackets [] as follows: [TIMP].

**PUBLIC
TRANSPORTATION**

Opportunities exist within Silver Lake-Echo Park-Elysian Valley to increase the use of public transportation.

The Silver Lake-Echo Park-Elysian Valley Community Plan area has a higher percentage of transit use for work trips than the Citywide average. This trend is attributed to the area's lower household income and high level of transit service. Despite these commute behaviors, it is still anticipated that the private automobile will remain the primary mode of transportation within the time frame of this Plan and that bus service and the community "DASH" or paratransit will be the primary public transportation modes through the year 2010.

The City of Los Angeles Department of Transportation (LADOT) operates "Cityride," a Citywide demand-responsive paratransit program for senior citizens aged 65 or older and persons with mobility impairments. Cityride registrants may obtain a low-cost book of transit scrip each quarter which can be exchanged for MTA monthly bus passes and discounts on taxi, private lift-van and Cityride life-van Dial-A-Ride services.

GOAL 10

DEVELOP A PUBLIC TRANSPORTATION SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 10-1

Encourage improved local and express bus and neighborhood shuttle service through the Community Plan Area and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle facilities and rail facilities.

Policies

10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) plans to improve local and express bus service in the Plan Area.

Program: Implement designated transit enhanced streets and associated improvements. [TIMP]

- Implement the Transit Enhanced Street designation of Santa Monica Blvd. and Sunset Blvd., as recommended by the Mobility Plan 2035.
- Support and promote the implementation of new Metro Rapid Bus lines on the Santa Monica Boulevard-Sunset Boulevard corridor (from Union Station to downtown Santa Monica) and Vermont Avenue (just outside the Plan area with connection through Los Feliz to the Hollywood Boulevard Rapid Bus line to Pasadena) in the Phase II

implementation of the Metro Rapid bus service expected by 2010.

- Designate Alvarado Street as a Transit Enhanced Street as defined by the Mobility Plan so that it may be eligible for applicable transit-related programs and improvements.

Program: Establish “DASH” shuttles to transport residents of hillside neighborhoods to main shopping areas, especially in identified Neighborhood Districts and Community Centers in the Plan area, and to bus stops, nearby rail stations and access points of other transit opportunities. [TIMP] Possible routes include the following:

- From the Plan area to Chinatown and the Chinatown Pasadena Gold Line Station then to Union Station and Downtown.
- Linking residential areas, commercial centers and nearby Red Line Subway stations.

10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The Plan includes an Urban Design chapter that outlines design guidelines for transit stops. Other plans including plans for the proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District and the proposed Sunset Junction Community Design Overlay District should also address identification of and user friendly amenities for transit stops in these districts.

Program: Encourage and coordinate the use of transit information kiosks and next bus information to facilitate transit use. [TIMP] Kiosks may be placed at various commercial and community centers and at major bus centers. Next bus information can be displayed at major bus centers (the intersection of two major bus lines). In the Plan area major bus lines (routes with service every 10 minutes) are along Sunset Boulevard, Glendale Boulevard, Alvarado Street, and Temple Street. Major bus centers (where two major lines intersect) are located at Sunset Boulevard and Alvarado Street, Glendale Boulevard and Temple Street., Temple Street and Alvarado Street and Sunset Boulevard and Glendale Boulevard (grade separated but with a staircase connecting them).

TRANSPORTATION DEMAND MANAGEMENT (TDM)

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective to maintain acceptable Levels of Service (LOS E and F are considered unsatisfactory) throughout the Plan area as growth occurs. Studies indicate that the majority of the street segments are

operating at acceptable Levels of Service. However, the level of trips generated by future development in the Plan area and surrounding communities requires implementation of a Transportation Demand Management (TDM) Program and other improvements to enhance safety and mobility. TDM is a program designed to reduce trips. People are given incentives to use TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting and non-motorized transportation modes such as the bicycle.

In addition to the specific policies and programs listed, the Transportation Demand Management (TDM) Programs for the Community Plan Area includes the following actions by the City.

1. Transportation Management Association formation/coordination.

The City should encourage the formation of Transportation Management Associations (TMAs) in order to assist employers in creating and managing trip reduction programs. In the Plan area, ideal candidates for TMAs are shopping centers.

2. Participation in Regional Transportation Management Programs.

The City will continue to participate and coordinate with local and regional TDM programs that are in the process of being implemented by other agencies and adjacent jurisdictions.

3. TDM Ordinance. The Citywide ordinance on TDM and trip reduction measures (LAMC 12.26 J) will continue to be implemented for the Silver Lake -Echo Park Community Plan Area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.

Trip reduction may also be encouraged by development incentives or financial incentives to employers. Development incentives may include increased floor area and/or reduced on-site parking requirements granted on a case-by-case basis with discretionary approval on the condition that developments monitor performance and provide contingency plans. Reductions in the City's business registration and licensing fees to employers might represent financial incentives for employers who subsidize employee transit costs or promote telecommuting.

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

5. The City should continue to implement bikeways development as specified in the Mobility Plan (2035) as part of an overall transportation demand management.

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

Objective 11-1

Pursue transportation demand management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.

Policies

11-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles and walking, etc.)

Program: The Citywide ordinance on TDM and trip reduction measures will continue to be implemented for the Silver Lake-Echo Park-Elysian Valley Community Plan Area. This ordinance calls for several measures to be taken by non-residential developments to achieve necessary trip reduction targets.

11.1-2 Require that proposals for major new non-residential development projects include submission of TDM Plan to the City.

Program: The decision-maker should include this requirement in approval of projects.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) strategies are intended to improve the existing transportation system through a program of minor, low cost physical improvements. TSM incorporates features such as synchronization of traffic signals, limiting on-street parking during peak travel times, conversion of parallel arterials into one-way couplets, reversible lane operations and intersection improvements.

GOAL 12

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 12-1

Reduction of vehicular trip delays in the Community Plan Area through coordination of the street traffic signal system with the Caltrans freeway traffic management system.

Policies

12-1.1 Implement signalization improvements throughout the Plan Area.

Program: Implement the second phase of signalization improvements called Adaptive Traffic Control System which is expected to add a 3% increase in capacity of roadways in the Plan area above the 7% increase gained upon implementation of the first phase. [TIMP]

Objective 12-2

Institute traffic management measures to special traffic operations procedures as necessary to improve circulation throughout the Plan area.

Policies

12-2.1 Institute and maintain special traffic operations used to increase the capacity of the roadway network.

Program: Continue to use special traffic operations procedures, including traffic control officers, reversible lanes on Elysian Park Avenue and turn lane operational restrictions to manage traffic in the vicinity of Dodger stadium to handle game day traffic volumes.

Program: Institute peak hour parking restrictions to add travel lanes on boulevards. as long as such measures do not conflict with existing bicycle facilities and Metro Rapid Bus service or the policies of Mobility Plan 2035.

GOAL 13

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.

Objective 13-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

13-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a satisfactory LOS for streets. that should not exceed LOS D for Boulevards, Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the Mobility Plan.

Program: Implement capital improvements in the Plan area that are intended to alleviate congestion on problem streets, including:

- The Glendale Boulevard Corridor Improvement Project which includes a variety of intersection, signal and operational improvements at problem intersections along Glendale Boulevard as well as median and streetscape improvements. [TIMP]
- Improve operations at the Sunset Boulevard/Santa Monica Boulevard, intersection, particularly for westbound buses

attempting to turn left onto Santa Monica Boulevard from Sunset Boulevard [TIMP]

- Consider physical and operational improvements to the Sunset Boulevard/Hollywood Boulevard/Hillhurst Avenue and Silver Lake Boulevard/Temple Street/Beverly Boulevard/Virgil Avenue intersections, both of which lie just outside of the Plan area but cause bottlenecks and traffic congestion on major access routes to the Silver Lake-Echo Park-Elysian Valley Community Plan Area. [TIMP]
- Consider the feasibility of extending Blake Ave. in Elysian Valley to provide a truck access route to the industrially designated lands abutting the river that would not require use of local residential streets. [TIMP]

Program: Where feasible and consistent with the policies of the Mobility Plan, implement street re-designations that will more accurately reflect the capacity and function of various streets in the Plan area and amend the Mobility Plan, an element of the General Plan (see Figure 7).

- Academy Road from the Dodger Stadium entrance to Stadium Way - re-designate from a Local Street to a Collector Street to better reflect its functions as an access road to Dodger Stadium, Elysian Park, the 110 Freeway and North Broadway. [TIMP]
- Academy Road - designate it as a Scenic Byway to endow this public right-of-way with protections to preserve the natural environment (parkland) it traverses.
- Bellevue Avenue from Glendale Boulevard to Echo Park Avenue - re-designate from a Local Street to a Collector Street to reflect its use as an access road to the 101 Freeway. [TIMP]
- Silver Lake Boulevard - Van Pelt Street to Armstrong Avenue - re-designate from a Secondary Highway to a Avenue II to make it consistent with the Silver Lake Reservoir Master Plan. [TIMP]
- Beaudry Avenue - re-designate from a Secondary Street to a Avenue II to make its classification consistent with the Central City West Specific Plan.

Figure 7



Legend:

Proposed Street Redesignations

- ■ ■ Local Street to Collector Street and Scenic Byway
- ▬ Secondary Highway to Modified Secondary Highway
- ▬ Secondary Highway to Major Highway Class II

**Silver Lake/Echo Park/Elysian Valley Community Plan Update
STREET DESIGNATION CHANGES**



Program: Implement a variety of regional capital improvements that will alleviate the impacts of commuter traffic on the Plan area and improve internal circulation.

- Glendale Freeway Terminus at Glendale Boulevard. - reconfiguration of the Glendale Freeway terminus to reduce speeds as traffic enters Glendale Boulevard. Alternatives are currently being studied by LACMTA and a preferred alternative aligns the southbound off-ramp to the east to intersect Glendale Boulevard in a single signalized intersection adjacent to the northbound on ramp. The right-of-way occupied by the existing off-ramp, as envisioned in this alternative, would be used for open space. [TIMP]
- I-5/Glendale Freeway - improvement to the interchange to improve access to Downtown Los Angeles from the southbound I-5. This project, which would alleviate traffic on Glendale Boulevard and other arterials, is listed in the 2001 Long Range Transportation Plan (LRTP) as a "Priority Freeway Improvement Project," to be funded by 2010. [TIMP]
- Alameda Street By-Pass- also intended to provide an alternate access from the I-5 to Downtown Los Angeles. This project is listed in the 2001 LRTP as a Strategic Highway Project which is not funded by 2010 but is the next priority for additional transportation funding. [TIMP]
- Route 110/I-5 Connector - improvement to the connection between the two freeways by providing a two-lane connection from the northbound I-5 connector to the northbound I-110 connector ramp. [TIMP]
- I-110/I-101 Merge -the addition of an auxiliary lane between 110 Freeway and Glendale Boulevard will reduce congestion on the 110 and discourage people from using arterials in the Plan area to get to the 101 Freeway. by lengthening the merge distance from less than one-quarter mile to about one-half mile. This option would require removal or replacement of the Edgeware Road bridge across the freeway with a longer span bridge; This improvement would be considered during future studies of improvements to the Highway 101 Corridor. [TIMP]
- I-5/Glendale Boulevard-should monitor the southbound off ramp on Glendale Boulevard which terminates in an unsignalized intersection at Riverside Drive. This intersection may require a signal in the future. [TIMP]

13-1.2 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control

measures.

Program: Support DOT efforts to implement the Neighborhood Protection Plans for identified neighborhoods using a variety of traffic control devices and traffic calming techniques. The TIMP identifies the following neighborhoods as candidates for Neighborhood Protection Plans.

- Solano Canyon [TIMP]
- Echo Park east and west of Glendale Boulevard including Berkeley Avenue, Scott Avenue and along Benton Way. [TIMP]

Program: Work with DOT and Plan area residents to identify existing and anticipated “cut-through” traffic routes and spillover parking, as recommended transportation improvements are made.

- 13-1.3** Design public streets that enhance the pedestrian environment and urban form through the use of landscaping, gateways and other efforts to beautify the public realm and promote use of non-motorized transportation.

Program: Where it does not interfere with circulation, this Plan promotes the beautification of public streets as parkways with landscaped medians, sidewalks with landscape buffers to shield pedestrians from the roadway and gateways that identify and create sense of community and enhance neighborhood character and identity.

Program: Encourage the construction and maintenance of sidewalks in pedestrian-oriented areas and on Pedestrian Priority Streets as an important component of non-motorized transportation facilities.

Objective 13-2

To insure that the location, intensity and timing of infrastructure development maintain the City’s street standards.

Policies

- 13-2.1** No increase in density and intensity should be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: Decision-makers are encouraged to adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate Transportation System Management and/or Transportation

Demand Management programs and or transit improvements that are consistent with the Citywide Land Use-Transportation Policy.

**NON-MOTORIZED
TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/ circulation such as walking and bicycle riding. The Mobility Plan (2035) identifies a backbone bikeway system and support facilities through the

Silver Lake-Echo Park-Elysian Valley Community Plan Area. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportation modes.

The Citywide Major Equestrian and Hiking Trails Plan identifies proposed equestrian trails in the community. In the Silver Lake-Echo Park-Elysian Valley Community Plan Area, equestrian trails are located in Elysian Park and traveling southeast to northwest along the 5 Freeway and Riverside Drive.

GOAL 14

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES.

Objective 14-1

Promote an adequate system of safe bikeways for commuter, school and recreational use.

Policies

14-1.1 Assure that local bicycle routes are identified and linked with facilities of neighboring areas of the City.

Program: The Community Plan endorses full implementation of the City's Mobility Plan, which designates either planned or existing bicycle facilities for the following:

1. The Los Angeles River - a Class I Bike Path along the Los Angeles River (just outside the Plan area but easily accessible from the Plan area), an important link to Downtown Los Angeles and connection between two regional parks, Elysian Park and Griffith Park and two future state parks on the Cornfield and Taylor Yard properties on the north and south banks of the Los Angeles River just north of Downtown.
2. Silver Lake Boulevard - a Class II Bike Lane on Silver Lake Boulevard from Sunset Boulevard to Glendale Boulevard with a planned extension on Glendale Boulevard and Fletcher Avenue to the Los Angeles River.

3. Fletcher Drive - a Class II Bike Lane from Glendale Boulevard to the Los Angeles River.
4. Sunset Boulevard - a Class II Bike Lane from Elysian Park Avenue to Fountain Avenue which connects with facilities on Elysian Park Avenue and Stadium Way through Elysian Park and a Commuter Bikeway east of Elysian Park Avenue.
5. Elysian Park Avenue/Stadium Way - Class II Bike lanes on Elysian Park Avenue and Stadium way which lead to a Commuter Bikeway on Stadium Way north of Academy Road and leading to bicycle facilities on Riverside Drive.
6. Riverside Drive - a Class II Signed Bike Lane on Riverside Drive from Glendale Boulevard to Figueroa Street linking significant open space resources: the Los Angeles River, Elysian Park, Griffith Park and the future state parks.
7. North Broadway - a Commuter Bikeway from Sunset Boulevard to the Class I Bike Path on Mission Road.
8. Glendale Boulevard - a Commuter Bikeway from Temple Street to Silver Lake Boulevard.
9. Griffith Park Boulevard - a Commuter Bikeway from Sunset Boulevard to Hyperion Avenue.

Program: Close gaps in the bikeway network by designating with the appropriate bicycle facility Silver Lake Boulevard south of Sunset Boulevard to connect Silver Lake Boulevard to the Commuter Bikeway on First Street and to better connect the Plan area to the bikeway facilities outside the Plan area.

Program: Encourage the construction and maintenance of sidewalks in pedestrian-oriented areas and on Pedestrian Priority Streets as an important component of non-motorized transportation facilities.

- 14-1.2** Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments and public spaces.

Program: Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

Objective 14-2

Promote the use of community staircases as an integral part of the Plan area's pedestrian network, offering access from hillside residential neighborhoods to commercial corridors.

Policies

14-2.1 Maintain, preserve, landscape and generally make safe and publicly accessible all of the Plan area's staircases.

Program: All relevant City departments (Planning, Public Works, Recreation and Parks and Cultural Affairs) should work cooperatively to maintain and enhance staircases as public rights-of-way, cultural/historic resources, and, for their recreational value, as recreational facilities, potential urban parks and links in greenways and between open spaces.

Program: Work with relevant City Departments to identify funds for the regular maintenance of staircases.

Program: Encourage landscaping, fences, and other design features that define the relationship between the public staircases/pathways and adjacent private properties to maintain accessibility and character. The staircase map (Exhibit J) should also be used to identify and map connections between staircases and open spaces where they can serve as linkages in potential greenways and to locate parcels for future acquisition of open spaces and pocket parks.

PARKING

The Plan supports initiatives to develop City-owned (off-street) and shared-use parking facilities in the Silver Lake-Echo Park-Elysian Valley Community Plan Area. Parking facilities, either City-owned or privately developed, should be located in or near commercial areas, preferably in identified Community Centers and along identified Mixed Use Boulevards. Additionally, they should not be free-standing, but should incorporate a mix of uses that contributes to the vitality and activity of the street and complement existing uses and design. A typical way of incorporating mixed use in a parking facility might be to include commercial/retail uses on the ground floor of a parking structure. Residential uses may also be included in such facilities.

GOAL 15

A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 15-1

Provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

15-1.1 Encourage the development of centralized municipal and private parking structures and surface parking lots, and where possible encourage public-private partnerships in the development of such parking facilities.

Program: Encourage the development of parking facilities (both public and private) that incorporate a mix of uses that maintain and contribute to street life, such as parking structures with ground-floor commercial/retail uses.

Program: Work with appropriate City departments to study the availability of parking in the Sunset-Alvarado Parking Meter Zone and the Silver Lake Parking Meter Zone and to develop a comprehensive sign program to direct motorists to existing municipal lots in those areas.

Program: Work with relevant City departments to identify optimal locations for development of City-owned parking facilities as needed in the following commercial areas:

- The area of the Sunset Boulevard/Beaudry Avenue intersection;
- The area of the proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District (to be located behind commercial frontage);
- The Sunset Boulevard/Alvarado Street Community Center; and,
- At intervals in key locations along Sunset Boulevard, a designated Mixed Use Boulevard, to improve the viability of mixed-use projects (the Plan supports parking reductions for projects within 750 feet of publicly or privately owned centralized parking facilities).

Program: Establish as part of the Sunset Boulevard/Echo Park Avenue Community Design Overlay District and/or the Sunset Junction Community Design Overlay District (or more generally along the Sunset Boulevard Mixed Use Boulevard) a parking fund that would be used to pay for centralized parking facilities along the boulevard. The location of central parking structures along Sunset Boulevard will provide incentive to concentrate development along the designated Mixed Use Boulevard so that developers can take advantage of the parking reduction encouraged in this Plan.

15-1.2 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Arterials.

Program: Chapter V, the Urban Design chapter of this Plan, outlines guidelines for parking areas.

Program: Decision-makers should require shared-use parking facilities and coordinate parking access when discretionary actions are required.

15-1.3 Consider new Citywide parking standards for areas around transit

stations, designated centers and pedestrian-oriented areas.

Program: Consider parking reductions for developments located in areas around transit stations, designated centers and pedestrian-oriented areas. Use central parking structure parking reductions as incentive to draw and concentrate development in designated centers and Mixed Use Boulevards and to increase the viability of mixed-use projects.

15.1-4 New parking lots and parking structures shall be developed in accordance with design standards.

Program: Chapter V, the Urban Design chapter of this Plan, outlines guidelines for parking facilities.

HISTORIC AND CULTURAL RESOURCES

The Silver Lake-Echo Park-Elysian Valley Community Plan Area possesses significant historic and cultural resources. Because it is an older part of the City, its most tangible contribution to the historic and cultural legacy of the city is its architecture, beginning in the late 1800s with Victorian architecture and encompassing fine representations of the subsequent waves of architectural styles that are unique to and characteristic of Southern California. They range from Craftsman, California bungalow, Mediterranean revival styles, and a concentrated and notable collection of Modern-era structures designed by the pre-eminent Modernist architects who made their home in Southern California. Modest homes with detached garages and functional staircases, which made sensitive and efficient use of steep hillside lots, and courtyard-style multiple family apartments, which exemplified Southern California outdoor living and de-emphasizes parking and driveways, continue to offer fine examples of quality single and multiple family development. Residential development with the scale and design represented in the Plan area offer a pedestrian friendly environment, orientation and amenities that are the building blocks of sustainable development.

Echo Park is home to the City's first designated historic area, the Angelino Heights Historic Preservation Overlay Zone. Active community groups and long-time residents of both Silver Lake and Echo Park preserve, promote and educate residents on the area's significant role in the history of the City's development. The Plan area contained the City's first public transportation system and possesses valuable relics of its past in its unique network of public staircases that provided essential pedestrian thoroughfares in the hilly terrain and a system of reservoirs which were the backbone of the City's early water system. It was also the original home of the entertainment industry, is the site of Elysian Park, the City's first park and is shaped by the land use patterns of the City fashioned around the original Pueblo of the City of Los Angeles. Waves of new

immigrants have settled in the area over time, reflecting the cultural diversity and ethnic makeup of the City, and a thriving artistic community resides in the area, drawn to its urban character and contributing to its economic vitality and distinct identity. Prominent community websites for both Silver Lake and Echo Park provide access to valuable community news and information and the wealth of its history.

GOAL 16

IDENTIFICATION, PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 16-1

Ensure that the community's historically significant resources are protected, preserved and/or enhanced.

Policies

16-1.1 Assist private owners of existing historic resources and historically or architecturally significant structures to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design and general implementation of the design guidelines contained in Chapter V of this Plan.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

Program: Designated Historic-Cultural Monuments within the Plan area are listed in Appendix A.

Program: Significant Modern-era homes and structures for which individual cultural/historic monument status may be sought are listed in Appendix B.

Program: Work with the Department of Cultural Affairs and community groups to seek historic designation of the Department of Water and Power pumphouse on Fletcher Drive, the former Queen of Angeles hospital building and other significant sites.

Program: This Plan inventories and identifies all public staircases (see informational staircase map labeled Exhibit I) in the Plan area and encourages a program for their preservation as public resources and for their regular maintenance. This Plan also encourages the incorporation of staircases in the larger recreational and non-motorized transportation network, as described under Policy 14-2.1.

Program: Endorse the implementation of the Silver Lake Reservoir Master Plan, recognizing the Silver Lake Reservoir as not only a functional resource but also as a cultural, aesthetic and recreational asset in the community.

Program: Prepare a historic resource survey or other necessary studies to establish a Historic Preservation Overlay Zone or other Supplemental Use District, as appropriate, to protect the neighborhood character and period architecture of the area generally bounded by Douglas Street, Elysian Park, the 5 Freeway, the Glendale Freeway, Glendale Boulevard, Berkeley Avenue, Benton Way and Temple Street.

Program: Include Echo Park Lake in future neighborhood conservation and preservation efforts with the goal of protecting park facilities and significant viewsheds to and from the lake.

Program: Recognize the Plan area's public murals as a distinctive feature of the area and encourage their preservation.

SILVER LAKE - ECHO PARK - ELYSIAN VALLEY
SUMMARY OF LAND USE

| CATEGORY | LAND USE | CORRESPONDING ZONES | NET ACRES | % AREA | TOTAL NET ACRES | TOTAL % AREA |
|-------------------------------------|--------------------------|-------------------------------|-----------|--------|-----------------|--------------|
| RESIDENTIAL | | | | | | |
| Single Family | | | | | 648 | 17.9 |
| | Low Residential | RS, R1, RD6, RD5 | 648 | 100 | | |
| Multiple Family | | | | | 1,327 | 36.6 |
| | Low Medium I | R2, RD3, RD4, RZ2.5, RZ3, RZ4 | 643 | 48.4 | | |
| | Low Medium II | RD2, RD1.5 | 527 | 39.7 | | |
| | Medium | R3 | 157 | 11.8 | | |
| COMMERCIAL | | | | | | |
| | Neighborhood Commercial | RAS3, C1, C1.5, C2, C4, P | 88 | 37.4 | | |
| | General Commercial | RAS3, CR, C1.5, C2, C4, P | 55 | 23.4 | | |
| | Community Commercial | RAS3, CR, C2, C4, P | 92 | 39.1 | | |
| INDUSTRIAL | | | | | | |
| | Commercial Manufacturing | CM, P | 58 | 62.4 | | |
| | Limited Industrial | M1, MR1, P | 5 | 5.4 | | |
| | Light Industrial | M2, MR2, P | 30 | 32.3 | | |
| OPEN SPACE/PUBLIC FACILITIES | | | | | | |
| | Open Space | OS, A1 | 991 | 75 | | |
| | Public Facilities | PF | 331 | 25 | | |
| TOTAL | | | | | 3,625 | 100 |

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate City departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of the goals and objectives found in Chapter 3.

PUBLIC WORKS

1. Encourage awareness of the importance of streetscape components in the community-wide urban design policies as well as all adopted streetscape plans, among the agencies responsible for construction and maintenance on public property, especially rights-of-way.
2. Encourage cooperation between public works and utility agencies to maximize opportunities for undergrounding utilities.
3. Seek active involvement of those agencies regulating public property, especially rights-of-way, in the preparation of specific plans or overlay district ordinances to implement this Plan.
4. Coordinate a program for locating and phasing public facilities to meet existing and future needs.
5. Coordinate efforts to identify and maintain public staircases in the Plan area and to reclaim for public use those public staircases which may have been illegally barricaded.

CODE ENFORCEMENT

1. Promote more effective enforcement of all applicable government codes regulating the built environment and environmental quality.
2. Assist enforcement agencies in increasing community awareness of existing and proposed building, housing, and zoning regulations.
3. Encourage greater inter-agency cooperation in developing zone code amendments and other zoning tools to better define roles and responsibilities for review and enforcement.
4. Encourage cooperation in updating and disseminating zoning maps and data in a timely matter among regulatory agencies to ensure that regulations are applied consistently. Incorporate intranet and Internet information access models as dissemination tools.
5. Provide inter-departmental training opportunities on an on-going

basis to respond to changing enforcement issues.

**RECREATION AND
PARK FACILITIES AND
OPEN SPACE**

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for both education and recreation and park opportunities.
2. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.
4. Coordinate with the Department of Recreation and Parks and the Police Department to insure adequate police patrols and “defensible space”, where feasible, in the design of recreation and park facilities.
5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.
6. Improve utilization and development of recreational facilities at existing parks, as needed, and as funds become available.
7. Coordinate with City departments, neighboring cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties for such recreational uses as hiking, biking and horseback riding, where possible.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target the provision of park and recreation facilities in areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that could safely be used for public recreation.
11. Encourage the City Department of Recreation and Parks to coordinate with community groups, nonprofit organizations and public land trusts which increasingly take an active role in the identification, clean up, acquisition of parks and open space and the implementation of various recreation and open space facilities, open space networks and trail systems, particularly as it pertains to restoration and development of the Los Angeles River as a Citywide recreational amenity. Organizations active in these efforts are the Trust for Public Lands, the Santa Monica Mountains Conservancy, Friends of the Los Angeles River, the Mountains Recreation and Conservation Authority and Northeast Trees, among others.

SCHOOLS

1. Encourage the siting of new public schools on large vacant parcels as a first alternative, rather than acquiring sites with existing uses which may be displaced.
2. Maximize the accessibility of school facilities to neighborhood organizations.
3. Encourage the incorporation of schools in mixed-use projects, along mixed-use boulevards and transit-rich locations and joint use of public facilities and lands where feasible.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands.
2. Develop a Citywide policy for locating non-English language permanent collections.
3. Coordinate with the Library Department to conduct a needs assessment and identify a site for a branch library in Elysian Valley as funding becomes available.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and properly equipped police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the Community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch and Business Improvement District patrols) through coordination with existing community-based policing, foot and bicycle patrols and watch programs.
3. Identify neighborhoods most in need of police protection facilities.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire stations and properly equipped fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the Silver Lake-Echo Park-Elysian Valley Community Plan Area.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION

1. Assist private owners of historic resources to maintain, enhance and conserve their properties.

2. Work with the Departments of Building and Safety, Housing, Cultural Affairs and others as necessary to educate property owners about the appropriate remodel and rehabilitation of significant architecture that emphasizes the preservation of character-defining features. Given the nature of the housing stock in the Silver Lake-Echo Park-Elysian Valley Community Plan Area, conserving wood siding and wood -frame windows are of particular concern. The Department of City Planning's Preservation Plan Workbook and the forthcoming Angelino Heights Preservation Plan can be used as preservation resources for the Plan area's period architecture.
3. Coordinate with relevant City departments to identify funding sources to assist with the expense of remodeling and rehabilitating structures in a historically sensitive manner, especially in lower-income communities.
4. Coordinate with local community groups, Neighborhood Councils and relevant City Departments to develop educational materials for property owners on various architectural styles and their defining features.

HOUSING

1. Locate housing for senior citizens, the physically challenged and low-income persons within reasonable walking distance of health and community facilities and services and public transportation.
2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
5. Improve the coordination of public services to support neighborhood conservation activities.
6. Ensure that the location of very low, low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relation to other planning areas.
5. Encourage new and alternative housing concepts, building materials and construction methods that are compatible with City codes.
7. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
8. Ensure that the development of transitional housing and emergency shelters is appropriately located.
9. Encourage the development of housing types that meet the needs of special populations (seniors, physically challenged, etc.) and the range of socio-economic backgrounds.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for light manufacturing industrial uses, especially for high technology, research and development and entertainment-related industrial manufacturing, through available City, State and Federal incentive programs.
2. Assist in the aggregation of smaller, older sites into business park style areas, to facilitate revitalization or reuse, where appropriate.

UTILITIES

Install utilities underground, with an emphasis on combined cable and Internet communications services, through assessment districts, or other funding mechanisms, when possible.

EMPLOYMENT

1. Encourage businesses to participate in job-training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills and wages.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Los Angeles County Metropolitan Transportation Authority (LACMTA), LADOT, and other local agencies to improve local bus service, including DASH and Smart Shuttle feeder service to and within the Silver Lake-Echo Park-Elysian Valley Community Plan Area, especially to rail stations and other transit hubs.
2. Encourage the expansion of public rapid transit programs, including bus and rail, and , wherever feasible, enhance the mobility of senior citizens, the physically challenged, and low-income persons and the transit-dependent population.
3. Develop an intermodal mass transportation plan that links to future rail service and regional transportation opportunities.

**NON-MOTORIZED
TRANSPORTATION**

1. Encourage funding and construction of a bicycle network connecting neighborhoods to schools, parks and open space areas and to employment and public transit routes, stops, stations and centers.
2. Capitalize on the unique opportunity afforded by the Silver Lake-Echo Park-Elysian Valley Community Plan Area to develop a functional non-motorized transportation network that links Los Angeles River paths with planned bicycle lanes along the Arroyo Seco, providing a continuous path between Pasadena and Downtown as well as communities and neighboring cities along the 51-mile stretch of the Los Angeles River.

NATURAL DISASTER

City Government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of the City should be encouraged to work together to minimize the impacts of a disaster in terms of land development practices, providing essential services, preventing transportation and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

Chapter V

URBAN DESIGN

The Silver Lake-Echo Park-Elysian Valley Community Plan Area is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this Chapter to lay out broad, general policies for individual multiple residential, commercial, mixed-use and industrial projects and community design elements. This Chapter is divided into two sections. The Design Policies section is directed at individual projects on private property. The Community Design and Landscaping Guidelines section is directed at a community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

The Design Policies in this chapter establish the minimum level of design that should be observed in multiple residential, commercial and mixed-use projects within the Plan Area. They also address design issues for parking and landscaping. The general urban design guidelines and standards outlined in this chapter should be required by decision-makers when reviewing individual projects throughout the Silver Lake-Echo Park-Elysian Valley Community Plan Area.

The policies and standards found in this Chapter are and will be formalized by ordinance, with the establishment of various proposed Supplemental Use Districts authorized by Section 13.00 of the Zoning Code, including, Community Design Overlay Districts (CDOs), Pedestrian Oriented Districts (PODs), Mixed Use Districts (MUDs) and Commercial and Artcraft Overlay Districts.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial, industrial and mixed-use projects, public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment and improve quality of life.

The Design Policies for commercial corridors emphasize the visual continuity of streetscapes and creation of an environment that encourages pedestrian and economic activity. The intent is to help establish identifiable neighborhoods fostered by commercial settings which contribute to the social life and economic vitality of the Silver Lake-Echo Park-Elysian Valley Community Plan Area.

The Design Policies for multiple-family residential areas emphasize architectural design to enhance quality-of-life, living conditions and neighborhood pride of the residents.

In industrial areas, the emphasis is on compatibility with adjacent, non-industrial uses and economically viable industrial development.

Additionally, specific design guidelines and standards tailored for neighborhoods or areas identified for future Supplemental Use Districts are contained in this chapter to help guide development and achieve articulated goals in the interim while proposed overlay districts are developed and adopted.

Overall, the intent of the design guidelines is to promote and enhance those features and characteristics that contribute to a neighborhood's character and identity, lend to its uniqueness and historical and cultural significance and are thus worth preserving. Neighborhoods that promote pedestrian activity offer alternatives to single occupancy vehicle transportation which will ultimately enhance livability of individual communities and consequently the livability of the city.

They encourage the principles of sustainable development. They provide some examples of practical design solutions which help citizens, business owners and design professionals to positively contribute to the quality of commercial and residential neighborhoods in the Silver Lake-Echo Park-Elysian Valley Community Plan Area.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL SITE PLANNING

Structures should be oriented toward the main commercial street where a parcel is located and should avoid pedestrian/vehicular conflicts by:

1. Locating parking areas between commercial and residential uses, (to provide a buffer).

Parking should be separated from adjacent residential uses by a solid wall and/or landscaped setback.

2. Minimizing the number of driveways/curb cuts which provide access from Arterials.
3. Maximizing pedestrian-oriented retail and commercial service uses along the street grade level frontages on commercial boulevards.
4. Providing street-front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions.
5. Prohibiting driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere.
6. Encouraging pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between buildings fronting onto plazas or courtyards

with outdoor dining, seating, water features, kiosks, paseo, open air vending, or craft display areas.

7. Providing fully landscaped and maintained unused building setback areas, and strips between driveways and walkways which allow safe and inviting pedestrian access to the rear of properties.
8. Providing speed bumps for driveways which parallel walkways, or which are longer than 50 linear feet.
9. Undergrounding new utility service, including Internet services.
10. Screening all mechanical and electrical equipment from public view.
11. Screening all rooftop equipment building appurtenances from public view.
12. Enclosing trash areas behind buildings for all projects .
13. Incorporating design elements that enhance safety, including lighting, appropriate security devices and exposing common areas to view.

Pedestrian-Oriented, Building Height and Design

In Community Centers, Neighborhood Districts and along Mixed-Use Boulevards, the mass, proportion and scale of all new buildings and remodels should encourage pedestrian orientation.

The design of all proposed projects should be articulated to provide variation and visual interest, and should enhance the streetscape and preclude opportunities for criminal activity and graffiti.

Building materials should provide visual relief to untreated portions of building facades.

The purpose of these provisions is to ensure that a project does not result in large sterile expanses of blank building walls, is harmonious with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. This will be achieved by the following policies:

1. For building frontages, require the use of offset building masses, recessed pedestrian entries, articulations, and surface perforations, or porticoes.
2. Require transparent windows (non-reflective, non-tinted glass for maximum visibility from sidewalks into building interiors).
3. Require recessed doors, entryways or courtyards, decorative planters, pedestrian scale murals or public art, mosaic tiles,

or other means of creating visual interest, to break up long, flat building facades and free-standing blank walls greater than ten feet wide.

4. Require each new building to have a pedestrian-oriented ground floor, and maximize the building area devoted to ground level display windows and display cases, store front glass, doors, windows and other transparent elements on front facades to afford pedestrian views into retail, office, and lobby space, and those building surfaces facing rear parking areas.
5. Require each new building to have building frontage on the floor immediately above the ground floor to be differentiated from the ground floor by, for example, recessed windows, balconies, offset planes, awnings, or other architectural details, and on buildings with pedestrian walkway openings, require, for example, continuity of an architectural feature on the facade, to retain continuity of the building wall at the ground floor.
6. Provide color, lighting, and surface texture accents and complementary building materials to building walls and facades, consistent with architectural themes of the neighborhood.
7. Maximize the applications of architectural features and articulations to building facades.
8. Locate new structures to form common and semi-continuous building walls along street frontages and sidewalks of Arterials, and Collector Streets.
9. Locate surface and above-grade parking areas to the rear of buildings, with access driveways on side streets, or from rear streets where project buildings cover the majority of block areas.
10. Integrate landscaping within pedestrian-friendly plazas, green space, pocket parks, and other open space complements.
11. Require signage suited to the scale and character of the local environment.
12. Fast food establishments should incorporate an urban design by adhering to the following standards:
 - a. Post small signs that complement the scale and character of the neighborhood
 - b. Omit drive-through windows
 - c. Locate parking in the rear
 - d. Site the building to meet the front property line.

When possible fast food and other franchise businesses should locate in existing structures. When constructing new buildings, they should use complementary materials and architectural styles and elements that reinforce neighborhood character and identity.

13. Require existing automobile uses requesting discretionary action to enclose their operations and storage areas or screen them from any adjacent residential uses and from the line of sight of commercial corridors.
14. Permit only signs that conform to the pedestrian scale and incorporate historic, cultural and architectural features in a manner that promotes and reinforces neighborhood character and identity.
15. Institute sign controls particularly for banner signs, regulating the size, color and number of signs.
16. Encourage a mix of pedestrian-oriented uses and retain uses and services that continue to serve the needs of the diverse ethnic and demographic groups who currently live and work in the community.
17. Require interior security grills or safety glass.
18. Require businesses to enclose trash and storage areas and clean and maintain parking lots and storefronts.
19. Preserve areas where the prevailing scale and character is oriented to pedestrians and retain uses that contribute to a distinct neighborhood character and identity.
20. Preserve existing structures by encouraging their rehabilitation and reuse, restoring distinctive architectural elements and incorporating complementary architectural styles and design elements in new construction.

Parking Structures

Parking structures should be integrated with the design of buildings they serve.

1. Design parking structure exteriors to match the style, materials, texture, and color of the main building(s).
2. Landscape areas to screen parking structures and areas, which are not otherwise architecturally integrated with the main building(s).
3. Utilize decorative walls and landscaping to buffer adjacent

residential uses from parking structures.

4. Design and site new parking structures in such a way that they promote commercial uses on the ground floor level.

Surface Parking Landscaping

1. Devote 7% of total area of surface parking lots to landscaping.
2. Provide a landscaped buffer along public streets and/or adjacent residential uses.

Light and Glare

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Retail shops shall have well-lit entries with directly accessible pedestrian access from the sidewalk, located at frequent intervals, with well-lit exterior frontage.
3. Shield and direct on-site lighting down onto driveways and walkways, away from adjacent residential uses.

MIXED-USE PROJECTS

This Plan encourages mixed use in several designated areas identified as Neighborhood Districts, Community Centers and Mixed Use Boulevards (See Figures 1 and 3). By encouraging mixed use in designated commercial areas, the Plan attempts to preserve the character and quality of single and multiple family neighborhoods while increasing the housing capacity of the Plan area. Generally, mixed-use projects should encompass ground-floor commercial space and above-ground residential units that meet multiple family open space requirements per the City's Zoning Code and, when feasible, offer public open space, plazas or other community gathering space, amenities or facilities. Parking should be located in the rear or underground and other pedestrian-oriented site planning and building design elements should be incorporated. Mixed-use projects located in or along **all** designated Neighborhood Districts, Community Centers and Mixed Use Boulevards should incorporate pedestrian friendly design elements (addressed above) and additionally conform to the following guidelines:

1. Maximize commercial uses in mixed-use projects by requiring 10% of the ground floor commercial development to serve the needs of the residential portion of the building.
2. Incorporate commercial uses that stimulate pedestrian activity, provide a range of neighborhood-supporting retail and services and add to the neighborhood character and identity,
3. When being redeveloped, replace auto-oriented strip malls in these

areas with mixed-use, pedestrian-oriented developments, that take advantage of specified discretionary mixed-use Floor Area Ratio bonuses.

4. When strip malls are being remodeled, require landscaping of parking lots and the incorporation of other pedestrian-friendly design features to the extent feasible. Low (3 ½ foot) walls with a landscape buffer between the sidewalk and the wall should be required for lots not built to the lot line and trees should be provided in the buffer.
5. Preserve building walls and prohibit blank walls along the commercial frontage.
6. Landscape and re-vegetate (using native plants and shrubbery) exposed hillsides and maintain retaining walls and landscape as appropriate, in areas where topography reveals hillsides and/or necessitates retaining walls. Complementary materials, styles and heights for retaining walls and fences should be used.
7. Identify and incorporate into rehabilitation projects and new construction specific, prevalent architectural styles, features and elements to promote and enhance neighborhood identity and character.
8. Use streetscape elements to further create identity and sense of place. Use street lighting, street trees, street furniture, street paving, landscaping and other streetscape elements to unify and enhance the identity of boulevards in the Plan area.
9. Provide live/work spaces that meet the demands of the existing and growing creative and artistic community.
10. Develop central parking facilities to enhance pedestrian orientation and permit parking reductions that will increase the viability of mixed-use projects in the area; the possibility of establishing a parking fund to construct these centralized parking facilities should be explored.
11. Retain solid building walls, require pedestrian entrances and transparent facades that lend to pedestrian orientation.
12. Design projects to conform to the natural topography to the extent feasible on sloping properties.

MULTIPLE FAMILY RESIDENTIAL

Site Planning

Where feasible, Multiple Family Residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents.

1. Provide a pedestrian entrance at the front of each project.
2. Require useable open space for outdoor activities, especially for children.

Design

The design of all buildings should be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished via the following:

1. Encourage the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
2. Design projects to conform to the natural topography, in hillside areas, to the extent feasible.
3. Utilize complementary building materials and building facades.
4. Incorporate variation in design to provide definition for each floor.
5. Integrate building fixtures, awnings, and security fences and gates, into the design of building(s).
6. Screen all roof-top equipment and building appurtenances from view.
7. Encourage decorative walls and landscaping to buffer residential uses from parking structures.
8. Enclose trash areas.

Parking Structures

Parking structures should be integrated with the design of buildings they serve.

1. Design parking structure exteriors to match the style, materials, texture, and color of the main building.
2. Landscape to screen parking structures not architecturally integrated with the main building(s).
3. Use decorative walls and/or landscaping to buffer residential uses from parking structures.
4. Maximizing complementary commercial uses on the ground floor in mixed-use projects.

Rehabilitation and Remodeling

Promote rehabilitation and remodeling that is sensitive and appropriate to the architectural style of the subject structure.

1. Rehabilitation and remodeling of existing structures should be done in a manner that is in character with and preserves the character-defining features of the architectural style.
2. Wood siding and wood-frame windows should be preserved whenever they exist in a structure that is being remodeled.
3. Stucco should not be used to cover wood siding and/or other character-defining features of period or historically significant architecture.
4. Smooth stucco only should be used on structures where stucco was the original exterior building material (i.e. Spanish and Mediterranean architecture).

INDUSTRIAL

Structures

Attractive buffers should be created along street frontages of industrial sites, to serve such purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances or unpleasant odors:

1. Design the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.
2. Treat large expanses of blank walls and tilt-up concrete walls visible from the public right-of-ways with contrasting complementary colors, building plane variation, planters, and other landscape elements to create visual interest.
3. Screen mechanical and electrical equipment from public view.
4. Screen all rooftop equipment and building appurtenances from public view.
5. Require the enclosure of trash areas for all projects.
6. Screen open delivery and storage areas from public view.
7. Require freestanding walls to use articulations, surface perforations or other design elements, and to include plantings of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and to discourage graffiti.

8. Use landscaping to screen parking and delivery areas from roadways, and to screen storage areas, trash containers and utility equipment from public view.
9. Locate loading and delivery facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street or adjacent non-industrial uses by a decorative wall or landscaping.
10. Provide on-site parking in areas which do not interfere with other site activities, and which are screened from public view by landscaping, berms, fencing and/or walls.
11. Require on-site parking for new and/or expanded industrial sites, including additional space for trucks awaiting loading or unloading, to prevent the use of public sidewalks and streets for such purposes.

Lighting

Integrate exterior lighting with site design, directing exterior lighting down and onto the project site and locate flood lights so as not to impact adjacent residential uses.

INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

In order to mitigate potential negative impacts generated by industrial uses when they are located adjacent to residentially zoned neighborhoods, new development should incorporate the following design guidelines.

Loading Areas

1. New and existing (when expanding, upgrading facilities, etc.) industrial uses that are located across a Local Street, or Collector Street from a residentially zoned area shall locate their loading areas to the rear portion of the lot, and shall be separated from the street by the industrial building. When the former is not feasible, the loading area should be visually shielded from the line of sight of adjacent residential uses by a decorative wall or landscaping buffer.
2. New development adjacent to residentially zoned areas should be designed to restrict loading, unloading, and storage of materials and products on the project site and on the street frontage farthest from residentially zoned properties.

Walls/Landscaping

1. Where vehicle parking, loading, or storage for industrial development is located within 50 feet of a public street, which separates the industrial and residential zones, a minimum 3-foot, 6-inch high, solid decorative masonry wall in a front yard;

or, a minimum 5-foot, 9-inch high solid decorative masonry wall in a side or rear yard should be provided . A minimum 5-foot wide landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.

2. Industrial development located on a Local Street or a Collector Street directly across from a residentially zoned or developed neighborhood should have a minimum 5-foot wide landscaped setback along any portion of the frontage not required for driveways, facing the residential use. Said landscaping should contain a minimum of one 24-inch box tree for every 20 linear feet of frontage (with a minimum trunk diameter of 2 inches, at a height of 8 feet, at the time of planting, and installed with an automatic sprinkler system).
3. On any other interior property line which separates an industrial use from an adjacent residential zone or use, a minimum 5-foot, 9-inch high solid decorative masonry wall should be provided.

Architectural Guidelines

1. Industrial development located on a Local Street or a Collector Street across from or with a lot line adjoining a residentially zoned or developed area should have outdoor, on-site lighting designed and installed with shielding, such that the light source is directed down and away from adjacent residential properties.
2. Industrial development on Local Streets or Collector Streets which also front onto residentially zoned or developed areas should be designed with articulated facades facing the residential areas (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 linear feet of relief to a minimum depth of 8 inches for every 20 feet of the building wall).
3. Industrial development adjacent to residentially zoned or developed areas shall be designed with no window openings facing residential properties, and with a minimum 5-foot, 9-inch high, solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
4. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed using sound-absorbing materials and screening materials incorporated into the design of the project. Such equipment should be setback as far as possible from the property lines of adjacent residential properties.

5. Support and promote reuse of underused or vacant industrial land and structures for industrial uses and more flexible live/work space for artisan, creative/professional, high technology businesses.

Hours of Operation

1. Regulate business hours of operation.
2. Work with the Department of Transportation to Regulate truck traffic that serves industry both by allowing truck traffic only on essential streets and by regulating their hours of operation.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, improvements to the streetscape and landscaping of public spaces, roadway medians, and other rights-of-way play an important part in creating an attractive and orderly public realm and contribute to the overall urban aesthetic of a community. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Silver Lake-Echo Park-Elysian Valley Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way.

A sense of entry and identity should be created for the Silver Lake-Echo Park-Elysian Valley Community, and for individual commercial areas and neighborhoods within the Silver Lake-Echo Park-Elysian Valley Community Plan Area, particularly where individual commercial areas and neighborhoods include distinctive cultural elements, historical origins, or ethnic characteristics or themes.

The Silver Lake-Echo Park-Elysian Valley Community and its individual commercial areas and neighborhoods should be featured as unique and distinguishable from adjacent communities. Cohesive visual identities should be developed for individual commercial areas at entry points at major intersections. Street trees are an important element in bringing visual cohesiveness to an area and contributing to the aesthetic quality. Consistent use of appropriate street trees provide shade during hot summer months and soften aspects of solid urban design and development. Street trees additionally emphasize sidewalk activity by separating vehicle and pedestrian traffic and create an area wide identity which distinguishes individual commercial areas and neighborhoods from each other.

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements

such as signage, landscaping, vertical pylons, public art and/or other distinctive treatments.

STREETSCAPE

1. Provide for coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public rights-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards for the selection and installation of, but not be limited to, the following:
 - a. Street trees
 - b. Street lighting
 - c. Streetscape elements such as sidewalk/crosswalk paving, street furniture.
 - d. Public signage
 - e. Public art
3. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, non-congested traffic flow, site access and the appropriate street cross-section.
4. Public utility and telecommunications equipment should be sited to minimize their visibility in the landscape by:
 - a. Developing a systematic schedule for undergrounding utilities and upgrading remaining power and telephone poles.
 - b. Locating telecommunications equipment to minimize its visibility on rooftops and providing screening if it cannot be otherwise shielded from view.

STREET TREES

1. Select species which:
 - a. Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
 - b. Are drought-and smog tolerant, fire resistant, and complement existing street trees.
 - c. Do not damage existing infrastructure.
2. Establish a hierarchy for street trees which shall include:
 - a. Major Accent Trees

These trees should be located at entry locations, intersections, and

activity centers.

b. Street Trees

Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

c. Ornamental or Special Plantings

At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.

Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

STREET LIGHTING

Establish street lighting standards for commercial districts which provide elements of design and compatibility with street furniture and building facades.

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive nighttime environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphic/signage program,
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.

4. New lighting systems will be designed to minimize glare and “light trespass”.
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles can not be removed without the prior approval of the City’s Cultural Affairs Commission.

SIDEWALKS/PAVING

1. Re-pave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Along some Collector Streets or Local Streets, develop sidewalk pull-out areas near intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk out to the width of a parking stall, to accommodate additional limited landscaping and street furniture and reduce the crosswalk width.

SIGNAGE

1. Throughout Commercial areas in the Silver Lake -Echo Park Community Plan Area, require consistent design for all commercial signage, which prescribes numbers, sizes, and locations of signs on buildings, fixture types, lettering, colors, symbols, lighting, motion elements, and logos designed for specific areas or pathways. Require all signs to relate harmoniously to the building they reference.
2. Provide distinctive signage which identifies principal entries to unique neighborhoods, cultural centers, ethnically identifiable areas, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.
4. Require signage which uniquely identifies and enhances designated historic sites and districts.
5. Require principle identification signs to be in English, or alternatively to include additional informational sub-titles in English.

PUBLIC OPEN SPACE AND PLAZAS

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Adjacent to pedestrian routes and other open spaces.
4. Appropriate landscape materials.

Silver Lake Reservoir Master Plan Design Guidelines

The Silver Lake Reservoir Master Plan is a long-range planning tool for the reservoir and environs that aims to expand the recreational opportunities around the reservoir, enhance pedestrian amenities and safety and preserve the reservoir as an aesthetic resource in the community. It envisions incorporating the reservoir into a larger streetscape and capital improvement project that enhances and strengthens sense of community and identity through gateways and unifying streetscape elements. The plan, which was funded by the Department of Water and Power, resulted from community efforts to preserve the Silver Lake and Ivanhoe Reservoirs as open reservoirs. The board of the Department of Water and Power approved the plan in December 2000. The recommended improvements are estimated to cost approximately \$12 million and are phased to allow opportunity to identify funds for the plan's implementation. Following are some of the main recommendations and guidelines outlined in the plan:

1. Install and maintain a landscape buffer between the public street and a planned continuous running/walking path should consist of low shrubs and street trees to maintain views and whenever possible use drought tolerant species such as those suggested in the Silver Lake Reservoir Master Plan.
2. Establish gateways to the open space resources around the reservoir that provide seating options, interpretive information and drinking fountains.
3. While still being used for water operations, use hardware such as the gates that control access to the limited-access grounds of the reservoir to reinforce community history and identity by inviting local artists to create designs that tie in unifying themes in design elements around the reservoir.
4. Encourage regular maintenance of fences as well as trimming and pruning of overgrown shrubs and trees to preserve views.
5. To further preserve views, encourage the use of smaller native trees and shrubs and space larger trees to prevent the formation of a solid wall of foliage and use species that are more narrow and columnar in character and do not create a hedge effect.

6. Preserve, as prescribed by the Master Plan, existing trees in the eucalyptus grove, the Recreation and Parks area, the olive grove and the knoll.
7. Tree plantings in parkways should consist of low plantings that are dense, evergreen and low maintenance.
8. Implement Master Plan recommendations including the planting of canopy street trees along commercial streets with single story buildings. Generally encourage streetscape enhancements that includes street trees, paved surfaces, street furniture banner programs and light fixtures as recommended by the plan.
9. Implement recommendations for each of Silver Lake's distinct commercial districts as envisioned by the Plan, the identified Rowena District, Silver Lake Village District and the Glendale Boulevard District and their respective gateways as identified in the Community Context, Cultural Resource and Urban Design chapter (Section VII of the Master Plan) and illustrated in the "Community Connections/Context" drawing in Section X of the Master Plan (11" x 17" Drawings and Diagrams).
10. Develop and enhance gateways to the community such as the bridge overpass at Sunset and Silver Lake Boulevards and other entry points to the community.
11. Ensure that streetscape and other design improvements comply with Silver Lake Boulevard's Scenic Highway designation, including the prohibitions on signs and the undergrounding or screening of utilities.
12. Sustainable design practices should be employed whenever possible including the use of drought-tolerant plantings, use of recycled materials and use of lighting with low-energy requirements.

Silver Lake-Echo Park-Elysian Valley
APPENDIX A
DESIGNATED HISTORIC-CULTURAL MONUMENTS

| | | | |
|-----|----------------|--|---------------------------|
| 8 | Sep 21, 1962 | Foy House | 1337-1341 ½ Carroll Ave. |
| 48 | April 26, 1967 | Chavez Ravine Arboretum | Elysian Park |
| 51 | May 10, 1967 | Residence | 1300 Carroll Ave. |
| 52 | May 24, 1967 | Residence | 1300 Carroll Ave. |
| 73 | Feb 3, 1971 | Residence | 1329 Carroll Ave. |
| 74 | Feb 3, 1971 | Residence | 1345 Carroll Ave. |
| 75 | Feb 3, 1971 | Residence | 1355 Carroll Ave. |
| 76 | Feb 3, 1971 | Residence | 1316 Carroll Ave. |
| 77 | Feb 3, 1971 | Residence | 1320 Carroll Ave. |
| 78 | Feb 3, 1971 | Residence | 1324 Carroll Ave. |
| 79 | Feb 3, 1971 | Residence | 1344 Carroll Ave. |
| 109 | Jan 3, 1973 | Residence | 1314-1320 Kellam Ave. |
| 109 | Jan 3, 1973 | Residence | 1325 Carroll Ave. |
| 110 | Jan 17, 1973 | Los Angeles Policy Academy Rock Garden | 1880 N. Academy Dr. |
| 124 | Apr 3, 1974 | Tierman House | 2323 Micheltorena St. |
| 166 | Nov 3, 1976 | Carriage House | 1411-1417 Kellam Ave. |
| 176 | Jul 13, 1977 | Residence | 1310-1316 Kellam Ave. |
| 176 | Jul 13, 1977 | Residence | 1321 Carroll Ave. |
| 189 | May 3, 1978 | Residence | 1407 Carroll Ave. |
| 190 | May 3, 1978 | Residence and Carriage House | 1411 Carroll Ave. |
| 191 | May 3, 1978 | Residence | 1441-1443 ½ Carroll Ave. |
| 206 | Jan 3, 1979 | Residence | 724 E. Edgeware Rd. |
| 207 | Jan 17, 1979 | Residence | 1334 Kellam Ave. |
| 215 | Jun 6, 1979 | Bob's Market | 1222-1234 Bellevue Ave. |
| 216 | Jun 6, 1979 | Residence | 915-917 Douglas St. |
| 217 | Jun 6, 1979 | Residence | 1101 Douglas St. |
| 217 | Jun 6, 1979 | Residence | 874-886 W. Kensington Rd. |
| 218 | Jun 6, 1979 | Residence | 945 E. Edgeware Rd. |

| | | | |
|------|--------------|--|---------------------------------|
| 219 | Jun 6, 1979 | Residence | 1239-1247 Boston St. |
| 220 | Jun 6, 1979 | Residence | 1343 Kellam Ave. |
| 221 | Jun 6, 1979 | Residence and Carriage House | 1347-1349 Kellam Ave. |
| 222 | Jun 6, 1979 | Residence | 1405-1411 Kellam Ave. |
| 223 | Jun 20, 1979 | Residence | 822-826 E. Kensington Rd. |
| 236 | Apr 9, 1981 | Sunset Blvd. Bridge (crossing over Silver Lake Blvd.) | Silver Lake Blvd. |
| 256 | Nov 5, 1982 | Mack Sennett Studios | 1712 Glendale Blvd. |
| 256 | Nov 5, 1982 | Mack Sennett Studios | 2110 Aaron St. |
| 257 | Nov 5, 1982 | Residence | 817-821 N. Glendale Blvd. |
| 266 | Jun 10, 1983 | Collins Residence | 890-892 W. Kensington Rd. |
| 321 | May 20, 1987 | Eastlake Inn | 1093 W. Edgeware Rd. |
| 321 | May 20, 1987 | Eastlake Inn | 1442 Kellam Ave. |
| 322 | | Fletcher Drive Bridge over the LA River | Fletcher Drive and the LA River |
| 337 | Jan 12, 1988 | Engine Company No. 56 | 2838 Rowena Ave. |
| 391 | Oct 4, 1988 | Canfield-Moreno Estate | 1923 Micheltorena St. |
| 399 | Nov 29, 1988 | Bates House | 1415 Carroll Ave. |
| 422 | Mar 31, 1989 | Silverlake and Ivanhoe Reservoir | Armstrong Ave. |
| 422 | Mar 31, 1989 | Silverlake and Ivanhoe Reservoir | Silver Lake Blvd. |
| 422 | Mar 31, 1989 | Silverlake and Ivanhoe Reservoir | West Silverlake Dr. |
| 504 | Oct 9, 1990 | Barlow Sanitarium | 1300 Scott Ave. |
| 504 | Oct 9, 1990 | Barlow Sanitarium | 2000 Stadium Way |
| 605 | Nov 1, 1994 | Old Fire Station #6 | 534 E. Edgeware Rd. |
| 640 | Mar 18, 1997 | Richard & Dion Neutra VDL Research House | 2300 Silver Lake Blvd. |
| 652 | Sep 18, 1998 | Jensens Recreation Center and electric Roof Sign | 1799 W. Sunset Blvd. |
| 676 | Apr 25, 2000 | Neutra Office Building | 2379 N. Glendale Blvd. |
| 699 | Sep 20, 2000 | August House | 1644 N. Maltman Ave. |
| 704 | Oct 23, 2001 | John R. Hunt House | 2055 N. West Silver Lake Dr. |
| 770 | | Red Car Trestle Footings | Fletcher and Riverside Drives |
| 2323 | | Residence | 1300 Carroll Ave. |

| | | | |
|------|--------------|---------------|------------------------|
| 2323 | | Residence | 1310-1316 Kellam Ave. |
| 2323 | | Residence | 1314-1320 Kellam Ave. |
| 2323 | | Residence | 1316 Carroll Ave. |
| 2323 | | Residence | 1320 Carroll Ave. |
| 2323 | | Residence | 1321 Carroll Ave. |
| 2323 | | Residence | 1324 Carroll Ave. |
| 2323 | | Residence | 1325 Carroll Ave. |
| 2323 | | Residence | 1329 Carroll Ave. |
| 2323 | | Residence | 1330 Carroll Ave. |
| 2323 | | Residence | 1344 Carroll Ave. |
| 2323 | | Residence | 1345 Carroll Ave. |
| 2323 | | Residence | 1355 Carroll Ave. |
| 2323 | Apr 22, 1976 | Foy House | 1335-1341 Carroll Ave. |
| 2504 | Jul 22, 1987 | Garbutt House | 1809 Apex Ave. |

Silver Lake-Echo Park-Elysian Valley
APPENDIX B
ARCHITECTURALLY SIGNIFICANT STRUCTURES

Silver Lake: Modern-Era Structures

1. **Holy Virgin Mary Russian Orthodox Cathedral**, 658 Micheltorena St., 1928. Gregory Ain; Visscher Boyd, collaborator, 1938-39.
2. **McIntosh House**, 1317 Maltman Ave., Richard Neutra, 1939.
3. **Landa Apartment Building**, Southeast Corner o Griffith Park Blvd. and Landa St., R. M. Schindler, 1938 and 1941.
4. **Bubeshko Apartment Building**, Southeast corner of Griffith Park Blvd. and Lyric Ave., R. M. Schindler, 1938-41.
5. **CDLT 1,2 House**, 1955 Cedar Lodge Terrace, Michael Rotundi, 1987-92.
6. **Falk Apartments**, Northeast corner of Lucile and Carnation Aves., R. M. Schindler, 1939.
7. **Manola Court (Sachs) Apartment Building**, 1811-1813 Edgecliff Dr., R. M. Schindler, 1926-40.
8. **Westby House**, 1805 Maltman Ave., R. M. Schindler, 1938.
9. **Daniels House**, 1856 Micheltorena St., Gregory Ain, 1939.
10. **Lautner House**, 2007 Micheltorena St., John Lautner, 1939.
11. **“Silvertop” House and Garden**, 2138 Micheltorena St., John Lautner, 1957.
12. **Olive House**, 2236 Micheltorena St., R. M. Schindler, 1933.
13. **Alexander House**, 2265 Micheltorena St., Harwell H. Harris, 1941.
14. **Tierman House**, 2323 Micheltorena St.,
15. **Orans House**, 2404 Micheltorena St., Gregory Ain, 1941.
16. **Van Patten House**, 2320 Moreno Dr., R. M. Schindler, 1934-35.
17. **Wilson House**, 2090 Redcliff St., R. M. Schindler, 1938.
18. **Hopmans House**, 1727 n. Dillon st., Harwell H. Harris, 1951.
19. **Lipetz House**, 1843 Dillon St., Raphael S. Soriano, 1935.
20. **House**, 1824 San Jacinto St., circa 1930.
21. **Droste House**, 2025 Kenilworth Ave. R. M. Schindler, 1940.
22. **Walker House**, 2100 Kenilworth Ave., R. M. Schindler, 1936.
23. **Hansen House**, 2305 W. Silver Lake Blvd., Harwell H. Harris, 1951.
24. **Kenngott-Brossmer Design Studio Building**, 2840 Rowena Ave., Carl Maston, 1968.
25. **Avenel Housing**, 2839 Avenel St., Ain, Johnson and Day, 1948.
26. **Conrad’s Drive-In** (now Astro’s), Southeast corner of Glendale Blvd. and Fletcher Dr., Louis Armet and Eldon Davis, 1958.
27. **Hawk House**, 2421 Silver Ridge Ave., Harwell H. Harris, 1939.
28. **Howe House**, 2422 Silver Ridge Ave., R.

- M. Schindler, 1925.
29. **Duplexes**, 2378-2390 Silver Ridge Ave., A. E. Morris, 1958-62.
 30. **Sabsay House**, 2351 Silver Ridge Ave., J. R. Davidson, 1940.
 31. **Duplexes**, 2330-2350 Silver Ridge Ave., A. E. Morris, 1964.
 32. **Bungalow Court**, Glendale Blvd. at Loma Vista Place, 1926.
 33. **House**, 2384 Loa Vista Pl., circa 1965.
 34. **Eltinge House**, 2327 Fargo St., Pierpont and Walter Davis, 1921.
 35. **Presley House**, 2114 Fargo St., Gordon Drake, 1946.
 36. **Neutra House**, 2300 E. Silver Lake Blvd., Richard J. Neutra and Dion Neutra, 1964.
 37. **“Colony” of Neutra Houses**, Intersection of Earl St. with Silver Lake Blvd. and Argent Place, Richard J. Neutra, and Dion Neutra.
 - **Yew House**, 2226 E. Silver Lake Blvd., 1957.
 - **Kambara House**, 2232 E. Silver Lake Blvd., 1960.
 - **Inadomi House**, 2238 E. Silver Lake Blvd. 1960.
 - **Sokol House**, 2242 E. Silver Lake Blvd., 1948.
 - **Treweek House**, 2250 E. Silver Lake Blvd., 1948.
 - **Reunion House**, 2240 Earl St., 1949.
 - **Flavin House**, 2218 Argent Pl., 1958.
 - **Ohara House**, 2210 Argent Pl., 1961.
 - **Akai House**, 2200 Argent Pl., 1961.
 38. **Silerview Condominiums**, 2330 Duane St., EDC, Inc. Architects (Walter Abronson and Ko Kiyohara), 1983.
 39. **Koblick House**, 1816-1818 Silverwood Terrace, Richard J. Neutra, 1937.
 40. **Walther House**, 1742 Silverwood Terrace, Harwell H. Harris, 1937.
 41. **Feldman House**, 1607 Angelus Ave., Gregory Ain, 1953.
 42. **Silverwood Duplex**, 1611 Silverwood Terrace, A. E. Morris, 1965.
 43. **Three Houses**, 1530-11536 Easterly terrace and 2808 W. Effie St., William Kesling, 1935-38.
 44. **McAlmon House**, 2717-2721 Waverly Drive, R.M. Schindler, 1935-36.
 45. **Residence**, 2717-2721 Waverly Drive, R.M. Schindler.
- Echo Park**
46. **Ross House**, 2123 Valentine St., Raphael Soriano, 1938.
 47. **Southhall House**, 1855 Park Dr., R.M. Schindler, 1938.
 48. **Atwater Bungalows**, 1431 & 1433 Avon Park Ter., Robert Stacy-Judd, 1931.
 49. **Los Palos Apartments**, 1650 Echo Park Ave., 1928.
 50. **Angelus Temple**, 1100 Glendale Blvd., A.F. Leicht, 1925.
 51. **Fellowship Park House**, 2311 Fellowship Parkway, Harwell Hamilton Harris, 1935.
 52. **McAllister Manor**, 1422 Echo Park Ave., Nathan Black, 1932.
 53. **Echo Park Clubhouse**, 1004 Echo Park Ave., Sumner P. Hunt, 1908.
 54. **Echo Park Boathouse**, 731 Echo Park Ave., Carl McElvy, 1932.

55. **Echo Park Recreation Center**, 1632
Bellevue Ave., Allied Architects, 1925.

Primary Source: *Los Angeles: An Architectural
Guide*, Gehbart & Winter

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December 16, 2004*

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.