Appendix B East Los Angeles 3rd Street Plan and Form-Based Code Specific Plan [Revised]

East Los Angeles

3rd Street Specific Plan

REVISED DRAFT - JULY 2014

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ACKNOWLEDGEMENTS

Board of Supervisors
Gloria Molina, 1st District
Mark Ridley-Thomas, 2nd District
Zev Yaroslovsky, 3rd District
Don Knabe, 4th District
Michael D. Antonovich, 5th District

Chief Executive Office
William T. Fujioka, Chief Executive Officer
Sachi. A. Hamai, Executive Officer

Regional Planning Commission
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Supervisorial District 2: David W. Louie
Supervisorial District 3: Laura Shell
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Victor Caballero	Ramona Murana
Gustavo Camacho	Daniel Ortiz
Benjamin Cardenas	Javier Perez
Lourdes Carracoza	Al Rivera
Yobany Chacon	Daniel Rodriguez
Arnulfo Delgado	Susan Rodriguez
Yolanda Duarte	Diana Tarrango
Jazmin Garcia	Grace Gonzalez
Jose Gomez	

First Supervisorial District
Nicole Englund, Senior Transportation and Planning Deputy
Edgar Cisneros, Senior Field Deputy

Department of Regional Planning
Richard J. Bruckner, Director of Planning
Dennis Slavin, Chief Deputy Director
Mark Child, Deputy Director

Communities Studies East
Carmen Sainz
Phillip Estes, AICP
Jennifer T. Lee, LEED AP BD+C

Geographic Information Systems
Nick Franchino, AICP
Dan Hoffman

Department of County Counsel
Elaine Lemke
Jill Jones

Contributing Agencies
Community Development Commission
Department of Fire
Department of Parks and Recreation
Department of Public Health
Department of Public Works
Metropolitan Transit Authority (Metro)

Graphic contributions by:
Moule & Polyzoides Architects and Urbanists
180 East California Boulevard
Pasadena, California 91105

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PROJECT LOCATION AND BACKGROUND

The East Los Angeles 3rd Street Specific (Specific Plan, Plan) area is located approximately five miles east of downtown Los Angeles and is located within the unincorporated community of East Los Angeles (See Figure INT.A). The plan area boundary is approximately two square miles and extends approximately one-half mile to the north and south of the Metro Gold Line from Indiana Street on the western boundary, Hubbard and Sixth Streets to the south, and Margaret Avenue and Atlantic Boulevard to the east. The Specific Plan area is bisected by the Pomona Freeway (State Route 60) and the Long Beach Freeway (Interstate 710).

The Specific Plan is a comprehensive planning document to guide future development of the plan area. The document sets forth a comprehensive set of strategies, development regulations, design guidelines, and implementation program intended to produce a project consistent with the goals, objectives, and policies of the County of Los Angeles General Plan and the East Los Angeles Community Plan.

This Specific Plan builds on 1978 East Los Angeles Community Plan, assesses new challenges, and outlines what is necessary to succeed over the forthcoming twenty-year planning horizon. Furthermore, this Specific Plan also addresses the limitations of the 1978 plan and the East Los Angeles Community Standards District (CSD) regulations, particularly through a new form-based code in order to ensure a sustainable and livable community, and to enhance and preserve the community's distinctive character, culture, and history.

TRANSPORTATION AND DEVELOPMENT CONTEXT

Residential and commercial growth in East Los Angeles was largely shaped by the use of streetcar lines in the early twentieth century. In 1905, the extension of the Stephenson Avenue streetcar was completed to the eastern Los Angeles city limits. The Stephenson Avenue line, also known as the "R" line, ran east from downtown Los Angeles on 7th Street and connected with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. As development grew eastward in the 1920s, the streetcar followed along to Whittier Boulevard into East Los Angeles. The Indiana Street streetcar shuttle line ran from Whittier Boulevard to 1st Street and connected with other streetcar lines through East Los Angeles and beyond. However, beginning in the 1940s and 1950s and due to the increasing popularity of automobile travel, all of the streetcar lines were dismantled and some were converted to bus routes. Eventually, the "R" line was discontinued and replaced with a bus service on March 31, 1963.

Beginning in the 1950s, the construction of the interstate highway system displaced many neighborhoods across Los Angeles, including within the Specific Plan area. The Long Beach Freeway (I-710) construction began in 1952, and today the freeway bisects the plan area from north to south, crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (CA-60) construction started in 1965, and today the freeway crosses the plan area from the east to west, mostly parallel to 3rd Street, but crossing over 3rd Street just west of the Calvary Cemetery. While the freeways improved the movement of motor vehicles, they disrupted the historical street grid system and changed the housing patterns of the community. The freeways had a detrimental effect on the project area due to the demolition of hundreds of existing homes, the displacement of residents and businesses, and the introduction of newer housing into established historic neighborhoods.

In 2009, the restoration of rail service in East Los Angeles began with the operation of Metro's Gold Line extension from downtown Los Angeles. Four new rail stations opened in the plan area, which reconnected the East Los Angeles to the region with fast, safe, and convenient rail service. The four stations located within the plan area are: Indiana, Maravilla, Civic Center, and Atlantic (see Figure INT.B).

The Gold Line investment, combined with transit- and pedestrian-supportive development, presents a significant opportunity to:

- Bring energy, growth, and economic vitality to the community;
- Rebuild a cohesive community and walkable neighborhood; and
- Reconnect the historic community of East Los Angeles.

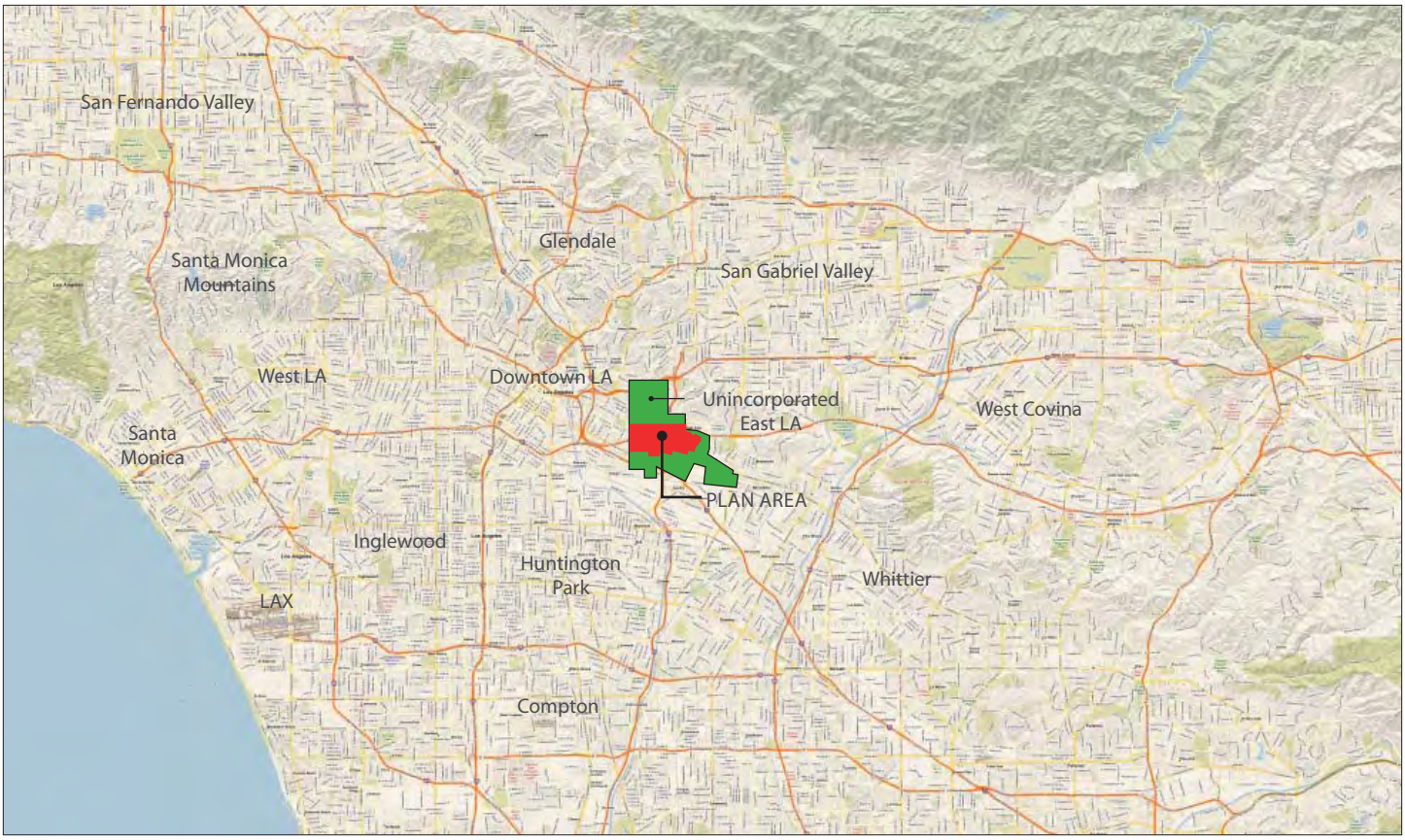


FIGURE INT.A: REGIONAL CONTEXT

DISCOVERY PROCESS AND PUBLIC ENGAGEMENT

The first phase in the preparation of this Specific Plan included the preparation of a Discovery Catalog. This process involved reviewing and evaluating relevant planning documents, including the County of Los Angeles General Plan, East Los Angeles Community Plan, Zoning Ordinance, East Los Angeles Community Standards District regulations. Further interviews were conducted with regulatory agencies, stakeholder groups. Lastly, a physical conditions analysis of plan area was completed and included the following:

- Street network and circulation
- Walkability and pedestrian safety
- Open space and recreation
- Civic uses and historic resources
- Building intensity and compatibility
- Commercial and retail locations and intensities
- Utility infrastructure
- Existing and pending development

The Discovery Catalog of analytical information was shared with County staff and participants. The catalog provided an initial level of understanding of the project area for the strategic planning team participants. It helped to frame the key planning issues throughout the planning process and discovery phase. During the discovery phase, community workshops were conducted with stakeholders and interest groups to familiarize the consultant team with the East Los Angeles context, and to define the set of issues and opportunities that the Specific Plan would address.

The discovery phase and the plan preparation were guided by an ongoing and collaborate public engagement process that included:

- East Los Angeles Planning Advisory Committee (ELAPAC) (8 appointed and 13 elected members of the community) was established to ensure broad community representation and participation. ELAPAC met quarterly from October 2009 to October 2011, with additional meetings in 2010.
- Regional Planning Commission discussion in July 2009 to present a project overview, a summary of the community outreach program, and a summary discussion of the existing conditions in the plan area (Discovery Catalog).
- Walkabout tour of the plan area with key community stakeholders in which participants identified issues, challenges, and opportunities for change. What was learned shaped the design and coding charettes and ultimately defined the community's vision.
- ELAPAC consultant-led tour of other Gold Line station areas in Los Angeles, Pasadena, and South Pasadena.
- Four Discovery Workshops were held in the neighborhoods: Belvedere Park Social Hall (7/13/2009), City Terrace Park Social Hall (7/14/2009), Ruben Salazar Park Senior Center (7/21/2009), and Saybrook Park Recreation Room (7/25/2009). Each workshop was organized around a consultant team presentation, an extensive question and answer session, with round-table discussions of issues, concerns, and opportunities. Analytical and diagnostic drawings and other documents provided by the consultant team, allowed workshop participants to represent and express their points of view accurately and constructively.
- Participation by stakeholders in two, five-day design and coding charettes. The first session focused on policy strategies and the second session on design solutions. Community members and County staff participated in site planning and building massing activities, and formed potential development scenarios taking into consideration height and orientation to the street. Participants were asked to identify what amenities they would like to see and where they should be located.
- Big Picture Workshop. Half-day workshop that focused on broad planning issues held at Ruben Salazar Park Senior Center (9/19/09) and City Terrace Park Community Room (9/26/2009).
- Design Solutions Workshop. Half-day workshops that focused on targeted design solutions held at Ruben Salazar Park Senior Center (10/17/09) and City Terrace Park Community Room (10/24/2009).
- County department stakeholder interviews on May 13, 2009 and community stakeholder interview on May 16, 2009.
- Approximately 30 community meetings, business organization discussions, and other events where County staff summarized the draft Specific Plan.
- Twelve month public review period of the May 2013 Draft Specific Plan was made available and published on the project website.
- Public scoping meeting (8/3/2013) held at the East Los Angeles Public Library Community Room to receive community member comments in the preparation of the Environmental Impact Report (EIR).
- Forty-five day public comment period beginning on May 15, 2014 regarding the availability of the Draft Environmental Impact Report and revised final Draft Specific Plan.
- Hearing Examiner public hearing held on June 12, 2014 at the East Los Angeles Public Library Community Room to summarize the Draft Environmental Impact Report and final Draft Specific Plan.
- Regional Planning Commission public hearing held on July 23, 2014 to consider the Draft Environmental Impact Report and the final Draft 3rd Street Specific Plan. (Pending)


Indiana Station


Maravilla Station


Civic Center Station


Atlantic Station

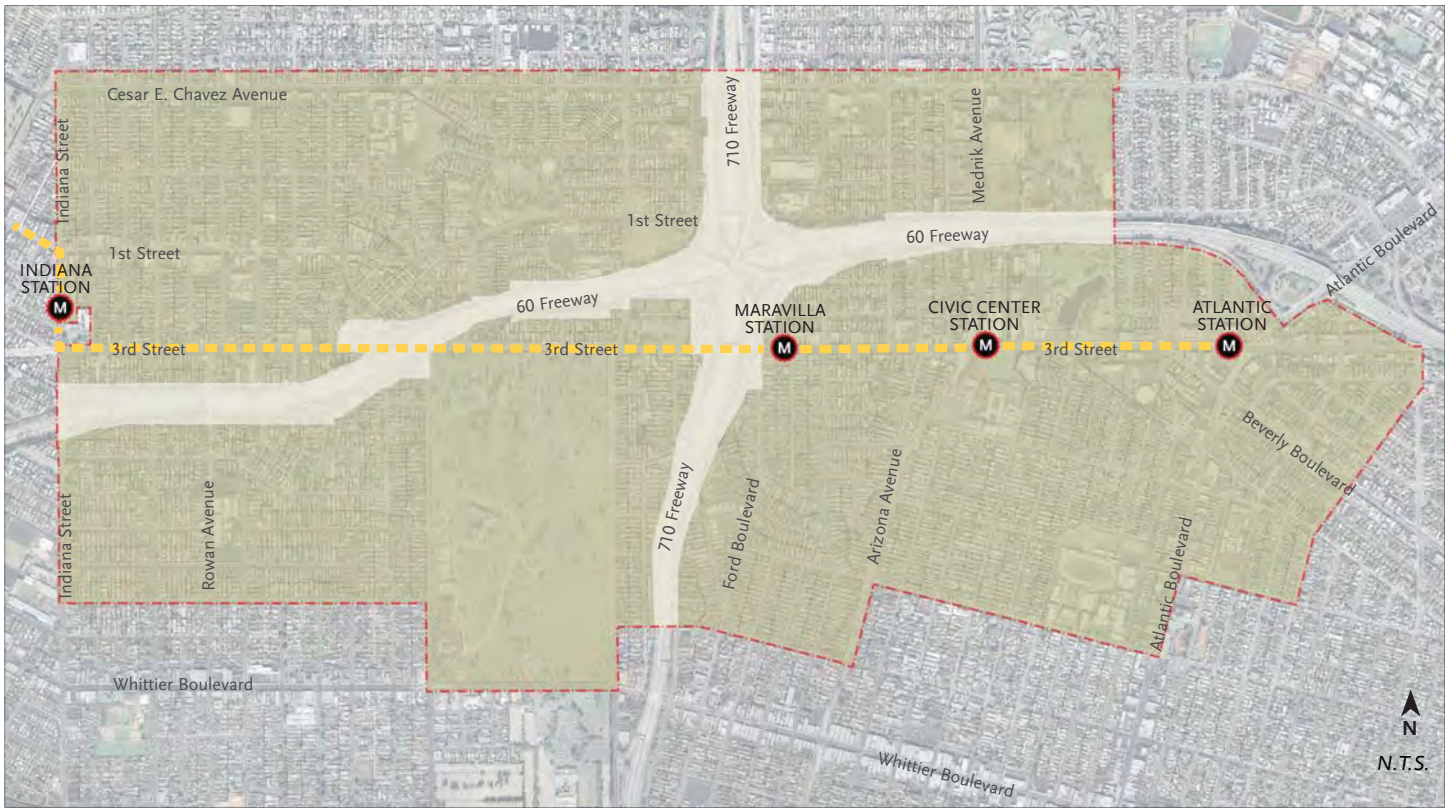


FIGURE INT.B: LOCAL SETTING

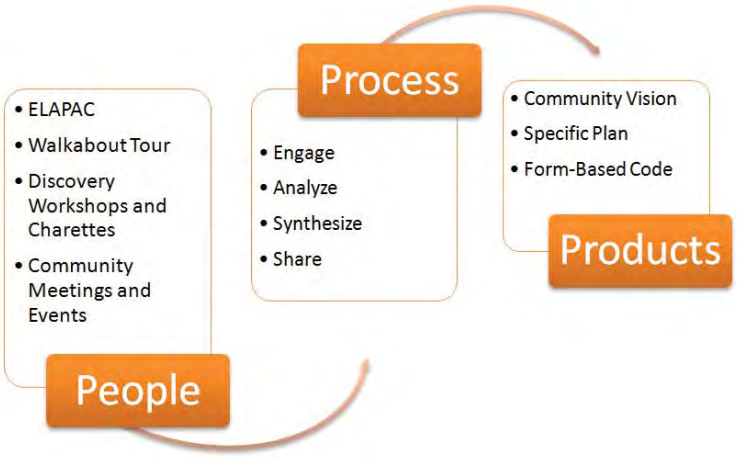
- Plan Area
- 60 and 710 Freeways
- Metro Gold Line Route
- Specific Plan Boundary
- Metro Gold Line Station

COMMUNITY PLANNING PRINCIPLES

During the Discovery Workshop process, the planning team recorded hundreds of comments and observations from stakeholders. The public engagement efforts and workshops resulted in a compilation of eight community-planning principles listed below. By focusing on the these key issue areas, this Specific Plan will address the needs and aspirations of the residential and business community:

1. Community pride and culture
2. Improve development standards and establish a new form-based code
3. Increase jobs and stimulate the local economy
4. Increase quality retail and services
5. Improve and facilitate additional housing
6. Balance mobility and improve access to public transit
7. Enhance pedestrian comfort and safety
8. Improve access to recreational facilities and open space

Community Planning Principles are the basis for the goals and polices in this Specific Plan. The planning principles are key issues identified by residents and stakeholders of East Los Angeles and guided the development of this Specific Plan.



Discovery Workshop: City Terrace Park

Stakeholder Meetings: Civic Center

Discovery Workshop: Belvedere Park

Discovery Workshop: Saybrook Park

COMMUNITY PLANNING PRINCIPLES

1 Community pride and culture: East Los Angeles is a community where people live with comfort, pride, and have a strong cultural identity. The history and cultural diversity of the community should be promoted as background for establishing and reinforcing neighborhood character.

The original King Taco

1st Street retail


Murals tell the story of East LA's history and culture

2 Improve development standards and establish a new form-based code: Development standards should be updated to establish the desired physical form and character; require high standards of architecture, good urban design, mixed-uses, appropriate heights, improved signage standards, and ample landscaping.


Craftsman bungalows in Los Angeles, CA from 1915


Shaded sidewalks with shopfront windows


Public and Private space merging to create a pedestrian environment

3 Increase jobs and stimulate the local economy: Maintain a healthy and vital economy, providing a variety of jobs for our residents and a climate in which our businesses can prosper.


Provide residents with transit alternatives for shopping and access to jobs

Support local businesses


Development intensify along 3rd Street

4 Increase quality retail and services: Promote a variety of quality neighborhood-oriented retail, service, and entertainment uses within walking distance of neighborhoods.

Retail businesses of superior quality


Shaded sidewalks with clear visibility of shopfronts


Locally owned businesses

COMMUNITY PLANNING PRINCIPLES

5 Improve and facilitate additional housing: A variety of housing types should be provided which are compatible with existing housing types and neighborhoods within the community. A diverse mix of ownership and rental housing, and market rate, affordable, and workforce housing should be maintained.

Courtyard Housing (flats, townhouses, and lofts)

Mixed-use building

Housing over stores and offices

6 Balance mobility and improve access to transit: A more connected, urban street grid system should be created, where feasible, with walkable blocks to provide increased mobility for pedestrians, bicyclists, and vehicles.

Diagonal parking, bulbouts, and a tree lined 'main' street

Wide sidewalks in a pedestrian-friendly configuration

Conceptual transformation of Downey Road

7 Enhance pedestrian comfort and safety: Safe, convenient, and attractive pedestrian and bicycle access should be provided throughout the community that enhances neighborhood connectivity to all transit stations, open space, and mixed-use corridors.

Comfortable and safe sidewalks

Transformation of area at left, showing mixed-use pedestrian-oriented environment

Pedestrian-friendly crossing with colored pavers and clearly marked paint

8 Improve access to recreational facilities and open space: Existing green space, natural areas and features should be preserved and enhanced. Facilities should be provided that can be programmed for seasonal activities that serve all age groups, such as jogging paths, evening events, recreation centers, and plazas. More cultural and public art facilities should be introduced and integrated into adjacent uses and neighborhoods.

Parks as destinations

A Square framed and activated by buildings and their activities

Community life on display

VISION AND LAND USE STRATEGY

This section describes the vision, existing conditions, and the Specific Plan strategy for each of the plan areas described below. The vision presented here drove the development of the Specific Plan goals and polices identified in Chapter1.

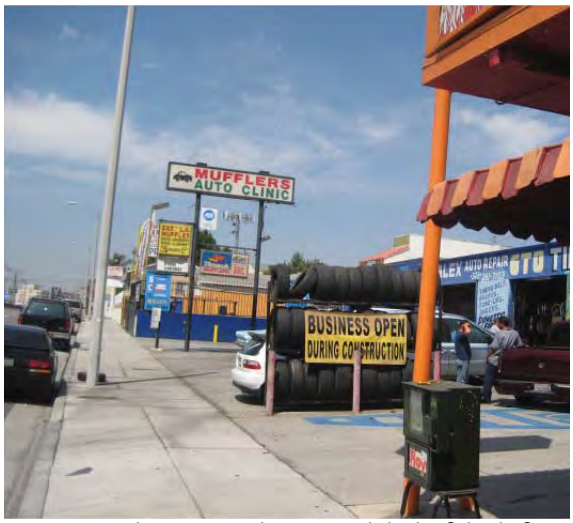
VISION STATEMENT

East Los Angeles is a safe, diverse, and economically vibrant community with a rich cultural history. Our community has prosperous mixed-use corridors, safe and family-friendly residential neighborhoods, and tree-lined streets that serve as distinctive and proud places for our community, and a desirable destination for visitors and commuters.

The East Los Angeles 3rd Street Specific Plan will:

- Bring energy, growth, and economic vitality
- Build a cohesive community and walkable neighborhood
- Reconnect the historic community of East Los Angeles

Through a collaborative planning effort and pedestrian supportive development, the Specific Plan area will be a safe, family-friendly, and economically vibrant community that recognizes East Los Angeles' unique identity and character.



Existing Conditions on 3rd Street with lack of shade for pedestrians

Conceptually proposed transformation on 3rd Street with shade trees and restored sidewalk and curb


Conceptually proposed building development on 3rd Street with activated sidewalk and building placement

3RD STREET VISION AND TRANSFORMATION

Major change is expected around the Gold Line stations of Indiana, Maravilla, Civic Center, and Atlantic. Third Street station areas will be encouraged into "transit centers" with vibrant mixed-use buildings containing retail shops, restaurants, or offices that support both the community and will serve as a destination for visitors and commuters. A variety of housing types will be promoted near stations to accommodate residents of different ages, incomes, and household sizes. Plazas, outdoor dining, and public art will help to create attractive, distinctive, and vibrant places. The 3rd Street vision and transformation plan includes the following four transit station areas.

- Indiana Station Area
- 3rd Street between the freeways
- Maravilla and Civic Center Station Areas
- Atlantic Station Area

FIGURE INT.C - PLAN FRAMEWORK

Specific Plan Boundary

Metro Gold Line Station

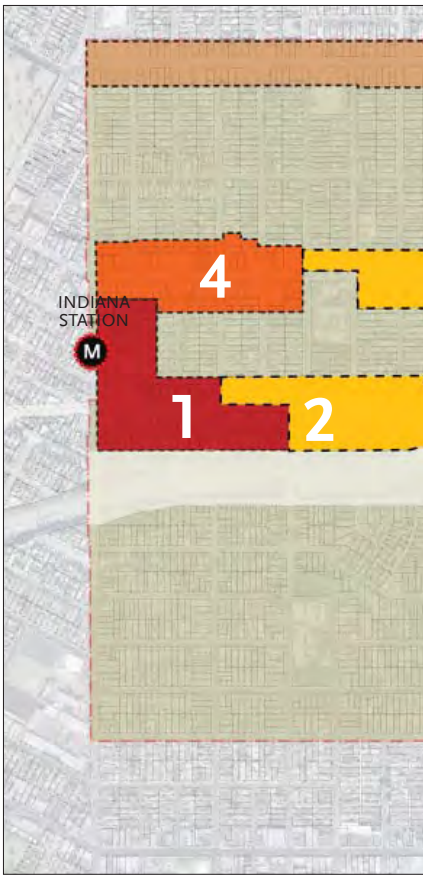


Figure INT.C identifies the objectives for areas within the Specific Plan area. Accordingly, this figure informs the goals and policies, implementation measures and development regulations that will implement the plan over its 20-year planning horizon. This framework influences the strategy for revitalization in terms of scale and distribution of buildings, uses, transit, services, open space and other amenities throughout each neighborhood, district, and corridor in the plan area. The framework for each of the areas is discussed below:

1. TOD

a. Establish Indiana Station and Atlantic Station as western and eastern gateways

b. Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities

c. Provide a context-sensitive parking strategy to maximizing on-street parking, shared parking, and recognize non-motorized travel

d. Enhance retail viability, walkability and safety on 3rd Street with an improved streetscape and open space strategy

2. Neighborhood Center

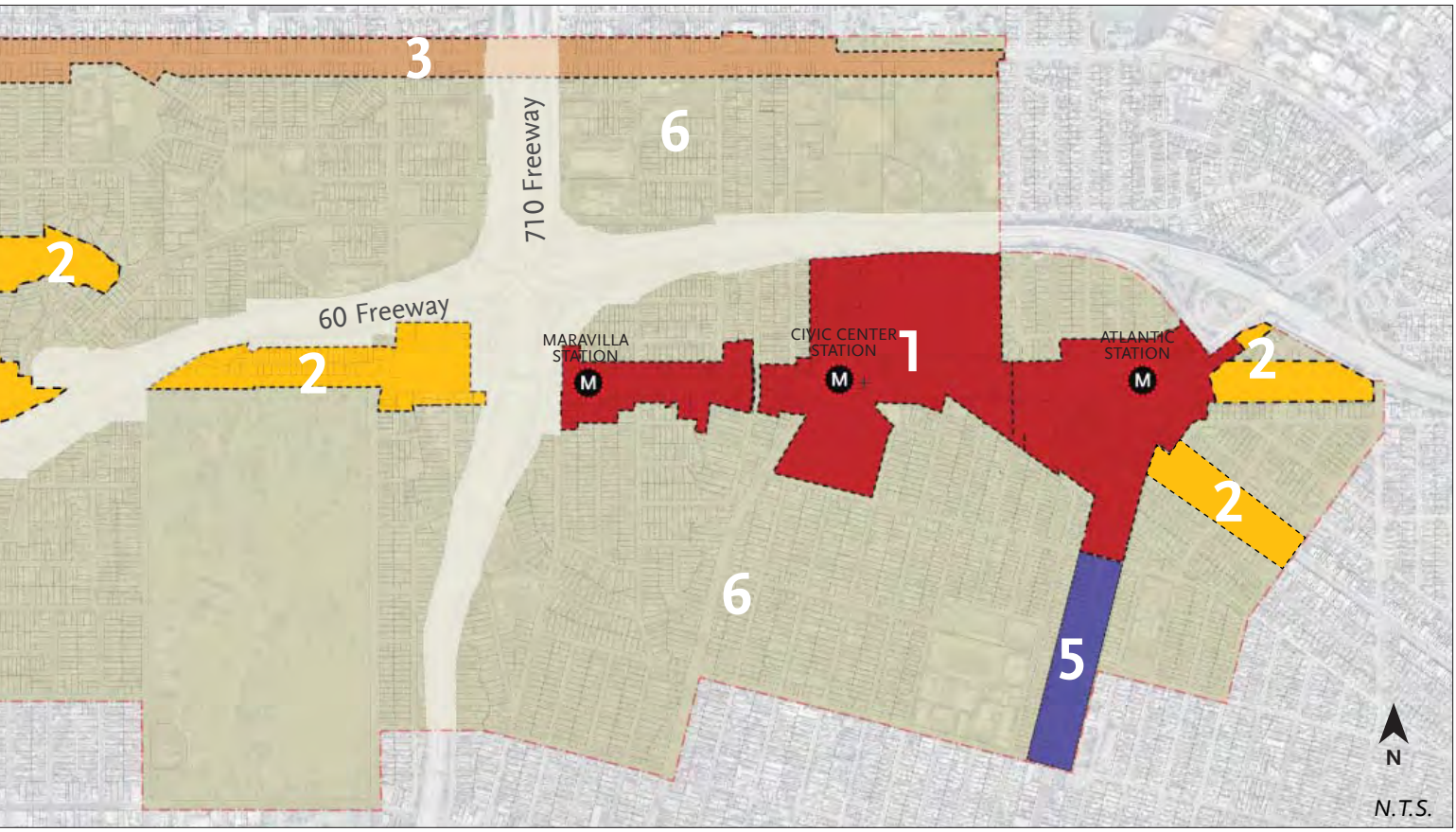
a. Maximize shallow parcels with appropriate mixed-use buildings that will provide valuable ground floor retail space or business suites along with upper floor apartments or condominiums

b. Establish a safer pedestrian and bicycle network for north-south travel between the neighborhoods in and out of East Los Angeles

c. Enable suitably-scaled infill development to reinforce the existing scale and historic resources

d. Enable corridor development that is compatible and consistent with the scale and character of adjacent neighborhoods

e. Provide varied housing options and resident-oriented service amenities



3. Cesar E. Chavez

a. Reinforce the urban character of Cesar E. Chavez Avenue west and east of the 710 freeway

b. Introduce mixed-use buildings that provide a range of goods, services, housing, and employment opportunities

c. Maximize active, ground floor commercial frontages

d. Enable suitably-scaled infill development to reinforce an average two- to three-story scale and historic resources

e. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel

f. Enhance retail viability, walkability and safety with an improved streetscape

4. 1st Street

a. Establish 1st Street as the dominant "Main Street" within the planning area, providing a strong destination for local-serving shops and restaurants, and a safe and pleasant environment for shoppers

b. Expand retail and restaurant activity later into the evening

c. Enable suitably-scaled infill development to reinforce an average two-story scale and historic resources

d. Provide a context-sensitive parking strategy to maximize on-street parking, shared parking, and recognize non-motorized travel

e. Enhance retail viability, walkability and safety with an improved streetscape

5. Atlantic

a. Establish a unique pattern of development that will reinforce the pedestrian character of this district and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers

b. Reinforce the commercial fabric of Atlantic Boulevard, providing parking and services in the rear

c. Provide alternative high value uses and restore balance between residential and neighborhood-compatible industrial activity

d. Maximize active, ground floor commercial frontage

e. Enhance retail viability, walkability and safety on Atlantic Boulevard with an improved streetscape

6. Low Medium Residential

a. Preserve the scale and character of the existing neighborhood

b. Restore balance between residential and neighborhood-compatible industrial activity

c. Work with the school district to encourage improvement and increase access to school open space

d. Address non-conforming uses and the ability to transition or remain

e. Enhance retail viability, walkability and safety with an improved streetscape and open space strategy

Indiana Station Area

Existing Conditions

The Indiana station and vicinity are characterized by relatively low-intensity buildings, including single-family homes that are used as both residences and businesses, one-story commercial buildings, one and two-story mixed-use buildings at 1st Street and Indiana Street, Ramona High School, and a 43-space surface commuter parking lot operated by Metro. Immediately across from the Indiana Station are residential lots with generally one-story structures and is virtually void of landscaping.

Vision

The Indiana Station (Figure Int.D) is an important gateway to East Los Angeles and is reinforced through the introduction of mixed-use, transit-oriented and pedestrian-supportive development along 1st Street, Indiana Street, and Alma Avenue. The Indiana Station will have a strong visual identity and functional cohesion. Parking lots will be located behind or beneath buildings and, when visible from the public realm, will be designed as plazas with the pedestrian in mind (with unit pavers and shade trees), rather than paved land simply to store vehicles. Despite the close proximity to vehicular movement, open spaces and plazas in the station vicinity will be developed and designed as comfortable, vibrant places for people to congregate and enjoy.

Specific Plan Strategy

The Specific Plan accommodates urban, mixed-use building types along 1st Street and Indiana Street to reinforce the "Main Street" character. Over time, the parcels between Indiana Street and Alma Avenue, just to the east of the station, will be intensified with transit-oriented buildings that accommodate multi-family housing (facing Alma Avenue), ground floor retail or live-work units (facing the station), and parking for Gold Line commuters. The massing and scale of buildings that face Alma Avenue will be residential in character, while the portion facing the station will be more commercial in character. Mixed use building of up to three stories in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings exhibit courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

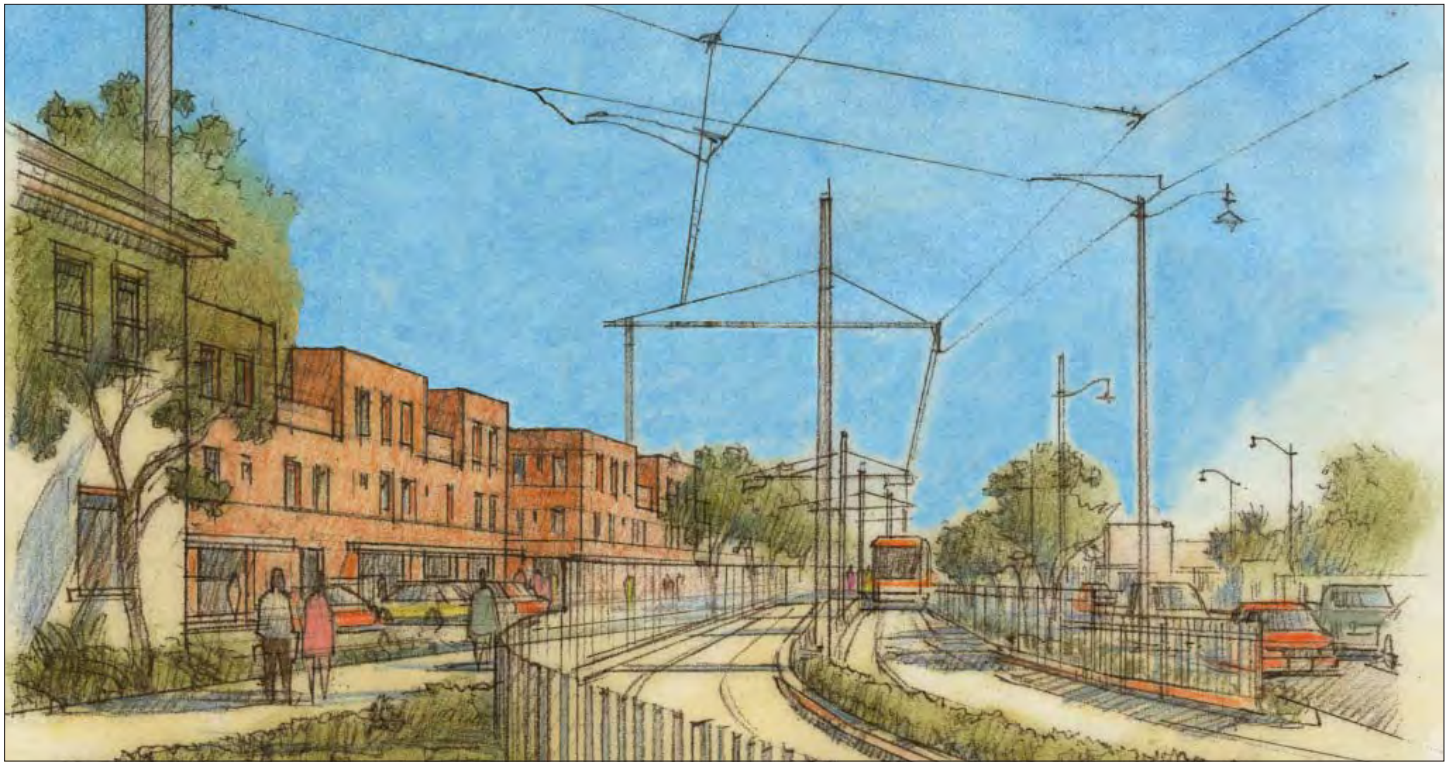
FIGURE INT.D - INDIANA STATION AREA VISION

- **A** Existing Gold Line Indiana Station
- **B** Existing Ramona High School
- **C** Example of multi-story high density infill at Indiana Station
- **D** Example of mixed-use buildings fronting 1st Street
- **E** Example of mixed-use/office infill
- **F** Example of mixed-use infill with parking in rear
- **G** Example of multi-story mixed-use infill
- **H** Example of mixed-use mixed-use fronting Indiana Street

behind buildings or in subterranean garages, and is not visible to the public realm. To provide more open space, a joint-use agreement between the Ramona High School and the County would be enacted to enable local residents to utilize recreational fields after school, during weekends and summer months.

Transforming the Indiana Station area will:

- Establish a community gateway.
- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity and attracts private investment.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm



Conceptual illustration of mixed-use building over parking at the Gold Line Indiana Station

CONCEPTUAL EXAMPLES OF INDIANA STATION AREA VISION

The Gold Line passes a mixed-use, pedestrian-friendly neighborhood center

Small retail shops and residences face the street and hide parking

A busy plaza accommodates pedestrians and the light rail train

A plaza provides comfortable places to sit

3rd Street between the Freeways

Existing Conditions

This segment of 3rd Street is generally isolated from the adjacent neighborhoods by SR-60 to the north and east, I-710 to the east, and Calvary Cemetery to the south. It is connected to the neighborhoods to the north by Sunol Drive, Eastern Avenue, and a pedestrian bridge at Marianna Avenue, and to the south via Downey Road and Eastern Avenue. This segment of 3rd Street lacks a consistent streetscape, contains vacant parcels and underutilized buildings, and has narrow sidewalks located immediately adjacent to the vehicular pavement. Both residential and commercial buildings are present. There are also two freeway overpasses with limited nighttime lighting, which presents in an unwelcoming pedestrian passageway.

Vision

This portion of 3rd Street Figure INT.E will be transformed with streetscape improvements, including a walking and jogging path that circumnavigates Calvary Cemetery. Along 3rd Street, safer sidewalks and attractive landscaping create a more inviting and welcoming walking environment, especially for people attending churches, visiting Calvary Cemetery, or using the proposed walking trail around the cemetery's outer perimeter. The walking experience under the freeway overpasses will be improved. Downey Road will be more pedestrian- and bike-friendly, creating better north and south community connections.

Specific Plan Strategy

The Specific Plan will accommodate mixed use buildings in this segment of 3rd Street. Downey Road will become more pedestrian-friendly and bicycle-friendly with the cemetery jogging path and bicycle lanes, creating more inviting connections to the north and south. On 3rd Street and underneath freeway overpasses, safer sidewalks and a new attractive streetscape will be introduced on both sides of the street, generating a more inviting experience.

Transforming this segment of 3rd Street will:

- Enhance the segment as a walkable link between Indiana Station and Maravilla Station, as well as to neighborhoods to the north and south
- Provide opportunities for public art installations underneath freeway overpasses
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

FIGURE INT.E - ILLUSTRATIVE PLAN - 3RD STREET BETWEEN THE FREEWAYS AREA VISION

A Example of courtyard housing infill

B Example of office infill

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

Maravilla Station and Civic Center Station Areas

Existing Conditions

Near Maravilla station is the iconic original Taco King restaurant, as well as older residential structures of generally one-story with minimal setbacks from the street. There are some street trees present. In the vicinity, are underutilized parcels, including parking lots, vacant properties, and undercapitalized commercial buildings. Near the Civic Center station is Garfield High School with a sports field and associated recreation facilities on the south side. To the north of the station are Belvedere Park, the Edward R. Roybal comprehensive health center, and the County civic center facility with a field office, library, sheriff, and county courthouse. Surrounding areas incorporate a wide range of streetscaping, from trees to shrubs. This section of 3rd Street exhibits a stronger sense of identity and definition than the other station areas with an artistic mural, geometric building painting, and the station itself combining to create a bright, accessible environment.

Vision

The Maravilla and Civic Center station area (Figure INT.F) will be transformed through the gradual infill and redevelopment of underutilized parcels into a vibrant, urban, mixed-use environment. It will serve as a distinctive, prideful place for residents and a destination for visitors and employees, and a focal point for community gathering and civic activities. The areas around the stations will provide a variety of quality housing and commercial opportunities, with an expanded employment market.

Specific Plan Strategy

Mixed-use buildings, housing, and commercial buildings will be introduced on 3rd Street's various underutilized sites, particularly on the vacant parcels that exist on both the north and south sides of this segment and in undercapitalized commercial buildings. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. New buildings, up to three stories in height, will face the street with appropriate frontages and parking is located on the rear of the lot or hidden from the public realm views.

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

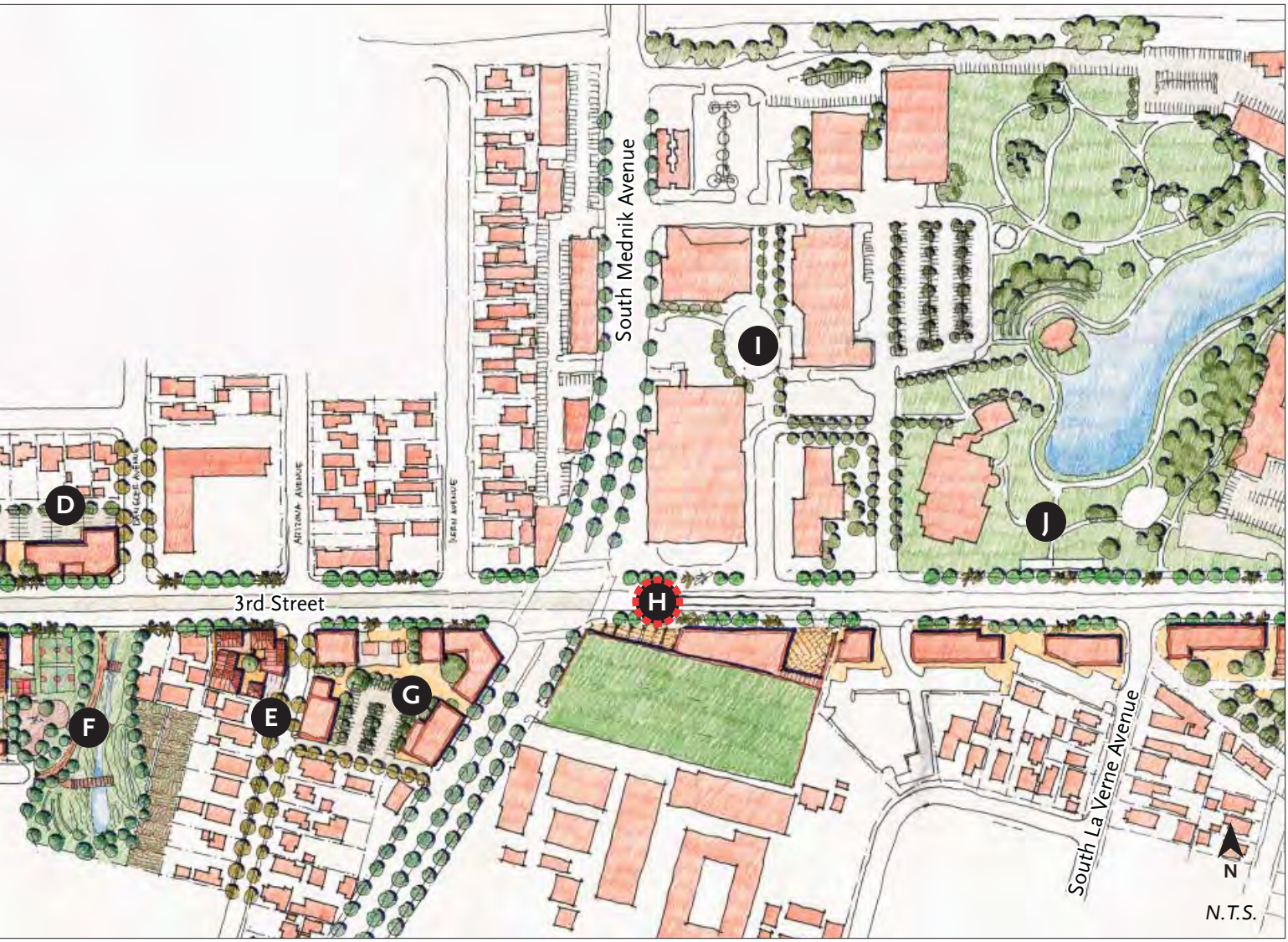


FIGURE INT.F - MARAVILLA AND CIVIC CENTER STATION AREA VISION

- **A** Gold Line Maravilla Station platform
- **B** Example of mixed-use lined public parking garage
- **C** Example of public plaza and mixed-use infill
- **D** Example of office infill with parking in rear
- **E** Example of courtyard housing
- **F** Example of park
- **G** Example of large mixed-use infill with shared surface parking
- **H** Gold Line Civic Center Station platform
- **I** Existing East Los Angeles Civic Center, including the Public Library
- **J** Existing Civic Center Park

Transforming the Maravilla and Civic Center Station areas will:

- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity, and attracts private investment
- Strengthen the Civic Center area as a major employment center and community gathering place
- Increase the variety and quality of housing choices
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

Conceptual Illustration of a Parking garage with liner at Maravilla Station

CONCEPTUAL EXAMPLES OF MARAVILLA AND CIVIC CENTER STATION AREA VISION

A large plaza surrounded by restaurants accommodates civic events

A parking garage with retail uses lining the ground floor

A pedestrian-oriented light rail station

Lined garage with shop fronts and street access to parking

Atlantic Station Area

Existing Conditions

This station is located between South Woods Avenue and South Atlantic Boulevard where 3rd Street turns into Pomona Boulevard. Immediate surrounding properties include Kaiser Permanente to the north and commercial uses to the south. A majority of the surrounding area around the station is used for surface parking lots. There is a wide range of streetscaping, from tall palm trees to flowering trees and shrubs.

Vision

Similar to the other station areas along 3rd Street (Figure INT.G), the Atlantic Station area will be transformed into a mixed-use, pedestrian friendly transit-oriented environment through the gradual infill of its underutilized parcels. Parcels currently occupied by one-story commercial buildings and parking lots will be redeveloped at a higher intensity. Large parcels will accommodate larger footprint buildings. Pedestrian passage ways and smaller plazas will connect parking areas to the street and provide convenient circulation for shoppers, increase the visibility of shops to motorists, and provide buildings that are in scale and character of the corridor.

Specific Plan Strategy

The Specific Plan will accommodate a variety of building types. More intense buildings will introduced near the station (taller mixed-use buildings with retail ground floors); less intense types are located near residential neighborhoods (lower height court buildings and row houses). This will provide a suitable transition between the higher intensity station-area development and the adjacent residential areas. Mixed-use building up to three stores in height will provide a variety of quality housing, commercial, and employment opportunities. Larger block buildings provide courtyard setbacks for outdoor dining, landscaping, or other amenities. Parking is located behind buildings or in subterranean garages, and is not visible to the public realm.

This diagram is illustrative and shows one of many possible ways of developing this particular area of the Plan. Ultimately, the actual configuration of new blocks and streets, the location and design of buildings and the uses within, will be guided by the Specific Plan and corresponding development standards adopted to implement the Plan and executed by individual entrepreneurs and their architects.

FIGURE INT.G - ILLUSTRATIVE PLAN - ATLANTIC STATION AREA VISION

- **A** Gold Line Civic Center Station platform
- **B** Opportunity site for mixed-use infill
- **C** Mixed-use infill and new street alignment with shared surface parking
- **D** Gold Line Atlantic Station platform
- **E** Courtyard housing infill opportunity site
- **F** New MTA-funded Park-Once garage
- **G** Mixed-use infill fronting 3rd, Atlantic, and Beverly, over subterranean garage
- **H** Rowhouses and/or live-work fronting a proposed park
- **I** Two-story mixed-use infill with parking in rear

Transforming the Atlantic Station area will:

- Establish a community gateway
- Create a "transit center" destination that evokes a unique sense of place, celebrates local diversity and attracts private investment
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

Conceptual three-story mixed-use buildings and a public plaza front 3rd Street and Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC STATION AREA VISION

Mixed-use building with ground floor retail and upper floor office uses

A pedestrian passage provides access from street to center of block

Mixed-use buildings flanking a light rail station

Mixed use buildings with housing and/or offices above retail

Two-story mixed-use buildings front Atlantic Boulevard and 3rd Street

CORRIDORS VISION AND TRANSFORMATION

Moderate change is expected along 1st Street, Cesar E. Chavez Avenue, and Atlantic and Beverly Boulevards. These corridors will facilitate complimentary mixed-use buildings with neighborhood-supporting retail, restaurants, and offices, including a range of housing types for a diverse population. Compatible infill will complement and be compatible with adjoining residential neighborhoods. The vision for the following corridors is discussed below:

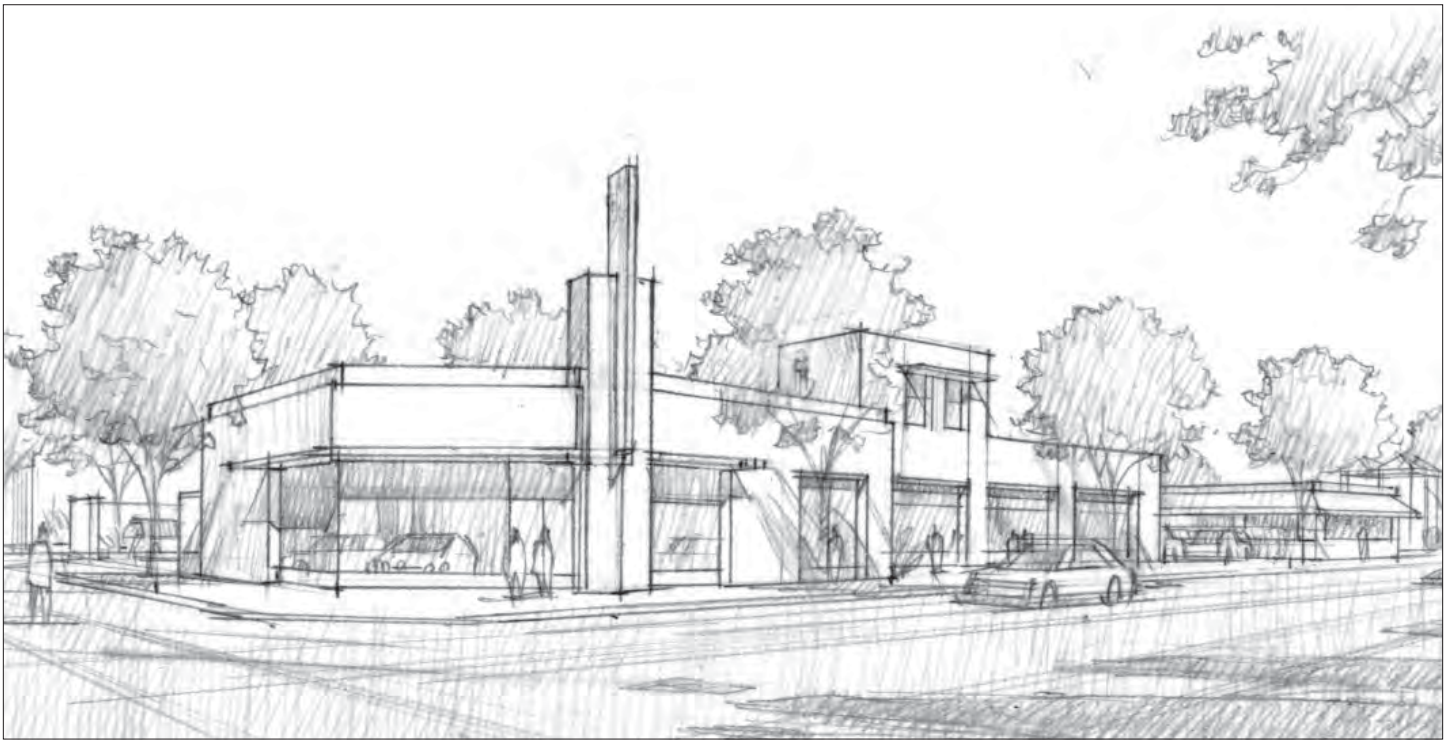
- Atlantic Boulevard
- 1st Street "Main Street"
- Cesar E. Chavez Avenue West
- Cesar E. Chavez Avenue East

Atlantic Boulevard

Existing Conditions
Atlantic Boulevard is currently the least pedestrian-oriented section of the project area and has experienced declining private investment. The area is characterized with more auto-oriented businesses and a concentration of under-capitalized commercial properties. In the Pomona Boulevard segment, there are a number of notable mid-century commercial buildings, including the Pep Boys auto parts store.

Vision
As a major thoroughfare from Pasadena to the Pacific Ocean and the Port of Long Beach, Atlantic Boulevard is and will likely remain primarily oriented for the automobile. However, as Atlantic Boulevard traverses the Atlantic Station area, it should be framed by a mixture of one, two, and three-story buildings. Parking lots will be located behind and beside buildings, rather than front the street. This pattern of development will reinforce the pedestrian character of this station area and create a distinctly urban setting that will appeal to a wide variety of retailers, employers, and shoppers.

Specific Plan Strategy
The Plan will accommodate attractive new buildings, located at the front of the lot, to define the edge of the street and create an attractive and comfortable place to walk. Parking will be located at the side or at the rear of the building, screened from the view of the street by hedges and/or low walls. In order to improve the urban character of the corridor and provide more valuable building frontage for retailers, the width of side yard parking lots will be minimized, so that buildings are



Commercial buildings front Atlantic Boulevard and provide parking and services in the rear

spaced as close to one other as practical. Primary and secondary vehicular access will be provided from the alley, dispersing departing vehicles onto the side streets which have lower traffic volumes and speeds than Atlantic Boulevard.

Transforming South Atlantic Avenue will:

- Improve the streetscape and landscaping with the placement of new buildings closer to the sidewalk
- Strengthen the commercial fabric of Atlantic Boulevard without disrupting the pedestrian network
- Reinforce multi-modal connections between along Atlantic Boulevard and the Atlantic Station

CONCEPTUAL EXAMPLES OF ATLANTIC BOULEVARD VISION

One-story buildings adjacent to sidewalk with parking in between and screened from view

A wide street is mitigated by multi-story buildings built to the sidewalk with large canopy trees for shade and traffic calming

Proposed massing of Atlantic Boulevard increases building frontages while reducing parking on the front of lots

1st Street "Main Street"

1st Street will accommodate local-serving shops and restaurants, and provide a safe and pleasant environment for shoppers. The corridor will be developed with local-serving retail buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear.

Existing Conditions

The 1st Street corridor accommodates local-serving retail shops, restaurants, and services along between Indiana Street to Rowan Avenue. The corridor is primarily developed with buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear of the building. There is some strip-mall-style development which disrupts the historic building line and creates and inconsistent urban fabric. Most commercial buildings are located along sidewalk edges with no on-site parking. When present, parking areas lack landscaping or are minimally landscaped. On-street parallel parking is available in this segment of 1st Street.

Vision

1st Street's "Main Street" role is reinforced and enhanced through preservation of historic structures, modest increases in allowed commercial and residential intensities, and streetscape improvements.

Specific Plan Strategy

The Specific Plan will accommodate new infill buildings that reinforce the historic shop-front pattern. Parking will be accommodated at the rear of the lot in open parking lots or in structured parking lined by upper floor uses. In either case, parking will be hidden behind 1st Street-facing shops.

Conceptual two- and three-story buildings

Transforming 1st Street will achieve:

- Continuous retail and restaurant ground floor provides neighborhood-serving uses within walking distance of surrounding residential neighborhoods.
- Sensitive infill, repair, and restoration reinforce community character
- Improved streetscapes and frontages

CONCEPTUAL EXAMPLES OF 1ST STREET VISION

Three-story mixed-use buildings

Diagonal on-street parking placed directly in front of retail stores, offices, and residences

Conceptual massing of 1st Street with two- and three-stories of housing over retail and office uses, with parking placed in the rear

Cesar E. Chavez Avenue West (West of I-710)

Existing Conditions

This segment is developed commercial buildings that exhibit a historical development pattern, strip-mall style buildings, and intermittent single-family and multi-family residential housing units. This creates an inconsistent visual fabric which lacks definition and cohesion. Generally, the building heights are one story with no setback from the street, except at the residential locations. Parking is in front of and behind buildings. This development pattern is still present along much of its length. Parcels along this segment of Cesar E. Chavez Avenue are relatively deep and are, west of Rowan Avenue, served by alleys. This offers the opportunity for mixed-use infill development on a larger scale than is practical along 1st Street or along Cesar E. Chavez, east of the Long Beach Freeway.

Vision

Cesar E. Chavez West will be revitalized with sensitive infill that reinforces the historic urban character of this corridor. The scale of building massing will be similar to the scale of the existing historic buildings in this corridor. Larger buildings will be designed to minimize bulk, with upper floors set back from lower floors. Parking will be located behind the building and accessed from the alley, when present. Sidewalks will be lively with storefronts, sidewalk dining, street trees, lighting, and street furniture.

Specific Plan Strategy

The Plan will accommodate commercial and mixed-use buildings that are placed at or near the right-of-way, and are accessed directly from the sidewalk. The scale of the individual building masses will be similar to the scale of the existing historic buildings along the street, with large buildings being broken down into smaller building volumes. Parking will be located behind the building and accessed from the alley, when present. Sidewalks will be enlivened with storefronts, sidewalk dining, new streets trees, lighting, and street furniture.

Two- and three-story infill buildings fronting Cesar E. Chavez Avenue west, with housing and/or office uses above retail.

Transforming Cesar E. Chavez Avenue West area will:

- Create a destination that evokes a unique sense of place, celebrates local diversity and attracts private investment. Foster economic development with vibrant commercial and retail uses.
- Stabilize and enhance the corridor and adjacent neighborhoods.
- Increase variety of housing choices in the vicinity.
- Improve landscaping, streetscapes and frontages, and the public realm.

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ WEST VISION

Mixed-use buildings with storefronts and shade trees

Active storefronts, wide sidewalks, landscape, and on-street parking

Proposed massing of two- and three-story buildings fronting Cesar E. Chavez

Cesar E. Chavez Avenue East (East of I-710)

Existing Conditions

The eastern section of Cesar E. Chavez consists of a more historical development pattern, where commercial buildings are situated closer to the street and parking is located in the rear. This corridor exhibits a more-defined aesthetic style as new development is being established. Streetscaping is incorporated with a wide variety of trees, shrubs, and flowers, which adds interest to the street as well as helps to break up the hardscape A number of shallow lots in the easterly portion of Cesar Chavez are not served by alleys and pedestrians experience a longer walking distance from the Gold Line station.

Vision

Like Cesar E. Chavez West, the historic and walkable neighborhood character of Cesar E. Chavez East will be preserved and enhanced. New buildings will be urban in character, designed with site planning and massing that fits into the existing East Los Angeles context. Typical infill building types include the courtyard building, comprised primarily of housing units with small retail or live-work spaces fronting Cesar E. Chavez Avenue. One-story commercial buildings and two-story mixed-use buildings provide appropriate infill opportunities. Parking will be located beneath the residential units, located in the rear of the lot, or otherwise screened and obscured from view. Short-term customer and visitor parking will be located on the street.

Specific Plan Strategy

The Specific Plan will accommodate new buildings that are built up to the street right-of-way, rather than being located behind street-facing parking lots. Typical infill building types will include courtyard buildings comprised primarily of housing units with small retail or live-work spaced fronting Cesar E. Chavez Avenue; simple one-story commercial buildings; and two-story mixed-use buildings. Parking will be located beneath the residences and/or on the rear of the lot with customer and visitor parking located on the street.

Two-story mixed-use infill building fronting Cesar E. Chavez Avenue east with housing and/or office above retail

Transforming the Cesar E. Chavez Avenue East area will:

- Stabilize and enhance the corridor and adjacent neighborhoods.
- Reinforce the historic character through sensitive infill development.
- Increase the variety and quality of housing choices.
- Improve landscaping, streetscapes, and frontages within the public realm
- Improve access and safety for walking and bicycling
- Enhance transit connections
- Increase open space, public plazas, public art, and improve the public realm

CONCEPTUAL EXAMPLES OF CESAR E. CHAVEZ EAST VISION

Two-story mixed-use building with offices or housing above

Appropriately-scaled one-story retail

Proposed massing of one- and two-story mixed-use buildings

MAINTAIN THE RESIDENTIAL CORE

Low- to medium-density residential is distributed throughout the residential core of the plan area. Restricting mixed-use and multi-family redevelopment to parcels located along the corridors will preserve the historic character of the community's residential core. Redevelopment of the corridors will be compatible with single-family residences and reflect the lower building heights within the residential core.

Existing Conditions

The residential core of the plan area primarily consists of housing constructed from the 1910s to the 1950s. The housing stock is mainly single-family and two-family residences with some multi-family apartment buildings. Building heights generally range from one to two stories. Architectural styles range from 1920s Revival styles including Spanish, Tudor and Storybook; in addition to Craftsman, and pre- and postwar 1930s-50s minimal traditional housing. The historical integrity of much of the housing stock is compromised due to of the addition of non-original stucco, vinyl or other siding, and replacement of original windows and doors. A number of originally-constructed single-family houses have been subdivided and are currently multi-family, and some deep-set parcels have two units on a single lot. Interspersed within in the residential core are churches, neighborhood markets, and schools.

Vision

The residential core will be maintained and preserved. The scale and building massing of new construction will be similar to the existing historic character of one to two story residences. Parking will be located within garages and accessed from the alley, when present. Landscaped yards, front porches, and tree-lined streets contribute to a safe and family-friendly neighborhood.

Specific Plan

The Plan will maintain existing land uses and densities in order to preserve the low- to medium-density character of the residential core. The building types allowed will be consistent with single-family and two-family residences, front porches, and landscaped yards. Existing maximum building heights will be maintained in both the residential core and the mixed-use corridors to further preserve the character. Chapter 2, Public Realm, provides a proposed street tree plan to improve shade and comfort, and identifies opportunities for additional open space. Chapter 3, Mobility, provides guidelines for streetscape improvements and identifies conceptual road diet opportunities. Chapter 4, Historic Preservation, provides objectives for protecting and preserving historic buildings.

Example of existing pre-war housing

Example of existing post-war housing

Example of Tree lined residential street

Chapter 1 GOALS AND POLICIES

GOALS AND POLICIES

This section describes Specific Plan goal and polices which are the outcome of the community planning principles and community vision. By collaborating with the residential and business community and government agencies, the goals and policies included in this section will be implemented to achieve the desired development and long-term vision for the community.

Goals identify the physical, economic, and social outcomes that the community wishes to achieve.

Polices establish a basic course of action for decision-makers to follow that will accomplish the community's desired goals.

The Specific Plan's six major goals are derived from comments received during public outreach, charettes, and workshops. For each goal, the applicable community planning principles are identified. The goals and policies are intended to preserve the community's unique sense of place, while building upon and improving the area's economic base to attract businesses.

Major Goals

1. Enhance and preserve East Los Angeles' distinctive community character
2. Economic vitality and jobs
3. Provide a range of housing
4. Activate the public realm
5. Improve mobility and transportation choices
6. A sustainable community

Goal 1. Enhance and preserve East Los Angeles' distinctive community character

Preserve the community's unique sense of place by requiring high standards of architecture, good urban design, and ample landscaping in order that new development complements historic architecture and the cultural richness of our community.

Community Planning Principles Supported:
- Community pride and culture
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy

Policy 1a. Enhance, preserve, and celebrate East Los Angeles' historic and cultural resources.

Policy 1b. New development and redevelopment shall be consistent with the intent of this Specific Plan and the Development Code.

Policy 1c. Provide a mix of land uses along the corridors of 3rd Street, 1st Street, Atlantic Boulevard, Beverly Boulevard, and Cesar E. Chavez Avenue. Buildings should accommodate retail businesses, services, or restaurants, and other similar active uses on the ground floor. Buildings contain a vertical, horizontal or combination of residential and non-residential uses.

Policy 1d. Preserve the density of the residential neighborhoods.

Policy 1e. Require private development and public improvements to facilitate coherent, compatible, attractive, and well-designed mixed-use corridors and neighborhoods in the Specific Plan area.

Policy 1f. Require new signs to be high quality, appropriately scaled for the building type, and pedestrian-oriented as required by the Development Code.

Policy 1g. Encourage the integration of public art in private and public development.

Goal 2. Economic vitality and jobs

Establish the Specific Plan area as a preferred place to work, live, play, and visit. Ensure the future economic stability of East Los Angeles by providing an active labor force, successful retailing, and high value employment

opportunities.

Community Planning Principles Supported:
- Improve development standards and establish a new form-based code
- Increase jobs and stimulate the local economy
- Increase quality retail and services

Policy 2a. Activate the Specific Plan area by fostering a complementary variety of commercial, residential, and institutional uses.

Policy 2b. Stimulate and diversify the Specific Plan area's economic base and create high value employment opportunities.

Policy 2c. Partner with the business community, property owners, and residents to share responsibility for implementing this Specific Plan and achieving its goals.

Policy 2d. Encourage a complementary mix of national brand and local merchant businesses.

Policy 2e. Efficiently manage the supply and demand for parking to accommodate customer, commuter, and resident parking requirements.

Goal 3. Provide a range of housing

Provide quality housing for a diverse range of income levels. Encourage compatible infill development that preserves the historic character of existing residential neighborhoods while promoting redevelopment.

Community Planning Principles Supported
- Improve development standards and establish a new form-based code
- Improve and facilitate additional housing
- Balance mobility and improve access to public transit

Policy 3a. Facilitate the development of a mixture of housing types that meet the diverse needs of the community.

Policy 3b. Expand housing opportunities by redeveloping underutilized and vacant parcels.

Policy 3c. Enhance the historic and cultural character of the community by ensuring that new development and renovations display high standards of architecture, urban design and landscaping.

Policy 3d. Focus higher density housing near transit stations in mixed-use buildings and maintain existing densities in the residential neighborhoods.

Goal 4. Activate the public realm

Maintain and enhance public places such as streetscapes, parks, plazas, recreational places, and open spaces. Encourage development that activates the public realm and enhances the pedestrian experience.

Community Planning Principles Supported
- Improve development standards and establish a new form-based code
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 4a. Enhance the public realm through careful placement and design of street trees, bicycle lanes, and road diets.

Policy 4b. Establish and maintain enhanced, interconnected green streets with street trees.

Policy 4c. Establish attractive community gateways, including at Indiana and 3rd Streets, and at Atlantic Boulevard and 3rd Street.

Policy 4d. Encourage outdoor dining and seating areas and other pedestrian-friendly uses in mixed-use buildings.

Policy 4e. Improve access to recreational amenities and encourage the shared use of existing public facilities.

Goal 5. Improve mobility and transportation choices

Promote a convenient and integrated transportation system that efficiently and effectively serves the community to make East Los Angeles a place where people choose to walk, bike, or ride public transit, rather than drive a car.

Community Planning Principles Supported
- Balance mobility and improve access to public transit

- Enhance pedestrian comfort and safety

Policy 5a. Provide access to and within East Los Angeles through a range of transportation options, emphasizing walking, bikes, rail, and buses.

Policy 5b. While promoting alternative transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Goal 6. A sustainable community

Ensure public health, safety and welfare by providing and maintaining sustainable facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

Community Planning Principles Supported
- Community pride and culture
- Enhance pedestrian comfort and safety
- Improve access to recreational facilities and open space

Policy 6a. Improve and maintain the community tree canopy, open spaces, landscaping, and green streets.

Policy 6b. Require new development to employ best anagement practices to improve the quality of urban storm water runoff and groundwater recharge.

Policy 6c. Provide adequate public facilities and services to serve new development and maintain current services.


Chapter 2 PUBLIC REALM

2 PUBLIC REALM

This chapter identifies existing conditions and recommendations for change in the public realm, including green streets, street tree plan, and park and open space opportunities. The plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate these elements in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses

Chinese Cemetery

Soccer at Belvedere Park

SUMMARY OF EXISTING CONDITIONS

Parks and Open Space

- Three parks exist in the plan area: Belvedere Park (north), Belvedere Park (south) and Obregon Park. Salazar Park and Atlantic Boulevard Park are located just outside the boundaries of the project area.
- Historically, Belvedere Park was one park, but was divided when the freeway system was constructed through East Los Angeles in the 1960s.
- There is a shortage of park space of all types within the project boundaries.
- Existing park spaces covers 50.1 acres of land.
- Many residential lots are covered with multiple structures which have eliminated private open space.
- A major concern of residents is lack of park space and difficulty accessing existing parks.
- Belvedere Park is classified as a Community Regional Park and it consists of 39.1 acres.
- Obregon Park is a Local Park and it consists of 11 acres.

Cemeteries

- There are three cemeteries within the plan area: The Chinese Cemetery, the Serbian Cemetery, and Calvary Cemetery.
- These cemeteries cover approximately 147 acres.

Schools

- There are 14 public schools in the study area.

Elementary Schools	Address	Approximate Acres	Students
Rowan Ave Elementary School	600 South Rowan Avenue, Los Angeles, CA 90023	5.9	1500
Belvedere Elementary School	3724 East 1st Street, Los Angeles, CA 90063	4.8	1017
Marianna Ave Elementary School	4215 Gleason Street, Los Angeles, CA 90063	3.6	466
Brooklyn Ave Elementary School	4620 East Cesar E. Chavez Avenue, Los Angeles, CA 90022	2	532
Morris K Hamasaki Elementary	4865 East 1st Street, Los Angeles, CA 90022	3	424
Fourth Street Elementary School	420 Amalia Avenue, Los Angeles, CA 90022	4.5	734
Humphreys Ave Elementary School	500 South Humphreys Avenue, Los Angeles, CA 90022	4.9	836
Middle Schools			
Belevedere Middle School	312 North Record Avenue, Los Angeles, CA 90063	11.2	2,343
David Wark Griffith Middle School	4765 East 4th St, Los Angeles, CA 90022	12.9	1,915
High Schools			
Esteban E. Torres High School	4211 Dozier Street, Los Angeles, CA 90063	N/A	N/A
Ramona Opportunity High School	231 South Alma Avenue, Los Angeles, CA 90063	1.6	128
Garfield High School	5101 East 6th St, Los Angeles, CA 90022	19	4,603
Monterey Senior High School	466 Fraser Avenue, Los Angeles, CA 90022	1.5	65
K12 Schools			
9 Alphonso Perez Special Ed Center - K12	4540 Michigan Avenue, Los Angeles, CA 90022	7.7	450
Private & out of TOD Area Schools			
Stevenson Middle School	725 South Indiana Street, Los Angeles, CA 90023	13.8	2,610
Our Lady of Guadalupe Schools - K8	436 North Hazard Ave, Los Angeles, CA 90063	2.6	216
Hammel Street Elementary School	438 North Brannick Avenue, Los Angeles, CA 90063	4.6	879
Robert Hill Lane Elementary	1500 Avenida Cesar Chavez, Monterey Park, CA 91754	3.8	450
East Los Angeles College	1301 Avenida Cesar Chavez, Monterey Park, CA 91754	N/A	N/A
4th Street Primary Center	469 Amalia Avenue, Los Angeles, CA 90022	N/A	N/A

Circulation

- East Los Angeles is bisected by the Pomona (60) and Long Beach (710) Freeways, which have disrupted the traditional, interconnected grid street network. Many through streets have been transformed into dead-end streets.
- The existing street network is comprised of wide streets, narrow sidewalks, and sparse and inconsistent street tree plantings. Designed more for automobiles than pedestrians, these streets facilitate vehicular speeding.
- A major concern of residents is high vehicular speeds on most streets.

Landscape

- Existing freeway edges are sparsely planted and do not provide adequate buffers.
- Existing parks have mature trees but the majority of the park space is not shaded.
- Street trees are sparse and randomly planted.
- Many street trees were eliminated and not replanted when the roads were widened.

Playground at Belvedere Park

Freeway Overpass

Street trees are sparse and inconsistent

PUBLIC REALM VISION AND PLAN

One of the most important components of place-making is a unified urban design that employs buildings and landscaping that defines, animates, and engages the pedestrian and other non-motorized travel. Places such as streets, sidewalks, parks, plazas and squares are linked to each other and to the larger community. This interconnected pattern creates a range of valuable venues that accommodate a full spectrum of urban, commercial, and family-oriented activities.

Streets should be designed for everyone, including bicyclists, pedestrians, and motorists. Tree-shaded, pedestrian-friendly streets, are enjoyable for residents and visitors, are conducive to neighborly interaction, and lead to higher levels of bicycling and walking. Successful and well-designed streets are easy to navigate and are made memorable by the buildings, street trees, and streetscape that line them. Other important components of successful streets include:

Green Streets

In addition to accommodating the needs of pedestrians, motorists, and bicyclists, Green Streets components should include:

- A mature tree canopy that enhances the pedestrian experience
- Safer street crossings
- Integrated bike lanes and jogging paths
- Traffic calming measures
- Drought-tolerant plant material
- Integrated lighting and way finding signs
- Sustainable storm water treatment strategies

Continuous and Comfortable Sidewalk

- Provide sidewalks that are continuous and wide in order to reinforce the urban character and facilitate safe walking.
- Provide well-defined crosswalks at all intersections and, where necessary, at mid-block.
- Pave crosswalks with enhanced paving materials such as stone or unit pavers.
- All paving must meet ADA accessibility requirements.

Safe Routes to Schools and Parks

- Create a safe, pedestrian-friendly environment to encourage walking and bicycling to schools and parks.
- Clearly marked bicycle routes.
- Provide wide and continuous sidewalks.
- Clearly marked bicycle and pedestrian crossings.
- Minimize busy street crossings.

FIGURE 2.A - PROPOSED GREEN STREET MASTER PLAN

- Introduce traffic calming measures, where appropriate.

Regional Bike Linkages

- Provide connections to new or proposed bike routes as indicated in the County Bicycle Master Plan.
- Provide amenities for bicyclists along bike routes.
- Clearly marked bike routes.
- Facilitate bicycle access to and from the Gold Line Stations.
- Provide places for bicycle parking.
- Facilitate a bicycle sharing system

Placemaking and Community Branding

In addition to the signage for the Gold Line, urban trails, and park information, community branding through identity markers and wayfinding graphics are recommended.

- Wayfinding graphics and signs
- Identity markers
- Cohesive street furnishing
- Cohesive lighting
- Public art

Street Tree Plan

Streets with comfortable sidewalks and planted parkways provide the unifying structure of the plan area's neighborhoods. Street trees form a canopy, provide shade, introduce seasonal color, define the street edge, invite pedestrian activity, and are chosen to adapt to local environmental conditions. Key features of the street tree plan strategy include:

- For ease of recognition, orientation, and cohesiveness, major east-to-west streets are planted with a combination of palm and broad leaf trees. North-to-south streets are planted with broad leaf trees only.
- Deciduous and evergreen trees have been selected to provide seasonal interest.
- Street trees are placed at intervals of 20 to 30 feet on center, with setbacks at intersections per County standards. Ultimate street tree spacing will depend on sidewalk conditions, such as curb cuts, utilities, and lighting.
- Root barriers are provided for all street trees.
- To ensure long term survival, the minimum installed size is a 36 inch box tree.

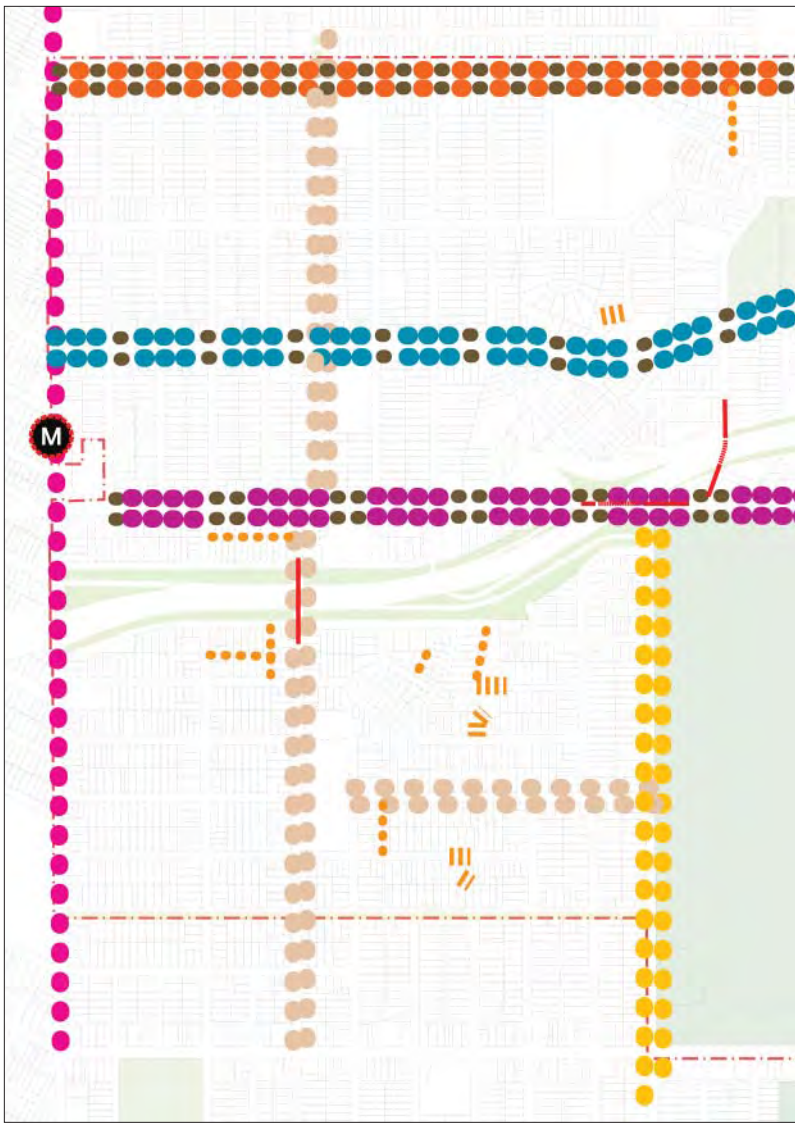
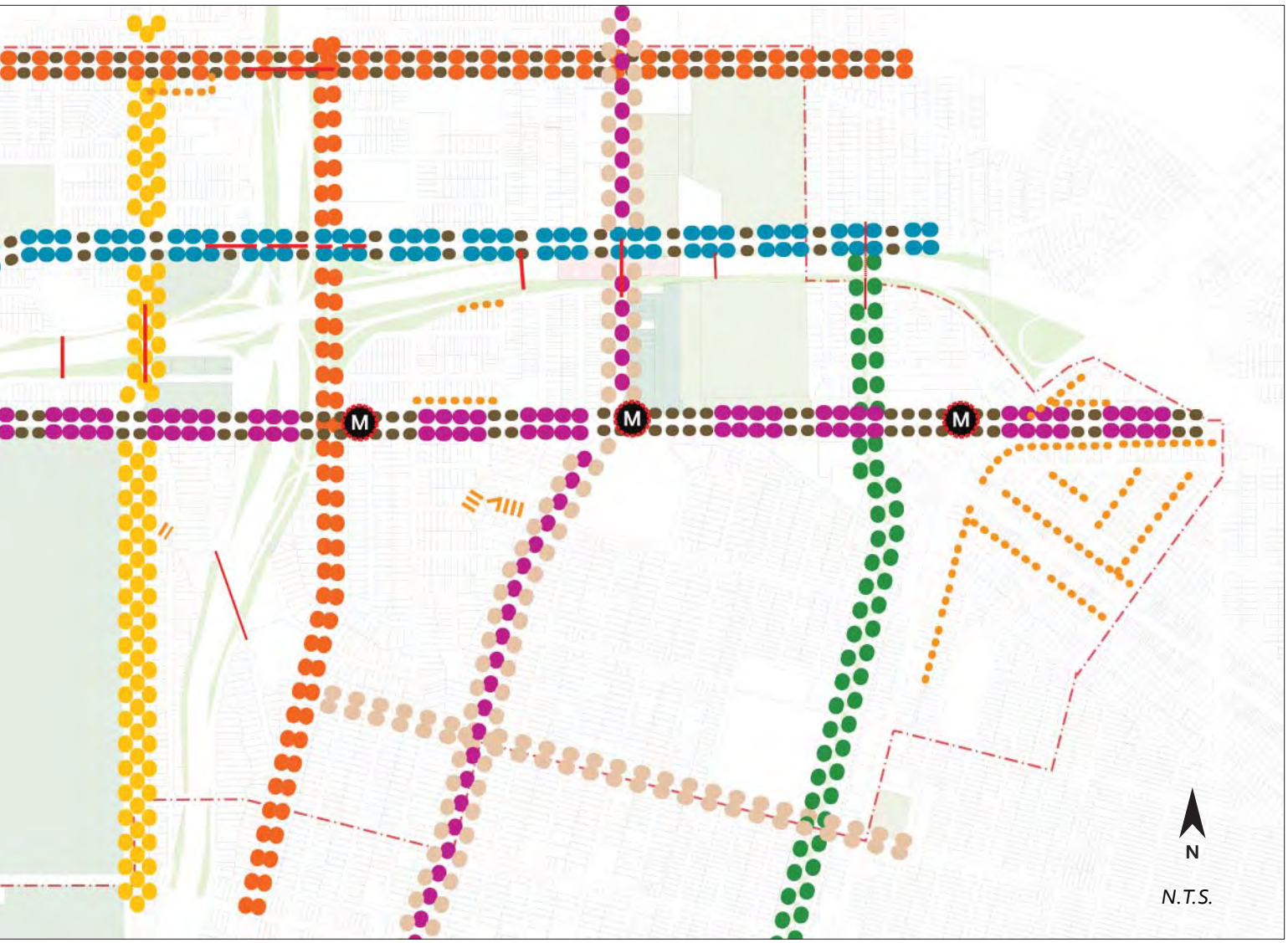


FIGURE 2.B - PROPOSED STREET TREE PLAN

London Plane Tree
California Sycamore
Chinese Flame Tree
Callery Pear 'Bradford'
Goldenrain Tree
Tipu Tree
Brisbane Box Tree
Golden Medallion Tree

Actual tree plantings and placement may vary depending upon site conditions.



Residential street

Chinese Flame Tree - Koelreuteria bipinnata

Tree lined pedestrian path

TABLE 2.A - STREET TREE PALETTE

London Plane Tree

Platanus acerfolia

Deciduous
Height :40-80 feet
Crown : 30-40 feet
Water : moderate

Chinese Flame Tree

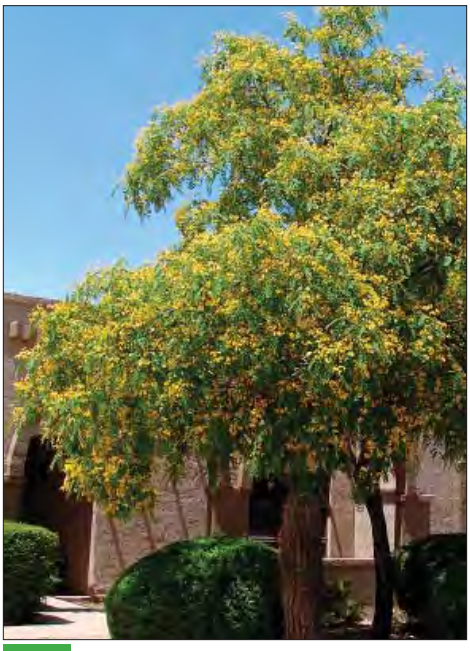
Koelreuteria bipinnata

Deciduous
Height : 20-30 feet
Canopy : 25-35 feet
Bloom : late summer
Water : regular

Goldenrain Tree

Koelreuteria paniculata

Semi-evergreen
Height : 40-60 feet
Canopy : 50-70 feet
Water : regular



Tipu tree

Tipuana tipu

Semi evergreen or Deciduous
Height : 25-40 feet
Canopy : 30-60 feet
Bloom : late spring / early summer
Water : regular

Brisbane box

Lophostemon confertus

Evergreen
Height : 30-45 feet
Canopy : 25 feet
Bloom : summer
Water : little to regular

California Sycamore

Platanus racemosa

Deciduous
Height : 30-70 feet
Crown : 30-40 feet
Bloom : spring, winter
Water : moderate

Callery Pear 'Bradford'

Pyrus calleryana 'Bradford'

Deciduous
Height : 50 feet
Canopy : 30 feet
Bloom : late winter/early spring
Water : moderate

Golden Medallion Tree

Cassia leptophylla

Evergreen
Height : 15-25 feet
Canopy : 15-20 feet
Bloom : summer
Water : little to moderate

SUSTAINABLE STRATEGIES

Storm Water Guidelines

The following are sustainable methods and strategies for collecting and distributing storm water runoff:

- Use parkways to collect street runoff. Direct water into vegetated swales and/or rain gardens.
- Install permeable paving in parking lots and direct water into vegetated swales.
- Direct building roof runoff into cisterns and/or rain gardens.
- Design plazas to minimize impervious paving and to drain to vegetated swales.
- Provide low points in parks to facilitate groundwater recharging.
- Introduce signage that describes the watershed and rain cycle, the cleansing properties of plants, and how wildlife habitat relates to native plant material. Coordinate educational effort with the schools on-site.

Best Management Practices

The following Best Management Practices (BMPs) shall be included throughout the project area, wherever feasible.

- Bioswales (Biofiltration Swale). A vegetated depression planted with native plant material designed to detain and infiltrate water into the ground. Bioswales reduce runoff, recharge groundwater, eliminate contaminants from the water, and reduce the need for off-site detention.
- Rain Gardens. Planting areas designed to detain runoff from parking lots or roofs
- Native and Drought-Tolerant Plants. Drought-tolerant plants help to minimize irrigation needs and increase the presence of wildlife.
- Pervious Paving. Paving that allows water to infiltrate into the ground either through spaces between paving stones or through the material itself. Subsurface gravel allows the water to pass through to the soil or direct it to another detention device.
- Cisterns. A holding tank for rainwater that can later be used for irrigation. Cisterns can be located either above-ground or below-ground and utilize pumps to circulate grey water. Rain barrels are small, above-ground cisterns. As water gets scarcer the use of cisterns should be encouraged.

Permeable Paving

Bioswale

Native Plant : Achillea millefolium

Planted Parking Lot

- Infiltration System. Devices used to collect water for infiltration. Various infiltration systems include fabricated installations that are placed in the ground, gravel placed beneath pervious paving, and bioswales.
- Street and Parking Lot Trees. Large canopy deciduous trees that are planted in parking lots and along streets to provide shade and reduce the heat island effect.
- Reclaimed water. Sometimes called recycled water has been treated to remove solids and certain impurities. It is often used in sustainable landscaping irrigation or to recharge groundwater aquifers to achieve sustainability and water conservation objectives.

Enhanced pedestrian experience

Enhanced crossing

Bike lane and jogging path

PARK AND OPEN SPACE OPPORTUNITIES

The recommended strategies in this section can improve the park network by using streets and pedestrian connections to bring park and open space amenities within a reasonable walking and biking distance for all residents. Key components of this strategy include:

- Joint-use policy with schools to better utilize existing and future open space resources.
- The generation of new open space in tandem with new development.
- Requiring new development to have an engaging relationship to new and existing parks, plaza, and streets.
- Maximizing visibility and promoting the safety of existing and new plazas and open spaces.
- Providing varied open spaces that meet a wide range of active and passive recreational needs.
- Transforming vacant lots and dead-end streets into pocket parks and pedestrian connections.
- Improving vacant land adjacent to freeways as passive open spaces.

Pocket Parks

With available open space at a minimum, vacant lots and dead end streets offer potential places to introduce pocket parks within neighborhoods. These parks could host context-sensitive outdoor activities, ranging from passive to active recreational. Pocket parks can provide socialization opportunities for a wide variety of age groups.

EXAMPLES OF PARKS ELEMENTS

Example of comfortable, walkable and sustainable open spaces

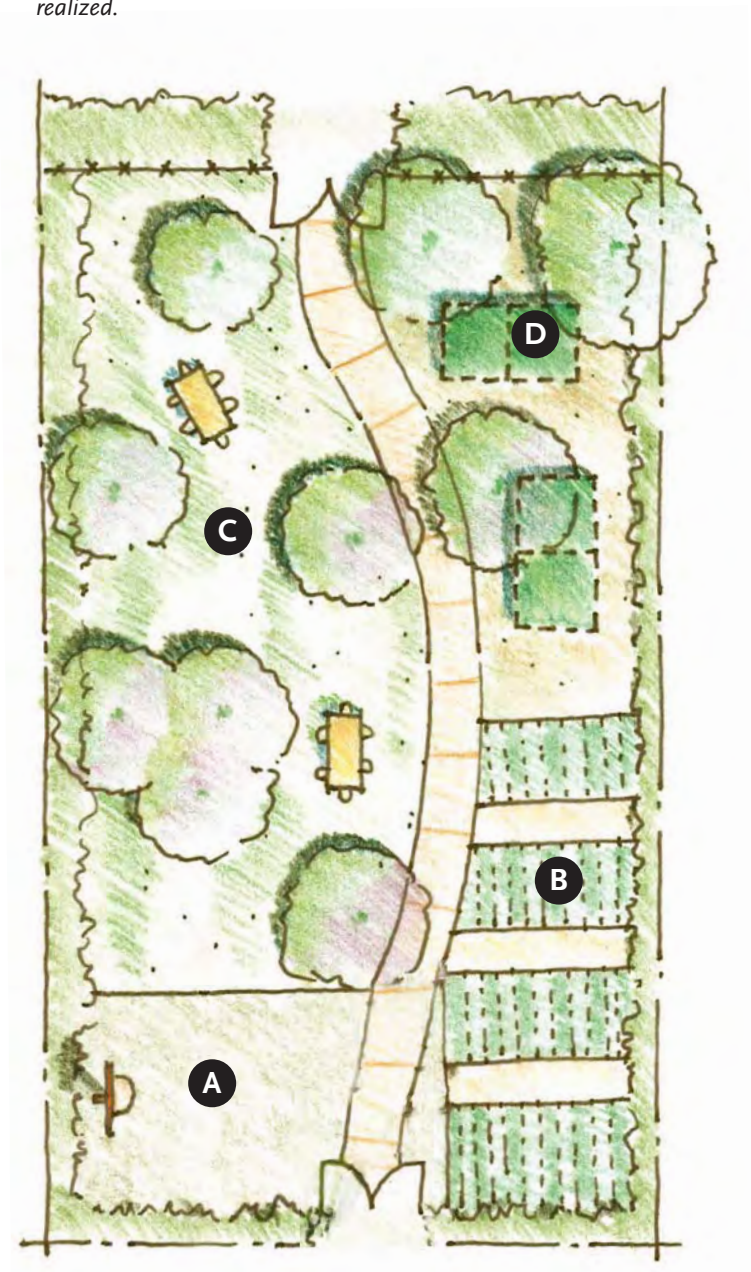
Picnic tables

Basketball court

Storm water treatment

FIGURE 2.C - EXAMPLES OF A POCKET PARK

The concept plan shows one of several ways how this particular area of the plan can be realized.



A Basketball Court

B Rose Gardens

C Picnic and Lawn Area

D Bocce Ball Courts

N

N.T.S.

Potential pocket park location

Super Block Insert

There are a number of locations within in the Specific Plan where large pieces of left over land are present at the center of very large blocks. Due to the sloped condition of the sites, traditional park amenities may not work. Potentially, these vacant parcels can be utilized for parkland, as well as for storm water treatment. Community gardens, active and passive recreational spaces, and educational opportunities could be developed for these locations. On slopes, amphitheaters and terraced seating could take advantage of the existing grade changes.

Potential super block insert example (see Figure 2.D)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS

Lawn area

Playground

Learning/discovering urban wildlife

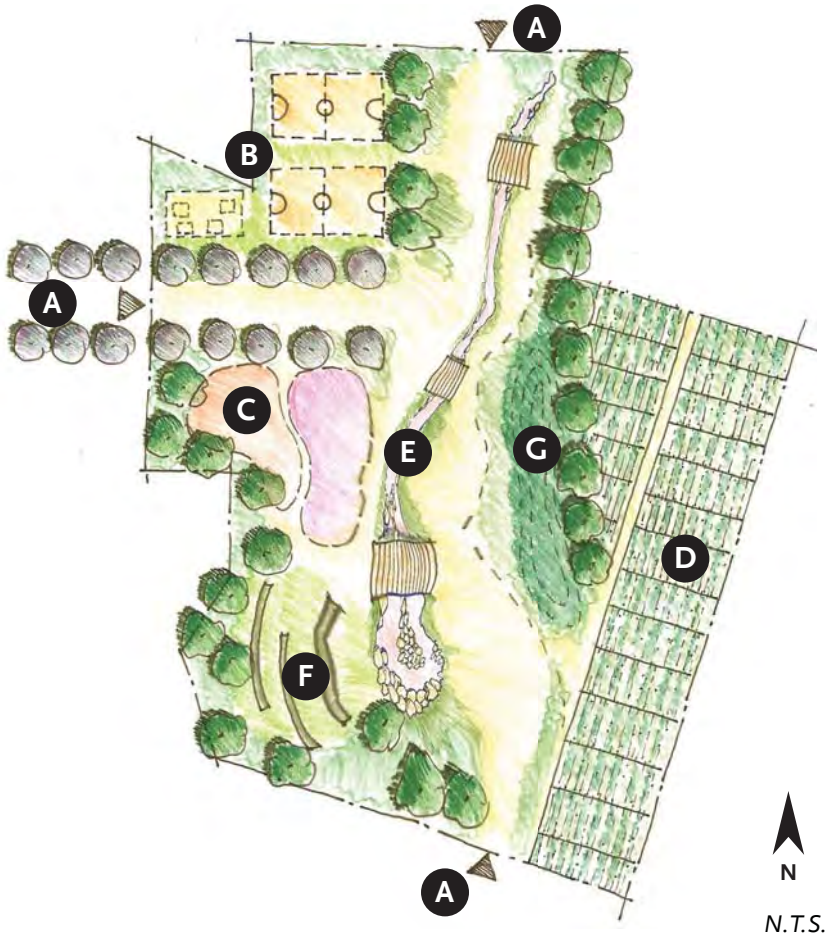
Active recreation

Amphitheater

Gardens

FIGURE 2.D - EXAMPLES OF SUPER BLOCK INSERT

The concept plan shows one of several ways how this particular area of the plan can be realized.



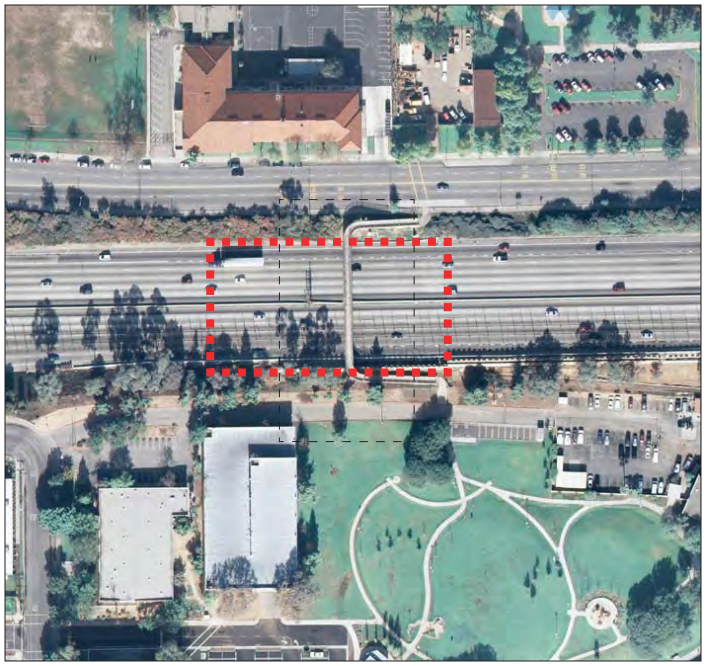
N.T.S.

- **A** Access
- **B** Active Recreation
- **C** Playground
- **D** Gardens
- **E** Drainage Swale
- **F** Amphitheater
- **G** Lawn Area

Freeway Cap - Belvedere Park

For many years, engineers, city officials, and urban designers have advocated the conversion of airspace above local freeways for use as public parkland. In a number of locations, freeway caps or decks have been constructed across the country. A Seattle freeway cap occupies 5.2 acres above an existing roadway and was opened in 1976. The City of Santa Monica recently initiated a feasibility study for the construction of a freeway cap over a section of the Santa Monica Freeway. The City of Los Angeles is also exploring caps over sections of the Hollywood Freeway adjacent to downtown and Hollywood.

The construction of the Pomona Freeway bisected Belvedere Park reducing available open space and dividing the park. Today, the park functions as virtually two different parks. Nonetheless, there is an opportunity to reconnect the park land and create additional open space. Here, a freeway cap park would create more park space and provide improved non-motorized connections between the neighborhoods to the north and south of the freeway.



Pedestrian bridge over freeway- freeway cap opportunity (see Figure 2.E)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS

Pedestrian path

Farmers market

Freeway Park, Seattle

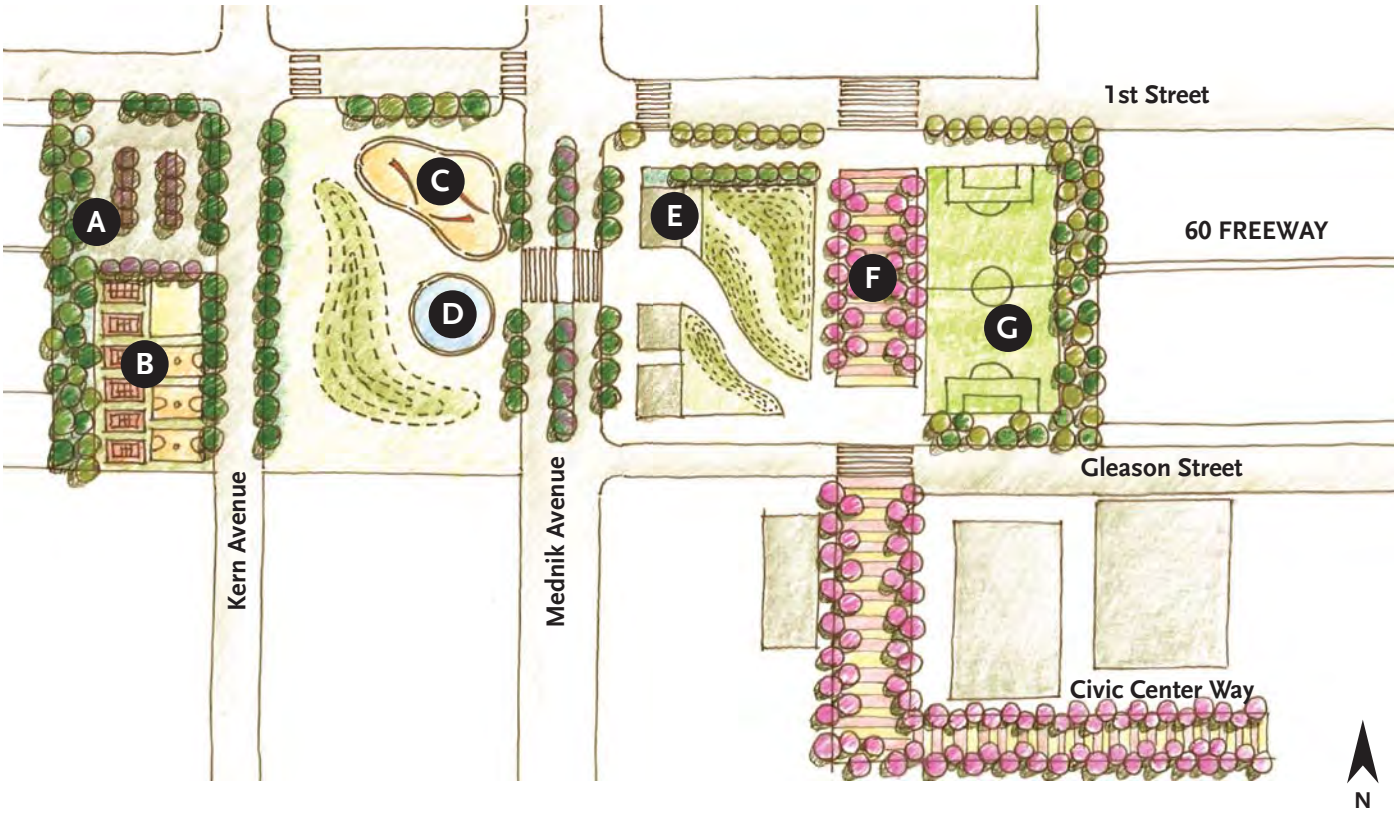
Urban plaza

Local park

Paseo

FIGURE 2.E - EXAMPLE OF A FREEWAY CAP AT BELVEDERE PARK

The concept plan shows one of several ways how this particular area of the plan can be realized. Ultimately, the actual configuration will be guided by this Specific Plan and corresponding park standards, as feasible.



N.T.S.

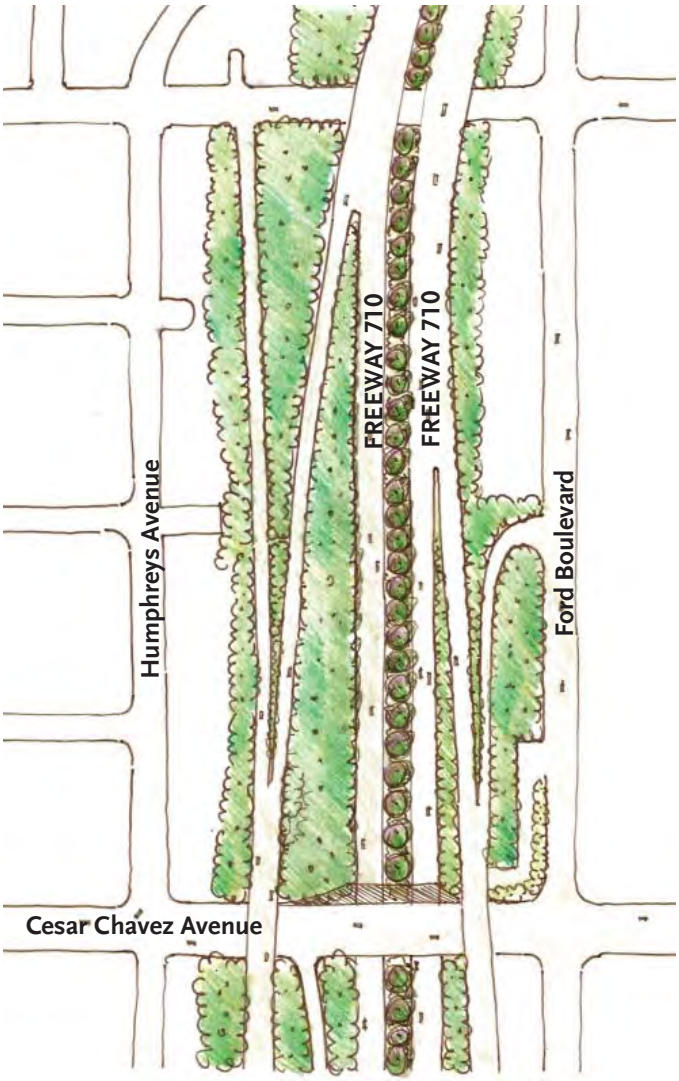
- A Parking
- B Active Recreation
- C Playground
- D Art Element
- E Information Kiosk
- F Paseo
- G Active Recreation

Urban Forest

An urban forest is a collection of trees located within a city. The urban forest helps to filter water and air. They provide shade and shelter for humans and wildlife. Urban forests moderate the local climate and help to reduce the heat island effect within urban settings. When present, urban forests play an important role in ecology of human habitats in many ways: they filter and improve the air, water, and sunlight, while providing shelter to animals. They are critical in cooling the urban heat island effect, thus helping to reduce the number of unhealthful ozone days in the region. Within the Specific Plan area, opportunities exist to increase the urban forest, particularly near existing freeways and access ramps. Figure 2.F is an illustrative example of an urban forest adjacent to the Long Beach Freeway near Cesar E. Chavez Avenue.

Potential Site for urban forest along the I-710 (see Figure 2.F)

FIGURE 2.F - EXAMPLE OF I-710 URBAN FOREST



Concept plan of an urban forest along the I-710

N.T.S.

TABLE 2.B - URBAN FOREST AND SHRUB PALETTE

Acacia redolens

Baccharis pilularis 'twin peaks'

Ceanothus griseus horizontalis

Cotoneaster

Toyon

Rhus ovata

Grevillea robusta

Quercus agrifolia

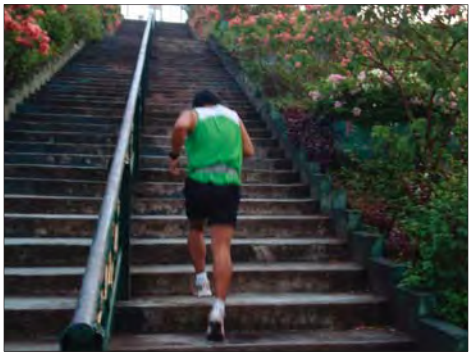
Neighborhood Connections: Cascades, Alleys, and Pedestrian Crossings

Alleys can be transformed from their typical utilitarian purpose into pedestrian connections and, in commercial areas, to outdoor dining plazas. In addition, permeable pavers and plantings can be introduced to absorb storm water and improve local water quality.

Important neighborhood connections are often interrupted by steep terrain. These interruptions can be mended by introducing a series of staircases that incorporate outlooks and terraces, providing places to enjoy views and to socialize. Figure 2.G is an example of a neighborhood cascade.

Potential neighborhood cascade retrofit (see Figure 2.G)

CONCEPTUAL EXAMPLES OF PARK ELEMENTS



Stairs as a place to exercise

Lighting and planting for comfort and safety

Murals

Pedestrian art bridge

Vista Points offer views

Land bridge

FIGURE 2.G - EXAMPLE OF A NEIGHBORHOOD CASCADE

Illustrative concept plan that reconnects a neighborhood with improved pedestrian paths, stairs, and drought-tolerant landscaping.

- **A** Plaza belvedere vista point
- **B** Exercise circuit
- **C** Belvedere vista point with drinking fountain
- **D** Native plantings and erosion control

Joint Use Agreement of Public and Institutional Facilities

Schools and other institutions typically have had a variety of recreational facilities, such as, gymnasiums, playgrounds, fields, courts, and tracks. However, most schools close their property to the public after school hours because of concerns about costs, security, maintenance, and liability. At the same time, building duplicate facilities as those already available in community schools is simply not the best use of time or public resources.

A joint use agreement (JUA) is a partnership between government organizations, for example the school district and County, setting forth the terms and conditions for the shared use of public property. Typically, each party under a JUA helps fund the development, operation, and maintenance of the facilities that will be shared. In so doing, schools can continue to provide their students and the community with the facilities needed to maintain active and healthy lifestyles, while incurring little to no additional costs. Currently, Belvedere Middle School provides access to their facilities after school hours. The County should explore further opportunities for JUAs in the community.

School sites also offer an opportunity to introduce sustainable practices into the community. School vegetable gardens provide healthy food and functionas an educational tool. New trees provide shade, creating comfortable places

Example of a potential Joint Use Playfield - Belvedere Middle School

N

CONCEPTUAL EXAMPLES OF JUA ACTIVITIES

Soccer field

After school basket ball

Active recreation

Organized sporting activity

to sit while cleansing the air. Rain gardens, cisterns and bioswales can be introduced to catch and store or cleanse water. Permeable paving can be installed to allow for groundwater infiltration.

Parklets

Streets and paved areas make up a significant part of the land area in East Los Angeles. Many streets are excessively wide and contain large zones of underutilized space. Reconfiguring such spaces in a "parklet" can help to provide much desired open space in an already developed area. A parklet is a mini urban park, often created by replacing several under-utilized parallel parking spaces with a patio, planters, trees, benches, café tables with chairs, bicycle parking, or other element. The introduction of parklets seeks to temporarily reclaim these unused swathes and quickly and inexpensively turn them into new public plazas and parks.

Due to the relatively low expense, parklets can be introduced temporarily. During the temporary closure, the success of these spaces can be evaluated to understand what adjustments need to be made in the short term, and ultimately, whether the temporary closure should be a long term community investment. Materials and designs are meant to be temporary and easily moveable should design changes be desired during a trial-run. Seating, landscaping, and treatment of the paving are common features of most projects. If on-street parking or travel lanes are removed, a traffic study may be required.

Locations for parklets should be selected based on the following criteria:

- Sizeable area of under-utilized roadway
- Lack of public space in the surrounding neighborhood
- Pre-existing community support for public space at the location
- Potential to improve pedestrian and bicyclist safety via redesign
- Surrounding uses that can attract people to the space
- Identified community or business steward

These conceptual parklets repurpose on-street parking to useable open space and landscaping without reducing the number of travel lanes (Conceptual layout by RHAA).

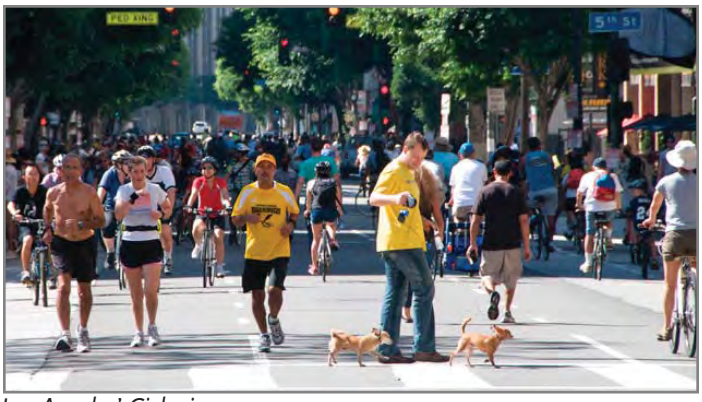
A permanent parklet installation adjacent to a coffee shop.

A parklet with outdoor dining

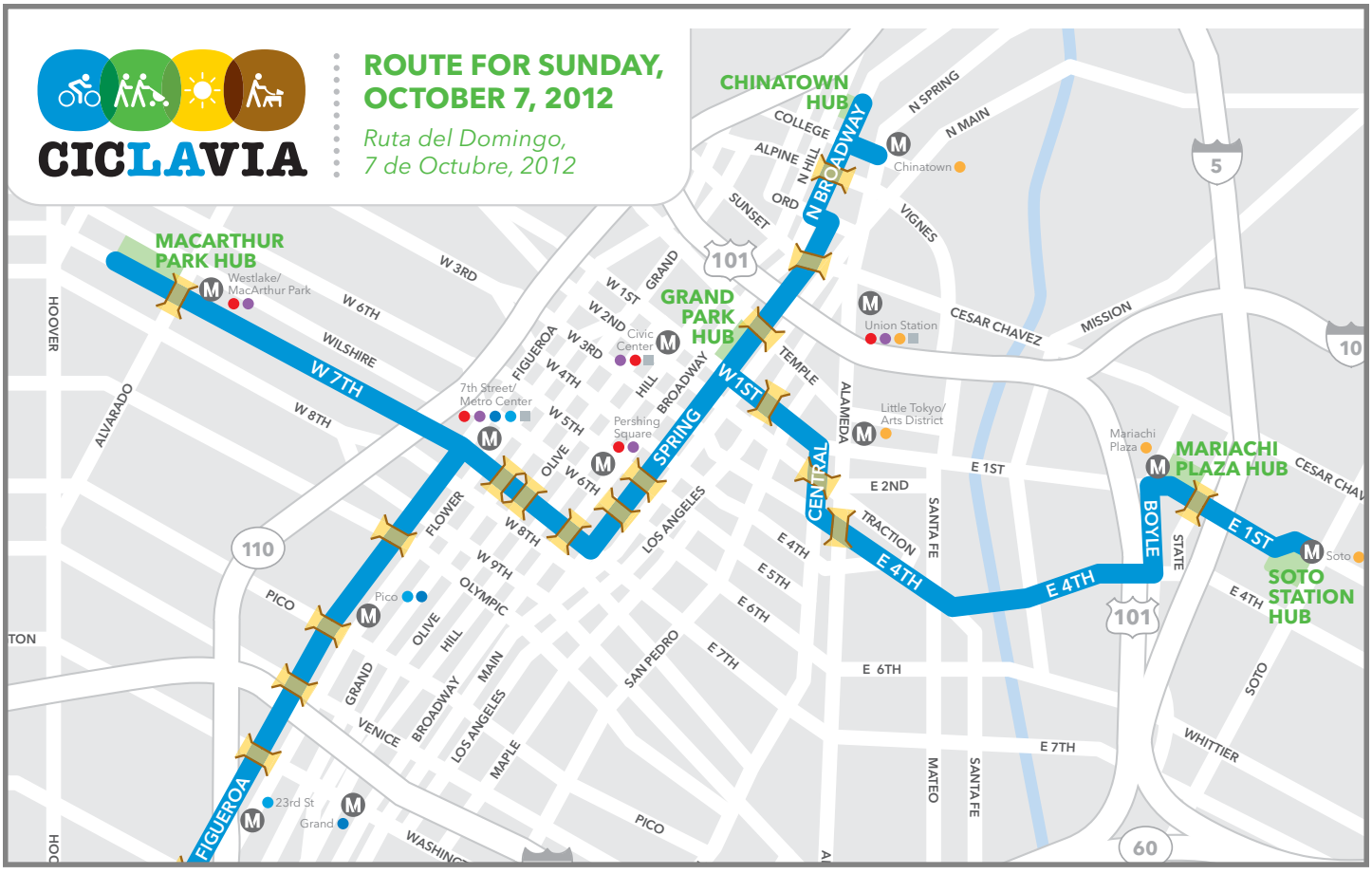
THE FUTURE OF THE PUBLIC REALM

As demand for more open space increases, creative approaches towards parks and open recreational needs should be explored.

A "ciclovia" is either a bike route, or more commonly, a closed street that is used exclusively for biking, walking, and other similar non-motorized activities. The closure makes the streets safe for people to walk, skate, play and ride a bike. Usually the street closure is temporary and during the weekend, in order to reduce traffic management logistics. It is a relatively inexpensive approach to provide temporary recreational opportunities and more open space – if only for one day. In October 2010, the City of Los Angeles held its first of many highly successful "CicLAvia" events in the downtown area and through adjoining neighborhoods. These events have drawn over 100,000 bicyclists, joggers, walkers, strollers, pets, and other participants. The community should continue to support and expand these events.



Los Angeles' Ciclavia



Route map of Ciclavia


Civic Center Way

3 MOBILITY

This chapter identifies streetscape improvements and guidelines, such as sidewalk dimension, bicycle lanes, and landscaping. The streetscape plan recommendations in this chapter are conceptual. When the County considers such improvements, these recommendations will be further evaluated and supplemented on a case-by-case basis. Furthermore, the mobility plan is intended to provide tools to foster and create pleasant and convenient walking and biking facilities, street trees, landscaping, plazas and other pedestrian amenities within the public realm. Through the ongoing implementation of the Specific Plan, the County will continue to evaluate other streets in the plan area, thereby providing an engaging public realm to attract visitors, residents and businesses.

Objectives

The following mobility objectives advance the principle to create a transportation network that provides mobility, safety and walkability:

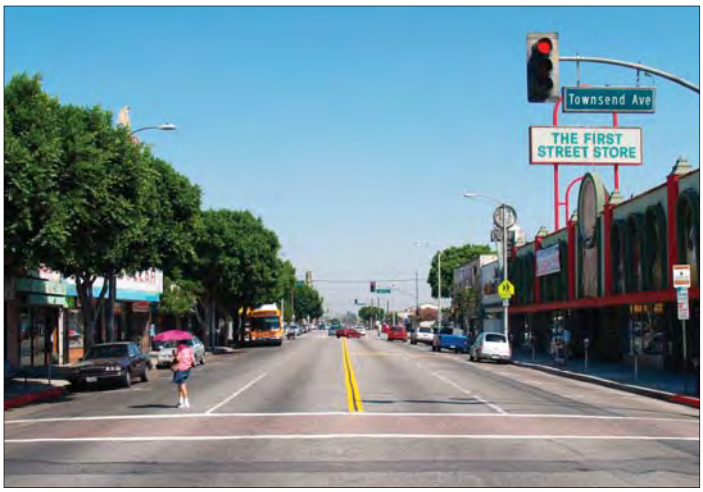
1. The street network accommodates pedestrians, bicycles, transit, freight and motor vehicles with the allocation of right-of-way on individual streets.

2. The larger network, including key thoroughfares provides safe, continuous, and well-designed multi-modal facilities that capitalize on development patterns and densities that make walking, transit and bicycle travel efficient and enjoyable.

3. Street design complements urban buildings, public spaces and landscape, as well as supports the human and economic activities associated with adjacent and surrounding land uses.

4. Safety is achieved through thoughtful consideration of user's needs and capabilities, through design that meets user expectations, and through the selection of appropriate speed and design elements.

EXISTING CONDITIONS → EXAMPLE OF PROPOSED VISION

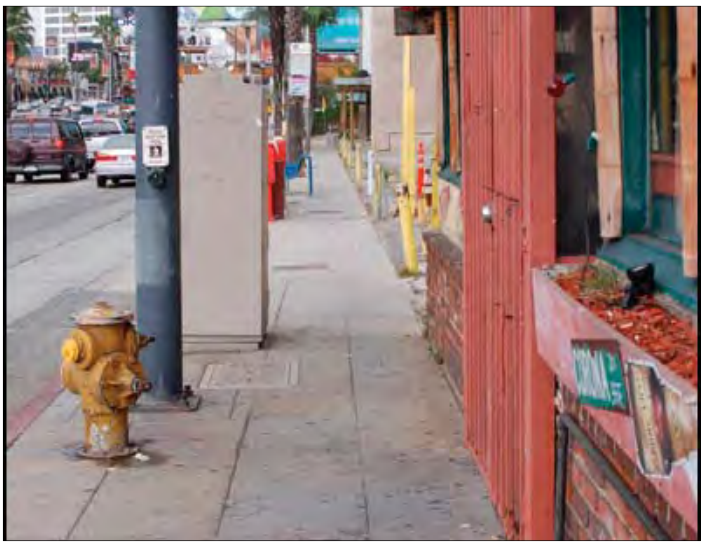


1st Street existing conditions

A busy, mixed-use street draws business, cars and customers.

A typical 40-foot wide street encourages motorists to drive fast. The situation is amplified by the lack of street trees and absence of parked cars.

Street trees reduce the visual width of this 40-foot wide street and, along with the mottled pattern of dark and light that is cast on the roadway, encourage motorists to slow down.



Auto-oriented street with narrow sidewalk discourages walking and provides no space for outdoor dining

Outdoor dining and pedestrians share the wider sidewalk.

Figure 3.B illustrates the County Bicycle Master Plan within the Specific Plan area. Implementation is expected to occur as funding allows.

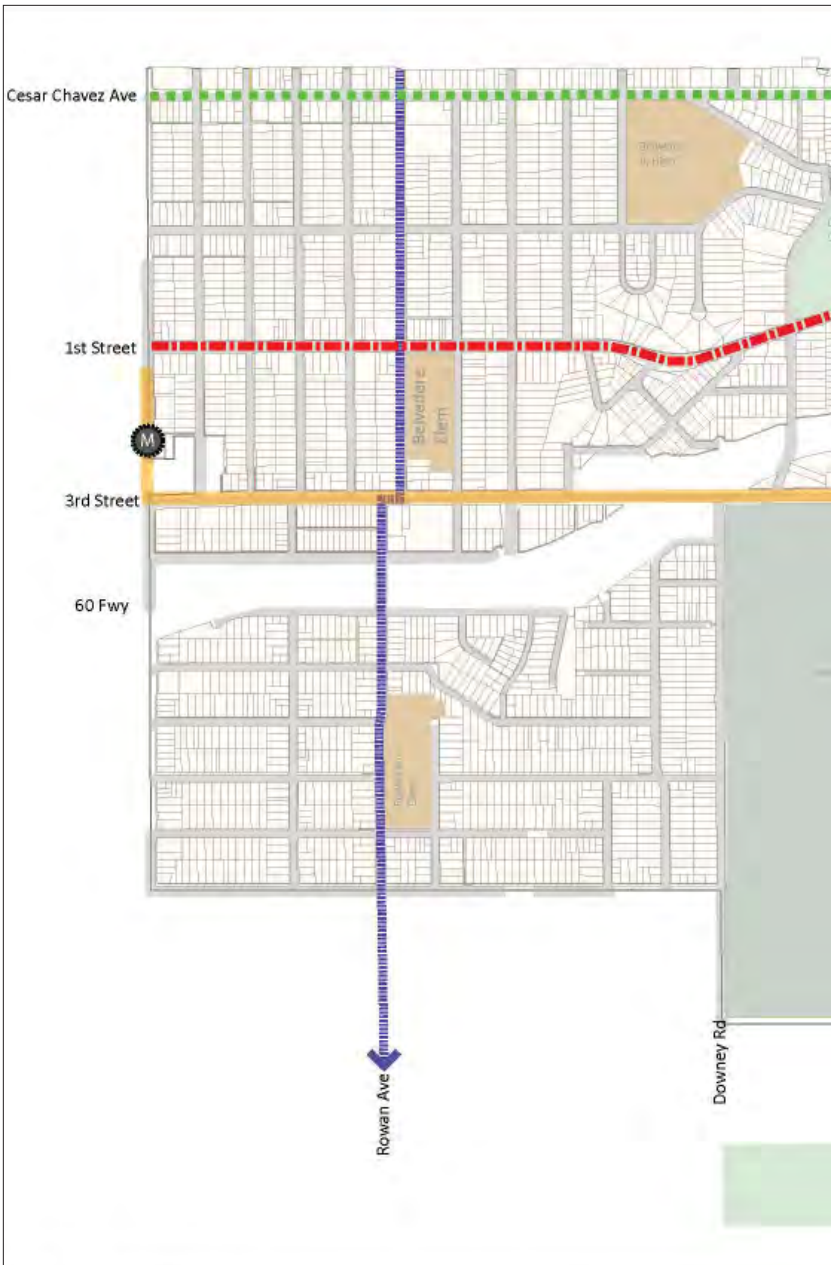
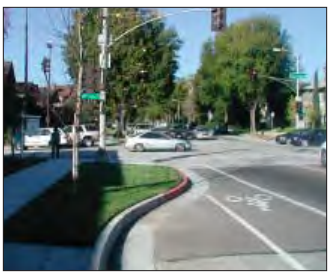


FIGURE 3.B: PROPOSED BICYCLE ROUTE NETWORK (COUNTY BICYCLE MASTER PLAN)



Bike lane and curb extension

Dedicated bike lanes

Shared bike lane

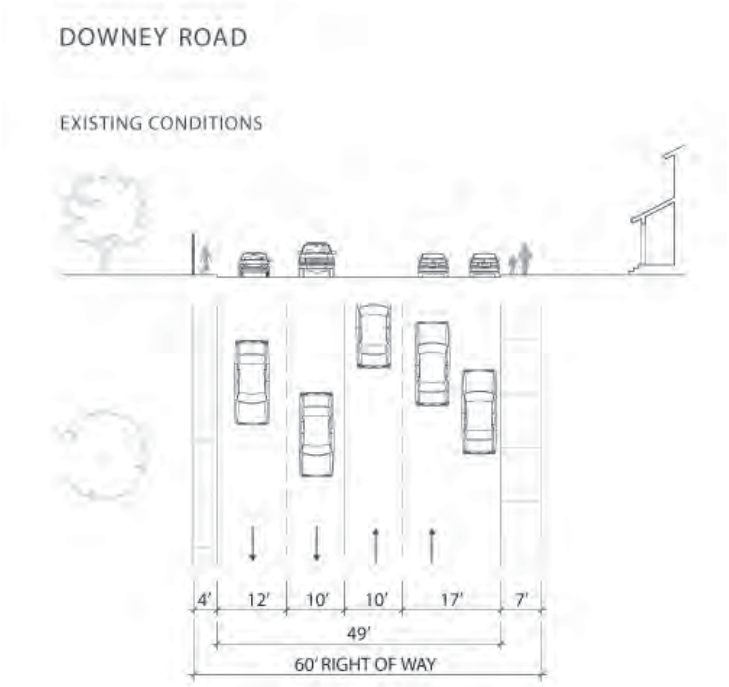
Dedicated bike path

FIGURE 3.C - ILLUSTRATIVE CONCEPT DESIGN- DOWNEY ROAD LOOKING SOUTH

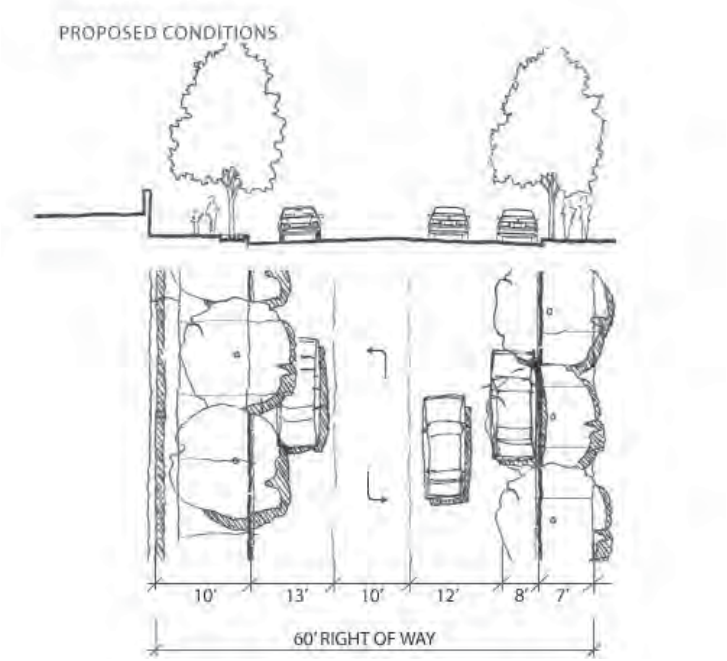
Downey Road adjacent to the Calvary Cemetery offers an opportunity to create an enhanced pedestrian and bike experience. By narrowing the area allowed for vehicles the pedestrian edge is enlarged. Generally, a landscaped walking and jogging path is recommended around the cemetery. A shared bike lane can be introduced as well. Ultimately, the actual configuration will be designed according to applicable County standards.

Figure 3.D illustrates the existing conditions and concept design conditions for Downey Road.

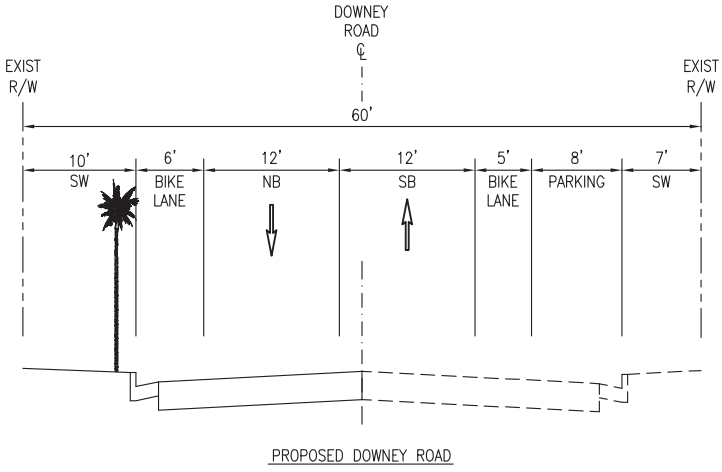
FIGURE 3.D - STREET SECTIONS - DOWNEY ROAD



DOWNEY ROAD - PROPOSED OPTION A



DOWNEY ROAD - PROPOSED OPTION B



Actual configuration may vary depending upon County standards and existing conditions.

FIGURE 3.E - ILLUSTRATIVE CONCEPT DESIGN - MEDNIK AVENUE

Mednik Avenue can become a more pedestrian and bike friendly street with the introduction of street trees along the edge and center median. Dedicated bike lanes are introduced.

Figure 3.F illustrates the existing conditions and concept design conditions for Mednik Avenue and Ford Boulevard.

FIGURE 3.F - STREET SECTIONS - MEDNIK AVENUE

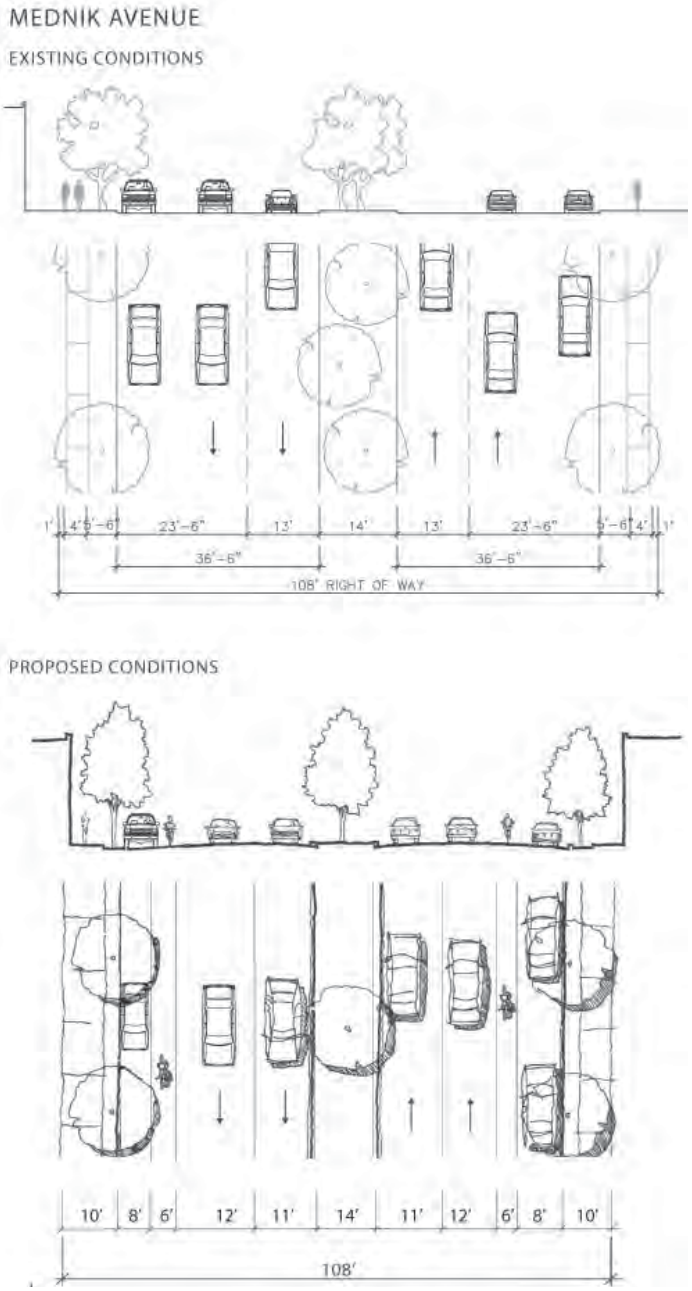
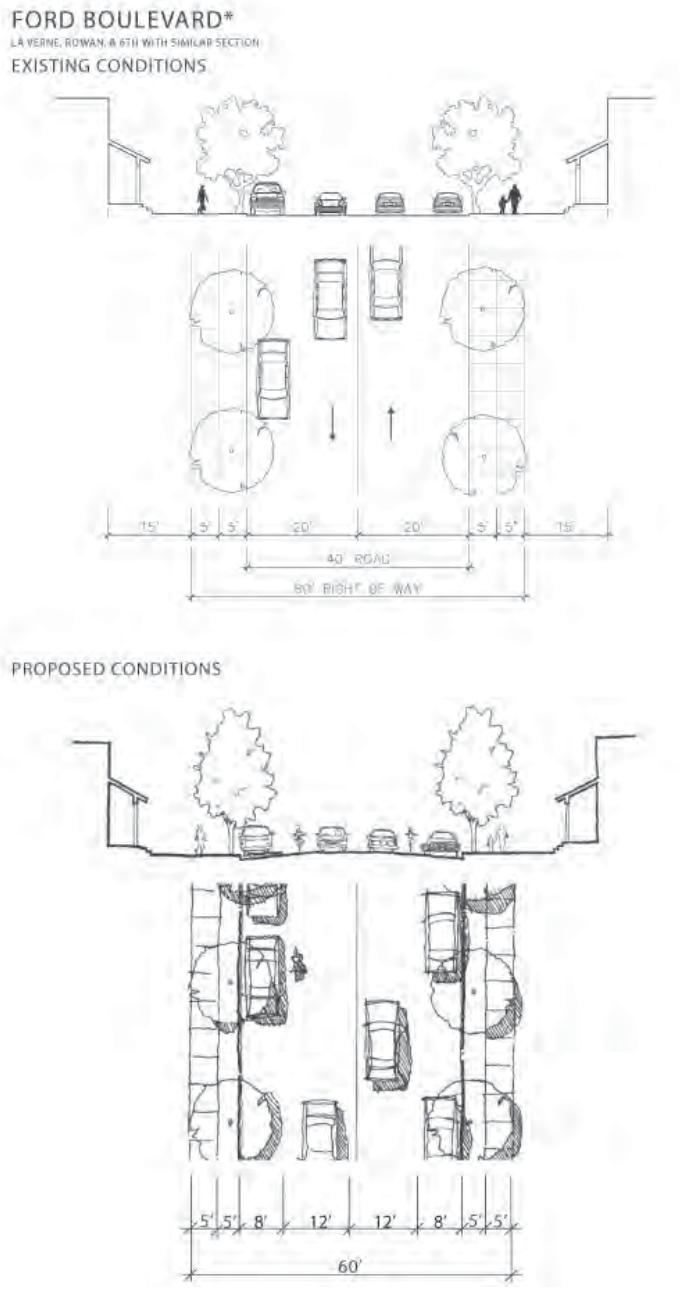


FIGURE 3.G - STREET SECTIONS - FORD BOULEVARD



STREETSCAPE IMPROVEMENTS

Streetscape improvements are recommended for nearly all streets in the plan area. These recommendations are designed with construction costs in mind, and for most streets relatively modest sidewalk improvements and street tree plantings constitute the majority of the recommended work.

The descriptions of the improvements are general in nature, and do not take into account the details of existing conditions in each block of each street. In some cases existing pavement or sidewalks may need replacement. The Department of Public Works (DPW) will make such determinations at the time the street improvements are designed and constructed.

When a new development project occurs, DPW or the Department of Regional Planning (DRP) may require that the developer make improvements to the streets abutting the project to a) bring them into conformance with current standards, and/or b) bring them into a state of good repair. The standards of this Specific Plan define the general design requirements for current standard. The Public Works department will define the requirements for conditions on a case-by-case basis. The required improvements generally extend from the property frontage line to the centerline of the public right-of-way on all project frontages.

In virtually every instance, the recommended improvements are intended to:

- Improves pedestrian and bicycle comfort and safety
- Reduce noise and enhance the living conditions
- Moderate the speed of vehicles without unreasonably impeding movement
- Provide convenient curbside parking for visitors or customers
- Plant or replant street trees to shade and shelter the pedestrian and to improve the quality of the public realm

Within these parameters, it is intended that the streets in the plan area will provide a rich variety of design and detailing to the public realm. As such, following guidelines are provided:

Curb Extensions

Curb extensions are recommended to improve pedestrian safety, comfort, and convenience, where feasible. Advantages of curb extensions include a) reduction of pedestrian crossing distance and time, b) reduction of visual width of roadway, and hence driving speeds, and c) provision of additional space for tree plantings.

Generally, the existing curb-to-curb width – typically 40 feet – of most of the plan area streets is greater than ideal. For streets that do not carry large amounts of through traffic, a curb-to-curb width of 36 feet is suitable for the pedestrian. This allows for wider sidewalks, which will moderate vehicular speeds. Curb extensions at corners and at mid-block achieve a similar benefit. Curb extensions shall not impede the circulation of buses, delivery trucks, emergency vehicles and bicycles. Curb extensions shall not extend beyond the parking lane.

An example of a curb extension.

A curb extension with infiltration planters and enhanced crosswalk.

Crosswalks

Safe street crossings are an important component of the pedestrian network for any urban neighborhood. As noted above, improving pedestrian comfort, safety and convenience is the central goal of the streetscape improvement program of this Specific Plan. The following general guidelines are provided for crosswalk design:

1. Crosswalks should be clearly marked.
2. Where applicable, curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.
3. On streets with significant retail activity, mid-block crosswalks should be considered, as in many cases they can significantly increase retail sales by encouraging shoppers to shop both sides of the street.
4. In-pavement LED lighted crosswalks should be installed, as feasible, at intersections that are not controlled by a traffic signal. LED lighted crosswalks shall be based on the County's established guidelines.

Tree Wells

When locating new tree wells in an existing street, important design considerations include:

1. In the ideal urban tree canopy, adjacent trees at maturity generally touch one another. The typical tree spacing is generally 30 feet, plus or minus 5 feet.
2. Tree spacing and placement must be coordinated with street light placement. Street lights should normally be located midway between adjacent trees, and are commonly spaced every 2 or 3 trees, hence 60 to 100 feet on center.
3. On streets where parking spaces are marked – either parallel or angled – trees should be located where they will not impede the opening of car doors or pedestrians accessing the sidewalk. Where parking is parallel to the curb, trees are best positioned near the front or back of the space, so that they align with a fender rather than a door.
4. The size and type of tree well should be sufficient for the tree and appropriate to the desired streetscape character. In retail areas it is important that the planter not reduce the walkable sidewalk surface. In such cases, tree grates are generally recommended. In residential streets, a softer appearance may be preferable and ground plantings in larger planters or in continuous parkway strips may be provided.
5. Tree wells should utilize Low Impact Development (LID) designs that encourage storm water to slowly infiltrate through plants and soils in order to reduce the burden on storm drains and downstream discharge points, to cleanse water before it is discharged into storm drains, and to recharge the aquifer basin.

A V-gutter allows storm water to flow between the parking and the street.

A crosswalk can be defined by striping and/or a change in paving material.

Street Furniture

A varied palette of street furnishings that respond to the needs of pedestrians is recommended. Benches and trash receptacles, for instance, should be provided on busy shopping streets for customer comfort and litter control. These should be well-designed and functional, and should harmonize with the overall urban design of that street or that place.

Street furniture, traffic control boxes, and other infrastructure should not block the pedestrian way. Benches, in particular, should be placed with careful consideration of their relationship to surrounding buildings and businesses. Benches placed perpendicular to the street are often best, as the sitter is neither staring at one storefront nor at passing traffic or sides of parked cars. Benches outside bakeries or coffee shops can be very pleasant for customers of those businesses. And of course benches at bus stops are always desirable. Benches in areas with low volumes of pedestrian traffic are generally unnecessary and may attract sleepers. Mid-bench arms that are added to discourage sleeping should be far enough apart so that two people can sit comfortably side by side.

Street Lights. Street lights are a very important element of any urban streetscape, affecting its daytime appearance and its nighttime character and safety.

Each of the major streets in the plan area should have a consistent type of fixture. Fixtures mounted on poles less than 35 feet in height and space approximately 70 to 100 feet apart are recommended. This scale of fixture creates a rhythm and scale that is pleasant for the pedestrian and helps to define the space of the street, rather than just flooding it with light. Light fixtures should be shielded to direct light to the ground and keep it from shining up towards the sky.

PARKING STRATEGY

The purpose of the Parking Strategy is to provide sufficient on-site parking to accommodate the majority of traffic generated by a range of uses over time. Sites that are located in close proximity to rail transit, have good street connectivity, and good pedestrian facilities may need little or no off-street parking. It is recognized that excessive minimum parking requirements unduly increase the cost of construction, operation, and maintenance of properties. This Strategy provides options to conventional parking requirements and the provision of alternatives that are well-suited for a mature, transit-oriented community.

Transit-supportive development and bicycle parking will encourage transit use, bicycling, and walking. The provision of carpool parking, and locating it close to the building entrance, will encourage carpool use. Parking should correspond to broad uses and building types, not specific uses, and emphasize the long term. These objectives and strategies will ensure that reasonable regulations address older properties and undersized parcels, while providing new parking designed in a manner consistent with goals and policies of this Specific Plan.

Example of tree grate

Street furniture example: Metal bench with mid-bench arm support

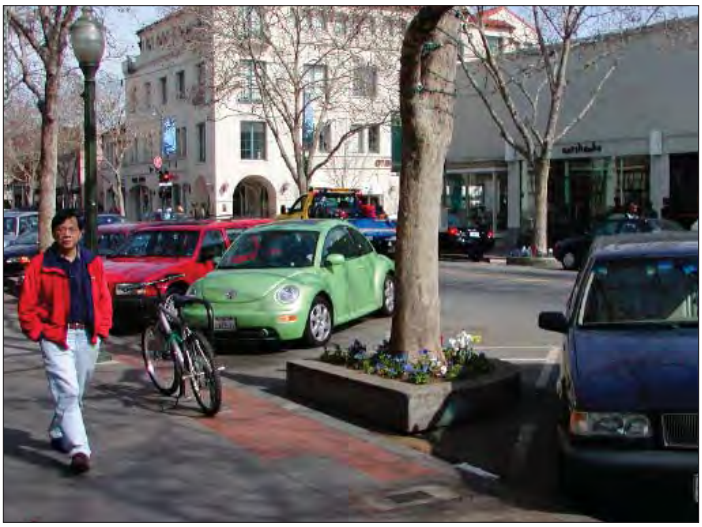
Objectives

- Enable motorists to park once by encouraging shared parking facilities.
- Reduce diffused, inefficient, single-purpose parking.
- Avoid adverse impacts on residential neighborhoods.
- Maximize on-street parking and provide opportunities for on-street diagonal parking.
- Increase visibility and accessibility of existing parking.
- Provide flexibility for the redevelopment of smaller parcels and for the preservation and rehabilitation of older and historic buildings.
- Promote flexible and creative incentives and solutions.
- Recognize and accommodate multi-modal transportation options that include walking, bicycling, bus, rail, carpooling, as well as the automobile.

Strategies

- Reduce the amount of required parking for residential and non-residential development in order to lower construction costs and to foster a transit- and a pedestrian-supportive community.
- Reduce loading space requirements for smaller parcels to lower construction costs and to allow for on-street loading, where feasible.
- Eliminate additional parking requirements for a change of use in existing buildings, to lower construction costs and to foster adaptive reuse.
- Encourage shared parking to allow for the more efficient use of existing facilities.
- Allow for shared, off-site residential parking to encourage the more efficient use of existing facilities.
- Establish on-street diagonal parking, where feasible.
- Establish fee-based on-street parking, where feasible.
- Facilitate public parking opportunities on County-owned parcels and parking lots.
- Establish preferential parking on residential streets to limit non-resident parking and to make it easier for residents to find a parking space on their block. Preferential parking may be established pursuant to the County's guidelines on preferential parking districts.
- Require parking for bicycles and carpools.

Street lights are important elements in the day and at night



Curb-side parking provides a convenient place to park for retail without the need for large parking lots

BICYCLE SHARING SYSTEM STRATEGY

Bicycle sharing systems provide meaningful access to public transportation and help address the problem of the "first and last mile." Moreover, bicycle sharing programs, like all forms of active transportation, provide numerous benefits, such as reduced carbon emissions and improved public health. The vision of bicycle sharing system is a community of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this system is the creation of an improved transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and the community as a whole.

Objectives

- Support the development of a fully integrated multimodal transportation network
- Increase bicycle and pedestrian mileage
- Improve the connections among bicycle, pedestrian, and transit systems
- Allow people to bicycle safely, conveniently, and comfortably within five miles of their destination

Strategies

- Coordinate efforts with Metro, other agencies, cities, and businesses in bicycle sharing planning, implementation, and operation.
- Support and facilitate an integrated bicycle sharing system within East Los Angeles and the region
- Facilitate a seamless system among the various cities and agencies so that bicycle sharing and bike parking station technology is compatible and can be seamlessly used by patrons

Example of Bike Sharing Station

Example of creatively designed bicycle rack

Chapter 4 HISTORIC PRESERVATION

FIGURE 4.A HISTORIC RESOURCES

- Early Development Residential (1890-1930)
- Early Development Commercial (1890-1930)
- Churches and Cemeteries (1890-1930)
- Schools
- Industrial (1930s)
- Mid-Century Commercial (1940-1960)
- Rare Example of Property Type
- Good Example of Style and/or Rarity
- Frontages - Potential "Conservation Zones"
- Listed in Historic Resources Inventory (See Appendix) Status: "2s", "3s", or "5s2"
- Specific Plan Boundary
- Metro Gold Line Station

HISTORIC PRESERVATION

Through observation and research, it was determined that there are historic, architectural and cultural resources in the plan area (See Figure 4.A). Currently, there is no historic designation or review process in place in the County of Los Angeles that would help protect these resources or help in the revitalization to restore the historic character to the area. This section puts together a framework for a preservation strategy to foster historic preservation through community education, technical assistance and financial incentives for property owners to assist with redevelopment.

The common or historic neighborhood names associated with the project area are Belvedere, Occidental Heights, Maravilla Park, Belvedere Gardens, Eastmont and Bella Vista. Currently, 3rd Street is a mix of residential and commercial property types but began as a residential street in the late 1880s. The surrounding neighborhoods are almost exclusively residential. (See the Appendix for additional historical data.)

PURPOSE

The purpose of this preservation strategy is to establish goals and objectives for the continued maintenance and protection of the historic resources in the project area. The goals are organized around concept areas of preservation policy: 1) public awareness; 2) identification, evaluation and protection of historic resources; 3) incentives; and 4) integration with community development programs.

Goal 1: Increase public awareness of the history of East Los Angeles and historic preservation policies and practices through the display of public art, plaques, interpretive signage, and other similar exhibits.

Heritage education in the schools can create a sense of pride in East Los Angeles and stronger feeling of connection to the community. Plaques, public art and exhibits that direct attention to historic resources are a powerful way to illustrate and interpret the history of the built environment.

Educating the citizens of East Los Angeles is essential to the development of an effective historic preservation program. Education and outreach to the community should include both information about the history of the area and information about historic preservation policies and practices.

Objectives

- Promote the benefits of owning and rehabilitating historic property with the Mills Act Program.
- Promote East Los Angeles's historic and cultural resources through a variety of programs and activities related to cultural and ethnic groups.
- Encourage public comment and participation in preservation decision-making during the landmark designation process.
- Promote interpretation of local history through walking tours. Develop a signage/wayfinding program with maps and markers related to historic buildings and sites in the community
- Identify property types that explain community history and development.

From top:

- *View north from Whittier and Atlantic, circa 1924*
- *View north from Whittier and Atlantic, circa 1930*
- *Intersection of 3rd Street and Indiana Street, circa 1927*
- *A home in the Belvedere neighborhood, circa 1943*

Goal 2: Protect historic and cultural resources from demolition and inappropriate alterations.

Federal, state and local regulations that protect historic and cultural resources are based on identification and designation. The community of East Los Angeles does not have a local designation process or regulations that protect historic resources. The area must rely on federal and state law, which is limited in its protection value.

Inappropriate alterations and/or additions to historic resources raise important concerns. Historic resources, and/or the context in which they are meaningful, may be damaged due to alterations, additions or demolition.

The purpose of this goal is to bring awareness to the available procedures and mechanisms that will help protect historic resources.

Objectives

- Discourage the demolition or inappropriate alteration of historic buildings.
- Encourage maintenance of historic resources to help restore historic character of neighborhood.
- Encourage stricter code enforcement to eliminate inappropriate alterations, and promote health, safety, and sustainability.
- Ensure compliance with California Environment Quality Act (CEQA) and Section 106 of the National Historic Preservation Act.
- Encourage salvaging of architectural elements that would otherwise be transported to landfills as a result of alterations or demolition.

Goal 3: Promote the preservation of historic and cultural resources through incentives and technical assistance.

Incentives are an effective way to encourage preservation of historic resources.

Available resources currently include: the Community Development Block Grants program, and the Home funds program through the Community Development Commission of the County of Los Angeles.

Promotion of the available incentives and technical assistance will result in many more historic and cultural resources in East Los Angeles being preserved for future generations.

Objectives

- Promote and award financial incentives through the Mills Act Program
- Promote the revitalization of historic properties through the Mills Act Program.
- Promote available resources for homeowners through the Community Development Commission.
- Train County staff and community members to

provide technical assistance to property owners concerning the maintenance, rehabilitation and restoration of historic resources.

Goal 4: Integrate historic preservation into the community and economic development strategies.

Historic preservation is a proven, effective community and economic development strategy. Unique historic structures are the signature of many communities and East Los Angeles is no exception. Neighborhoods of housing stock representing the eastward development pattern including Craftsman bungalows, Revival styles and Modern traditional, in addition to distinguished commercial and civic buildings that make East Los Angeles a unique place.

Historic preservation projects result in investment in the local economy. Policies that help preserve neighborhoods involve both historic preservation and economic development.

Objectives

- Use historic preservation as a basis for neighborhood improvements and community development.
- Develop neighborhood Bungalow Revitalization and Conservation Zone program designed to foster an appreciation of the residential bungalow as a distinctive housing type, encourage appropriate rehabilitation, and assist owners with adapting their homes to current needs, which in turn helps to strengthen their neighborhoods.

Family in the Belvedere neighborhood, circa 1937

Intersection of Whittier Boulevard and Atlantic Boulevard, circa 1910-1920 (Adjacent to Plan area)

Security Bank , circa 1923

A group of craftsmen houses, circa 1915

Historic Aerial of East Los Angeles in 1928 (Plan Area) before freeways were constructed

Historic Aerial of East Los Angeles in 1952 (Plan Area)

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East Los Angeles 3rd Street Specific Plan Form-Based Code

TABLE OF CONTENTS

Part 5 of Chapter 22.46 of Title 22

An ordinance establishing a form-based development code, known as the East Los Angeles 3rd Street Specific Plan Form-Based Code.

THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES ORDAINS AS FOLLOWS:

22.46.3000 Establishment of Form-Based Code

A. The Board of Supervisors establishes the East Los Angeles 3rd Street Specific Plan Form-Based Code (Form-Based Code or ordinance) pursuant to Chapter 22.46 of Title 22 of the Los Angeles County Code for the Specific Plan area shown on Regulating Plan Map (Figure 1).

B. The Board of Supervisors established the East Los Angeles 3rd Street Specific Plan (Specific Plan) pursuant to Government Code section 65356 through adoption of a Resolution. This policy document is comprised of the following sections: Introduction and Vision, Chapter 1 (Goals and Policies), Chapter 2 (Public Realm), Chapter 3 (Mobility), Chapter 4 (Historic Preservation), and Chapter 5 (Form-Based Code or ordinance).

22.46.3001 Intent and Purpose

This Form-Based Code is established to:

A. Update development standards by establishing a Form-Based Code, which translates the Specific Plan goals and policies into prescriptive evaluation standards and implementing options, ensuring that new development exhibit high standards of urban design, architecture and landscaping.

B. Establish allowable uses and provide procedures for implementing requirements for these uses. The requirements contained herein provide the necessary flexibility to accommodate future development and to achieve compatibility between land uses.

C. Set forth comprehensive principles, standards, implementing options, and procedures to ensure the orderly development of the Specific Plan area into a mixed-use and multi-modal community with residences, offices, entertainment, dining, and retail venues that create business and job opportunities to enhance the economic vitality of the County of Los Angeles consistent with the intent, purpose and goals of the General Plan.

D. Provide added opportunities to expand residential and commercial uses by allowing additional allowed commercial floor area and dwelling units within the Specific Plan area.

22.46.3002 Applicability

A. General Applicability. The Form-Based Code for the Specific Plan area shall apply to all new development projects for which a complete application has been filed on or after the effective date of the ordinance containing these regulations. A complete application that was filed before the effective date of the Form-Based Code shall comply with the regulations and all applicable Title 22 provisions that were in effect at the time that the respective complete applications were filed.

B. Additions, Repairs, or Modifications to Existing Development. The standards and regulations contained in this Form-Based Code shall apply to additions, or modifications to existing development, and new uses proposed for existing facilities, except where stated below. When additions are made to existing development that is not otherwise exempt by this subsection 22.46.3002.B, the Form-Based Code regulations shall apply only to the addition. When modifications are made to existing development, such as new signs, landscaping, facade treatments, parking, or a change in use, only those aspects being modified shall be required to be in compliance with the Form-Based Code regulations.

1. Normal maintenance to an existing building or structure which is necessary to ensure it is safe and habitable for its ordinary and intended use;

2. Remodeling of interior space which does not cause an increase in the gross square footage of nonresidential floor area, the number of hotel rooms, or the number of dwelling units, and if such interior remodeling does not cause windows to be removed;

3. Modifications to properties with a valid conditional use permit in good standing upon the effective date of this Form-Based Code shall not be subject to the regulations contained herein and instead shall be allowed to conform to the condition of approval requirements of said conditional use permit, and may be amended pursuant to Part 11 of Chapter 22.56 of Title 22 or a Revised Exhibit "A" in compliance with the requirements of the zoning district in effect for such property prior to the effective date of this Form-Based Code; except when a new conditional use permit is required, in which case the Form-Based Code regulations shall apply to that new conditional use permit application.

4. Designated Historic Landmark. The Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review, may waive provisions of this Form-Based Code for the repair or restoration of a Designated Historic Landmark.

C. Non-Conforming Uses, Buildings, or Structures.

1. Generally. Except as otherwise provided for in this subsection C.1, the nonconforming use and structure provisions in Sections 22.56.1500, et seq., of Title 22 shall apply to all uses and structures in the Specific Plan area that were legally established or built prior to the effective date of the ordinance containing the Form-Based Code regulations, except for the following:

   a. The termination period enumerated in section 22.56.1540 shall not apply to dwelling units that legally existed prior to the effective date of this ordinance. For the purposes of this subsection C.1, dwelling units that legally existed prior to the effective date of this Form-Based Code shall be considered conforming.

   b. Buildings that were originally constructed as a Neighborhood Market in an underlying residential zone and which legally existed prior to the effective date of this Form-Based Code may be made a conforming use with an approved Specific Plan Substantial Conformance Review pursuant to section 22.46.3003.D. of this Form-Based Code.

   c. Earthquake Hazard Reduction. Alterations to nonconforming buildings or structures due to seismic retrofitting requirements in compliance with Chapters 95 and 96 of Title 26 (Building Code) are allowed; and the provisions in section 22.56.1510.H related to

the maintenance of nonconforming buildings or structures shall not apply to such alterations.

D. Existing Uses of Right to Conditional Uses and Nonconforming Uses. Any existing structure or use established as a conditional use permit or is authorized to continue pursuant to a nonconforming use permit, under any previous regulations contained in Title 22, shall be a lawful conditional use or nonconforming use upon the effective date of this Form-Based Code. Such conditional use permit or nonconforming use permit status is subject to all conditions of approval contained therein.

E. Large Projects. All new development in which a proposed building or structure is greater than 30,000 gross square feet in floor area, or a proposed addition or alteration to an existing building or structure increases or decreases the gross floor area by 30,000 square feet, such development shall require a Specific Plan Substantial Conformance Review determination pursuant to Section 22.46.3004.D.

22.46.3003 Administration

A. Other Requirements May Apply. No provision in this Form-Based Code eliminates the need for obtaining any other permit required by the County, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State, or Federal agency.

B. Prohibited Uses and Facilities. Any other uses and facilities not listed in or defined in section 22.46.3005 of this Form-Based Code as allowed uses and facilities are prohibited.

C. Severability. If any provision of this Form-Based Code or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Form-Based Code provisions, clauses, or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Form-Based Code are declared to be severable.

D. Relationship to Title 22 of the County Code.

1. The provisions contained in this Form-Based Code shall be considered in combination with the provisions set forth in Title 22 (Planning and Zoning) of the County Code.

2. Where provisions of this Form-Based Code conflict with provisions of Title 22, this Form-Based code shall govern.

3. Where provisions of this Form-Based Code are silent Title 22 shall govern.

E. Provisions of this Form-Based Code are activated by “shall” when required; “should” when recommended; and “may” when optional.

F. Capitalized terms used throughout this Form-Based Code are defined herein.

G. The metrics contained herein are an integral part of this Form-Based Code. However, the diagrams and illustrations that accompany them should be considered guidelines. Where in conflict, numerical metrics shall take precedence over graphic metrics.

H. Encroachments in Public Right-of-Way. All design features including, but not limited to, canopies, awnings, overhanging roofs, ornamental light fixtures, columns, or other architectural elements that encroach within the public right-of-way shall be subject to Title 16 and Title 26 of the County Code, as applicable.

22.46.3004 Project Review Procedures

A. No new uses shall be established and no grading or building permits shall be issued until an application has been approved pursuant to the required permit type as listed in section 22.46.3009 and the applicable procedures set forth in Titles 21 and 22 not addressed by this Form-Based Code.

B. Ministerial Site Plan Review.

1. Review Authority. The Director shall have the authority to review projects subject to a Ministerial Site Plan Review for substantial compliance with the applicable requirements of this Form-Based Code and of Title 22.

2. Application Requirements. A Ministerial Site Plan Review application shall be completed on a form provided by the Department, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Determination. If the project is in compliance with the applicable requirements of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall grant a Site Plan Review approval. If the project fails to be in compliance with the applicable requirements of this Form-Based Code or applicable provisions of Title 22 not addressed by this Form-Based Code, the Director shall deny the application for a ministerial Site Plan Review.

C. Modification.

1. Review Authority. The Hearing Officer shall have the authority to review projects requesting a Modification for substantial compliance with the applicable requirements of this Form-Based Code and Title 22.

2. Application Requirements. A modification application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Procedures. A modification shall be reviewed pursuant to Part 4 of Chapter 22.60 of Title 22 (Public Hearings).

4. Determination. Pursuant with Part 1 of Chapter 22.60 of Title 22 (Public Hearings) and upon determination by the Hearing Officer that the request for a modification is consistent with the principles and standards of Section 22.56.1690 of Part 12 of Title 22, the Hearing Officer may approve the following modifications:

Requirement	Maximum Modification
a. Lot Width	10%

Requirement	Maximum Modification
b. Setback Requirements	15%
c. Building Height	10%
d. Building Size/Massing	15%
e. Open Space Area/Landscaping	15%
f. Sign Height/Width/Area	10%
g. Parking Spaces	10%
h. Loading Areas	May be modified or waived.

Table 1, Modifications

5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).

6. Revisions to Modification. Revisions to a modification grant may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new modification.

D. Specific Plan Substantial Conformance Review.

1. Review Authority. The Hearing Officer shall have the authority to review projects subject to a Specific Plan Substantial Conformance Review for substantial compliance with the applicable standards and implementing options of this Form-Based Code and applicable provisions of Title 22 not addressed by this Form-Based Code.

2. Application Requirements. A Specific Plan Substantial Conformance Review application shall be completed using the Zoning Permit Application, and shall include all information required, payment of required fee in Part 2 of Chapter 22.60, and filing the application with the Department.

3. Procedures. A Specific Plan Substantial Conformance Review shall be reviewed pursuant to Part 1 of Chapter 22.60 of Title 22 (Public Hearings).

4. Burden of Proof. The applicant shall substantiate to the satisfaction of the Hearing Officer the following:

   a. The approval of the project is in conformance with applicable provisions of this Form-Based Code and pertinent provisions of the Title 22.

   b. The approval of the project is in the interest of the public health, safety, and general welfare.

   c. Site layout, open space, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls and fences, are designed to provide a desirable environment within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses.

d. Architectural character, scale, and quality of design, building materials, colors, screening of exterior appurtenances, and signs, are designed to ensure the compatibility of the development with the Form-Based Code and the character of the neighborhood.

e. Landscaping, including the location, type, size, color, texture, and coverage of plant materials planned at the time of planting are designed and developed to complement buildings and structures, and to provide an attractive environment for the enjoyment of the public, and there is a provision for irrigation, maintenance, and protection of landscaped areas and similar elements providing visual relief.

f. Parking areas are designed and developed to buffer surrounding land uses; complement pedestrian-oriented development; enhance the environmental quality of the site, including minimizing storm water run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.

g. Lighting and lighting fixtures are designed to complement buildings, are of appropriate scale, avoid creating glare, and provide adequate light over walkways and parking areas to create a sense of pedestrian safety.

5. Appeals. The decision of the Hearing Officer may be appealed pursuant to Part 5 of Chapter 22.60 of Title 22 (Appeal Procedures).

6. Revisions to Specific Plan Substantial Conformance Review. Revisions to a Specific Plan Substantial Conformance Review may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Specific Plan Substantial Conformance Review.

E. Conditional Use Permit. The review procedures for a Conditional Use Permit shall be the same as those prescribed in Part 19 of Chapter 22.56 of Title 22 (Conditional Use Permit), except that in addition to the required burden of proof in Section 22.56.040 of Title 22, the burden of proof for a Specific Plan Substantial Conformance Review in Section 22.46.3004 of this Form-Based Code shall also be met.

22.46.3005 Definitions of Uses and Terms

The following definitions shall apply to the uses and terms when used in this Form-Based Code.

A. Definitions of Uses.

1. Alcoholic Beverage Sales: A place of business selling alcoholic beverages for on-site or off-site consumption, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment that has a valid alcoholic beverage control license from the State. Alcohol beverage sales may include, but is not limited to restaurants, bars, taverns, liquor stores, cocktail lounges, nightclubs, or supper clubs.

2. Auto-Related, Commercial: A place of business serving auto-related needs including, but not limited to: car rental; car wash; gas station; mechanic offering routine minor maintenance, such as fluid replacement, wiper blade replacement, flat tire repair or similar activities that produce minimal noise, vibration or fumes and that exclude activities listed under the definition of "auto-related industrial establishment" in this subsection; consumer

retail auto parts; indoor vehicle sales. Excluded are: auto-related commercial storage facilities and drive-through establishments.

3. Auto-Related, Industrial: A facility conducting activities associated with the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment; paint and body work; major overhaul of engine or engine parts; vehicle impound or wrecking yard; outdoor vehicle sales, storage or repair; and government vehicle maintenance facilities. This includes auto related uses not otherwise allowed within the auto related commercial establishment category.

4. Artisan/Craft Product Manufacturing: An establishment that manufactures and/or assembles small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products, where any retail sales, if any, are incidental to the manufacturing activity.

5. Commercial, General: A place of business providing the sale and display of goods or sale of services directly to the consumer, with goods available for immediate purchase and removal from the property by the purchaser. General commercial goods include, but are not limited to, clothing, food, furniture, pharmaceuticals, books, antiques, art. General commercial service includes, but is not limited to, barber/beauty shops, bicycle rentals, travel agencies, retail stores, banks, retail dry cleaning with limited equipment, express delivery service, photo studios, repair service establishments, employment office, and veterinary clinic. Excluded are drive-through establishments.

6. Commercial, Restricted: A use which because of its characteristics or location with reference to its surroundings may be suitable only in specific locations and only if such uses are designed or arranged on the site in a particular manner. The Hearing Officer may impose conditions to ensure the purpose and intent of this Form-Based Code are satisfied including, but not limited to, location, construction, maintenance, operation, site planning, traffic control, and time limits for the use. Restricted Commercial may include, but is not limited to, tobacco shops, cigar bars, hookah bars, nail salons, dry cleaning plants, mortuary, tattoo and body piercing, massage parlors, check-cashing stores, bail bonds, pawn shops, food and beverage processing.

7. Community Facility: A non-commercial facility established primarily for the benefit and service of the general public of the community in which it is located. Such facilities may include, but are not limited to: community centers, County field offices, police and fire stations, and cultural facilities, such as libraries and museums.

8. Community Residence: Includes, but is not limited to, the following uses:

   - Adult day care facility
   - Adult residential facility
   - Child care centers
   - Dormitory
   - Family child care home, large
   - Family child care home, small
   - Foster family home
   - Group home, children, limited to six or fewer persons
   - Group home, children
   - Homeless shelter

- Juvenile hall
- Small family home, children

9. Community Support Facility: A facility providing basic services, for the benefit and service of the population of the community in which it is located. Such facilities may include but are not limited to: extended care facilities, nursing homes, convalescent homes, continuing care facility, or assisted living facility.

10. Designated Historic Landmark: Is a property that meets either of the following:

    a. Listed in the National Register of Historic Places as defined in Section 1.191-2(b) of Title 26 of the Code of Federal Regulations.

    b. Listed in any State or County official register of historical or architecturally significant sites, places, or landmarks.

11. Entertainment, Major: A place of business serving the amusement and recreational needs of the community with an occupant load of 200 or more people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.

12. Entertainment, Minor: A place of business serving the amusement and recreational needs of the community with an occupant load of less than 200 people. Such facility may include, but is not limited to: cinemas, billiard parlors, cabarets, teen clubs, dance halls, or game arcades.

13. Food Service: A place of business dedicated to the preparation and sale of food and beverage for immediate consumption on or off-site.

14. Infrastructure and Utilities: A facility or structure related to the provision of roads, transit facilities, water and sewer lines, electrical, telephone and cable transmission, wireless telecommunication facilities and all other utilities and communication systems necessary to the functioning of a community.

15. Learning Center: A facility offering to students training, tutoring or instruction in subjects such as languages, music, fine arts, or dance. This may include provision of electronic testing and distance learning.

16. Major Facility: A facility of an institutional nature including but not limited to hospitals, public health and social service facilities, medical clinics, research facilities, shelters, judicial buildings, jails, juvenile halls, detention facilities, cemeteries, mausoleums, ambulance services, pharmaceutical laboratories, human testing, animal husbandry, incinerators.

17. Manufacturing and Processing Facility: A facility primarily engaged in the manufacturing, processing, repair or assembly of goods.

18. Office: A building or portion thereof used for conducting a business, profession, service, or government function. Such facilities may include, but are not limited to, offices of attorneys, engineers, architects, physicians, dentists, accountants, financial institutions, real estate companies, insurance companies, financial planners, or corporate offices, and excludes manufacturing activities.

19. Place of Assembly: A facility for public assembly including, but not limited to: arenas, auditoriums, banquet halls, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers.

20. Products and Services Facility: A public or private facility providing industrial and other services to individuals or businesses. This may include but is not limited to laundry/dry cleaning plants; metal, machine or welding shops. This may also includes special services such as pharmaceutical laboratories, animal kennels, government maintenance facilities, and solid waste facilities.

21. Public Parking: A non-accessory parking facility available to the general public for parking motor vehicles, including parking lots or parking structures. This use does not include parking located in the public right-of-way.

22. Recreational, Commercial: A place of business providing group leisure activities, often requiring equipment and open to the public with or without entry or activity fees. This may include, but is not limited to: game courts, skating rinks, bowling alleys, and commercial golf facilities, gyms, or sports rooms.

23. Recreational, Non-Commercial: A non-commercial facility, primarily an open space, serving the recreation needs of the general public. This may include but is not limited to: golf courses, parks, playfields and playgrounds.

24. Religious Facility: A facility used for regular organized religious worship and related activities.

25. Research Facility: A facility use primarily for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products.

26. Schools: Any public, parochial, private, charitable or non-profit school, college or university, other than trade or business schools, which may include instructional and recreational uses, living quarters, dining rooms, restaurants, heating plants and other incidental facilities for students, teachers and employees, including educational uses such as: boarding, charter, pre-school, elementary school, middle school, high school, college and university.

27. Special Training/Vocational: A facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, or other similar vocations. This classification excludes training and education for any activity that is not otherwise allowed in the zone.

28. Storage and Distribution Facility: A facility providing long-term or short-term storage, selling or distribution of merchandise. This includes but is not limited to: container yards; crating, packing and shipping service; heavy equipment sales, service and storage; storage, warehousing or distribution establishments; public storage facilities or commercial storage facilities; or outdoor storage of building materials.

B. Definitions of Terms.

1. Attic: The space between the ceiling joists and roof rafters of a structure. Attics may be accessible by a staircase or other means.

2. Arcade: See Frontage Type Standards for Arcade (Section 22.46.3011).

3. Awning Sign: See Sign Standards for Awning Sign (Section 22.46.3012).

4. Bulkhead: A low partition wall that located between the grade and window opening(s) used for the display of merchandise.

5. Cabinet Sign: Means a sign in which a removable sign face (usually with translucent sign graphics) is enclosed on all edges by a metal cabinet. A Cabinet Sign may also be multi-sided.

6. Civic Space: An open area dedicated for public use, typically for community gatherings.

7. "Clearly Visible From the Street": Where a project is "clearly visible from the street," the definition of the Street includes sidewalks, square, plaza, civic greens, parks, and all public space except alleys. A building element more than 30 feet from the building line or Street is considered not Clearly Visible From the Street. A common wall is considered not Clearly Visible From the Street.

8. Colonnade: A series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

9. Compatible: Means the characteristics of different uses or activities or design, which allow them to be located near or adjacent to each other so as to be in harmony and to avoid abrupt or severe differences. Some elements affecting compatibility include height, scale, mass and bulk of structures. Other characteristics include pedestrian or vehicular traffic, circulation, access and parking impacts. Other important characteristics that affect compatibility are landscaping, lighting, noise, odor, and architecture. Compatibility does not mean "the same as." Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.

10. Court: See Building Type Standards for Court (Section 22.46.3010).

11. Creative Sign: A sign that meets requirements of Section 22.46.3012.F of this Form-Based Code and has a Creative Sign permit.

12. Curb, Curb Line: A stone, concrete, or other improved boundary marking the edge of the roadway or paved area.

13. Drive-through Establishment: Retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, pharmacies, and food service establishments.

14. Duplex/Triplex: See Building Type Standards for Duplex/Triplex (Section 22.46.3010).

15. Facade: The exterior wall of a building that is set along a frontage line that supports the public realm, and is subject to frontage requirements.

16. Flex Block: See Building Type Standards for Flex Block (Section 22.46.3010).

17. Flex Space: Ground level floor area that is structurally built to accommodate both residential and non-residential uses; such as that in a live-work building.

18. Forecourt: See Frontage Type Standards for Forecourt (Section 22.46.3011).

19. Front Yard/Porch: See Frontage Type Standards for Front Yard/Porch (Section 22.46.3011).

20. Gallery: See Frontage Type Standards for Gallery (Section 22.46.3011).

21. Half-Story: A partial story located above a full story and underneath a sloping roof, where the roof planes intersect two opposite exterior walls at a height of no more than 3 feet above the half-story floor level.

22. House: See Building Type Standards for House (Section 22.46.3010).

23. Hybrid Court: See Building Type Standards for Hybrid Court (Section 22.46.3010).

24. I-710: Refers to Interstate Highway 710, otherwise known as the Long Beach Freeway.

25. Lined Block: See Building Type Standards for Lined Block (Section 22.46.3010).

26. Live/Work: See 'Flex Space.'

27. Main Entrance. A main entrance is the entrance to a building that most pedestrians are expected to use. Generally, each building has one main entrance and it is the widest entrance of those provided for use by pedestrians. In multi-tenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multi-tenant building does not have a lobby or common interior circulation space, by definition there is no main entrance. In single-tenant buildings, main entrances typically open directly into lobby, reception, or sales areas

28. Neighborhood Market: A neighborhood serving retail store with merchandise oriented to daily convenience shopping needs, including fresh foods and produce. The sale of used merchandise is prohibited therein.

29. Relief: An architectural element in which forms or figures are distinguished from a surrounding plane surface or wall. Typical relief may include projecting detail or carved or molded ornamentation that projects from a flat surface.

30. Rowhouse: See Building Type Standards for Rowhouse (Section 22.46.3010).

31. Setback, Setback Line: The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures except: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks, which are allowed to encroach into the setback.

32. Projecting Sign: See Sign Standards for Projecting Sign (Section 22.46.3012).

33. Shared Parking: An accounting for parking spaces that are available to more than one use.

34. Shop Front: See Frontage Type Standards for Shop Front (Section 22.46.3011).

35. Stoop: See Frontage Type Standards for Stoop (Section 22.46.3011).

36. Story: A habitable level within a building from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.

37. Street, Front: A street that is predominately bordered by front lot lines and which the front facade of a structure would normally face.

38. Street, Side: A street or right-of-way that is not a front street or an alley.

39. Terrace: See Frontage Type Standards for Terrace (Section 22.46.3011).

40. Title 22: Means Title 22 of the County Code of Los Angeles County, California.

41. Transect Zone: A designated area governed by the regulations set forth in this Form-Based Code that describe the physical form and character of a place according to the desired intensity of its land use and urbanism. [See East Los Angeles 3rd Street Specific Plan, Introduction and Vision Chapter (Framework for the Change)]. See also Section 22.46.3009 (Transect Zone Standards).

42. Use, accessory: A use customarily incidental to, related and clearly subordinate to a principal use established on the same lot or lot of land, which accessory use does not alter said principal use nor serve property other than the lot or lot of land on which the principal use is located. “Appurtenant use” means the same as accessory use.

43. Wall Sign: See Sign Standards for Wall Sign (Section 22.46.3012).

44. Yard Sign: See Sign Standards for Yard Sign (Section 22.46.3012).

22.46.3006 Regulating Plan

A. Purpose. This section establishes eight transect zones as delineated in Figure 1 Regulating Plan Map (See following page):

- 3rd Street (TOD)
- Cesar E. Chavez Avenue (CC)
- 1st Street (FS)
- Atlantic Boulevard (AB)
- Neighborhood Center (NC)
- Low-Medium Density Residential (LMD)
- Civic (CV)
- Open Space (OS)

B. Applicability. The Regulating Plan (Figure 1 Regulating Plan Map) applies to all land within the Specific Plan area.

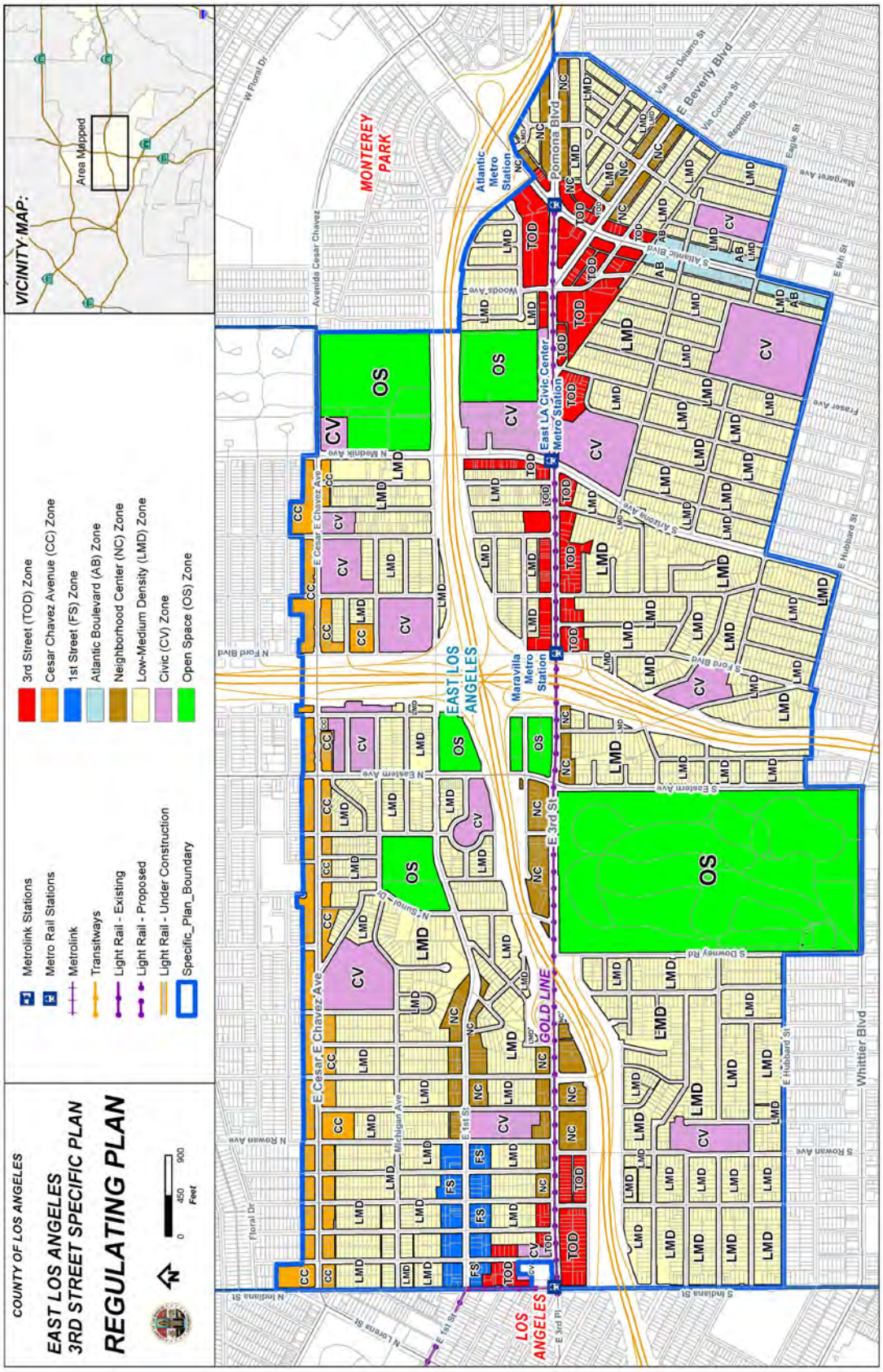


Figure 1 Regulating Plan Map

22.46.3007 General Standards

A. Purpose. This section establishes standards that supplement the regulations of each transect zone. These standards are specific to particular aspects of development.

B. Standards for Non-Residential Uses.

1. Mechanical Equipment and Utility Standards. Mechanical equipment, including air conditioning, piping, ducts, and conduits external to the building, shall be concealed from view from adjacent buildings and street level by landscaping, grills, screens or other enclosures.

2. Outdoor Lighting. Outdoor lighting shall comply with the following requirements:

   a. The light source (i.e., bulb, etc.) shall not be visible from off-site.

   b. Glare and reflections shall be confined to the boundaries of the site. Each light source shall be shielded and directed away from adjoining properties and public rights-of-way.

3. Operational Standards. All non-residential uses shall be conducted and located within an enclosed building, except that the following uses may be conducted outside of an enclosed building:

   a. Outdoor dining;

   b. Bicycle sharing station;

   c. Seasonal outdoor sales of plants, trees, or produce up to twice a year for up to five consecutive weeks;

   d. Other outdoor uses as allowed by this Form-Based Code within the transect zone.

4. Allowed Outdoor Fixtures. Outdoor fixtures such as, tables, chairs, umbrellas, landscape pots, valet stations, bicycle racks, planters, benches, bus shelters, kiosks, and waste receptacles are allowed.

5. Prohibited Outdoor Fixtures. The following outdoor fixtures are prohibited where located outdoors and Clearly Visible From the Street:

   Donation boxes; Machines such as, but not limited to, photo booths, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, make noise, and/or have flashing lights; Inanimate figures such as horses, kangaroos, bears, gorillas, mannequins or any such animal, cartoon, or human figure.

C. Parking.

1. Purpose. This subsection regulates and ensures the provision for motor vehicles and bicycles. The subsection also provides options for adjusting parking requirements. These standards ensure that parking needs of new land uses and development are met, while

ensuring parking spaces are provided and located in a manner to promote the development of a walkable community.

2. General Parking Standards.

    a. The minimum number of parking spaces shall be provided as required by the applicable transect zone (See Section 22.46.3009), except as follows:

        i. There is no minimum non-residential use parking for properties located within 500 feet from any Metro rail station, as measured along the thoroughfare right-of-way between both sites.

        ii. No additional parking spaces are required for accessory outdoor dining.

        iii. Change of land use. As long as the gross square footage of an existing building or structure is the same or less, no new parking or loading spaces are required for a change of land use. In the event that the gross floor area of the building or structure is increased, only the increased gross floor area shall provide parking and loading spaces as required by this subsection.

    b. Off-Site Parking, non-residential. Required off-street parking for non-residential uses may be provided off-site if the following requirements are met:

        i. The required parking is provided in an off-street parking facility on another site within 500 feet of the site proposed for development, as measured along thoroughfare right-of-ways that provide access to both sites;

        ii. Pedestrian access between the site and the off -site parking area shall be via concrete or paved sidewalk or walkway; and

        iii. The owners of the site and the off-site parking area shall provide a recorded parking agreement or covenant in a form approved by the Director reflecting the arrangement between the sites.

3. Shared Parking, non-residential. The shared use of parking spaces may occur where two or more non-residential uses located on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times or because parking demands can be managed in a shared parking facility. The shared use of required non-residential parking is allowed pursuant to a Specific Plan Substantial Conformance Review and shall include:

    a. The names and addresses of the uses and of the owners or tenants that are sharing the parking; and

    b. The number of parking spaces that are being shared; and

    c. Evidence, provided by the applicant, that location of the parking is no more than 500 feet from each use as measured along the thoroughfare right-of-way between both sites; and

d. An analysis, provided by the applicant, showing that the peak parking times of the uses occur at different times and that the parking shall be sufficient for said uses; and

e. A covenant between the property owners that guarantees access to the parking for said uses; and

f. Any operational limitations on the shared parking, including but not limited to time limits or hours of the day; and

g. Any designated signage and parking space markings.

4. Landscaping and Screening. Parking lots shall be screened and obscured, for the purpose of minimizing views of parked vehicles from the public right-of-way. If the requirements of this subsection are determined to be technologically infeasible or impractical, a different landscape configuration or alternative materials may be substituted, at the discretion of the Hearing Officer, pursuant to a Specific Plan Substantial Conformance Review.

   a. Adjacent to residential zone. Where a parking is located on property adjoining a residential zone, in addition to the requirements of this subsection, the applicable provisions of section 22.52.1060.D shall apply.

   b. Trees. Parking lots with more than 12 parking spaces shall provide a minimum of one 24 inch box canopy shade tree for every six parking spaces. Required trees shall be evenly planted and distributed in an "orchard" configuration (placement of trees in uniformly-spaced rows) within the interior parking lot area, and shall be planted within raised curbed planter islands of at least four feet wide.

   c. Landscaped Setback and Screening. The required setback area shall be landscaped with living plant material and screened with a continuous landscaped hedge, masonry or stone wall, landscaped berm consisting of living plant material, or any combination thereof so that views of parked vehicles are minimized and obscured. Screening of parking areas shall meet the following requirements:

      i. At the time of installation, such screening shall be at least 30 inches in height. A wall or fence shall not exceed 36 inches in height.

      ii. Any plant screening screen shall reach a maximum height of 36 inches within two years of planting.

      iii. Walls shall receive the same architectural treatment on both sides.

      iv. When a wall is used, the wall shall be placed on the interior line of the required setback and said setback shall be landscaped with living plant material and a continuous hedge.

      v. Wood and chain link fences are not allowed.

      vi. Irrigation. A permanent and automatic irrigation system shall be installed and maintained for landscaped areas.

5. Lighting. Parking lot lighting shall comply with the following requirements.

a. Outdoor light fixtures shall be limited to a maximum height of 15 feet.

b. Lighting shall be shielded or recessed so that:

i. The light source (i.e., bulb, etc.) is not visible from off the site; and

ii. Glare and reflections shall be confined to the boundaries of the site. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.

6. Materials.

a. All parking lots and driveways shall be surfaced with materials approved by the County Engineer.

b. The use of pervious or semi-pervious parking area surfacing materials including, but not limited to "grasscrete," or recycled materials such as glass, rubber, used asphalt, brick, block and concrete, may be approved by the Director for required vehicular surface area on a site, provided such areas are properly maintained. Where possible, such materials should be used in areas in proximity to and in combination with on-site storm water control devices.

7. Parking Canopy Structures. The installation of solar photovoltaic, hot water systems on canopies, green roofs, or other structures over parking areas is encouraged. Setback and height restrictions apply, and fire apparatus access lanes shall not be obstructed. Canopies or similar structures that provide coverage like a roof shall be included in building coverage calculations. Freestanding solar structures, such as solar panel "trees" that do not provide coverage like a roof shall not be included in building coverage calculations.

22.46.3008 Development Requirements and Implementing Options

A. Purpose. This section establishes standards that supplement the regulations of each transect zone and are specific to particular aspects of development, such as architectural character, building articulation, and finish materials.

B. Applicability: All buildings types, except the House and Duplex/Triplex building types used exclusively for residential uses shall be subject to the requirements and implementing options of this section.

C. Context and Architectural Character.

1. Requirements.

Refer to Sections 22.46.3010 (Building Types) and 22.46.3011 (Frontage Types) for specific architectural character requirements.

2. Implementing Options.

Proposed buildings should Compatible with the architectural characteristics of surrounding buildings. The intent is to allow for a range of architectural expressions that complement the existing urban fabric. The proposed building design should be is based upon and reflect a thorough analysis of the surrounding patterns with regard to the following:

a. Building orientation;
b. Horizontal and vertical building articulation;
c. Architectural style;
d. Building scale and proportion;
e. Roof line and form;
f. Window pattern and detailing;
g. Architectural detailing;
h. Exterior finish materials and colors; and
i. Lighting and landscape patterns.

Where there is no consistent architectural character or pattern found in the surrounding area, building design and massing should complement architectural characteristics of neighboring buildings which are consistent with this Form-Based Code. In some cases, where the existing context is not so well-defined, or may be undesirable, a proposed project can establish an architectural character and pattern from which future development can take its cues.

D. Building Massing and Articulation.

1. Requirements.

a. Facade Height Articulation Elements. Each building with more than one story, or portions of buildings with more than one story, shall have at minimum a distinctive: building base; building middle; and building top (eave, cornice and/or parapet line) that complement and balance one another. See Figure 2, Facade Height Articulation Elements below.

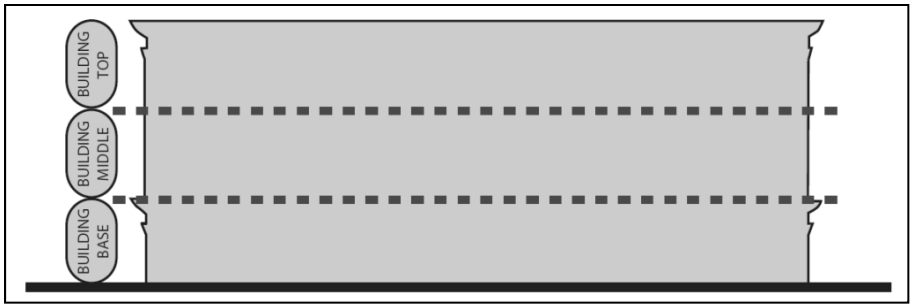


Figure 2, Facade Height Articulation Elements

b. Main Entrances shall be easily identifiable and distinguishable from other ground floor entries, such as individual tenant spaces. At least one of the following treatments shall be used for a main building entrance:

   i. Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of the building surface;

   ii. Located in the center of the facade, as part of a symmetrical overall composition;

   iii. Accented by architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures;

   iv. Marked or accented by a change in the roofline or change in the roof type; or

   v. Corner buildings shall provide prominent corner entrances for shops or other activity-generating uses.

2. Implementing Options.

   a. Articulation. Horizontal articulations are recommended and may be produced by material changes or applied facade elements. Vertical articulations of buildings should be produced by variations in rooflines; window groupings; applied facade elements such piers or pilasters, bay windows and balconies; entrance stoops and porches; or subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements should break up long, monolithic building facades along the street.

   b. Building base. A building base articulation may be as simple as a small projection of the wall surface and/or a different material or color. A building base may be created by a heavier or thicker design treatment of the entire ground floor for a building of two or more floors, or by a setback of the upper floors.

   c. Building middle. The building middle articulation may be created using façade offsets, which are slight recesses in the wall plane. It should include multiple architectural rhythms derived through step backs, changes in plane, changes in materials or colors, window types, window sizes, pairing or multiples of windows, or other detailing.

   d. Building top. The building top should consist of a horizontal decorative molding that crowns the building. It should be aesthetically differentiated from the building middle.

The differentiation may be significant or subtle. Possible approaches include variations in color, materials, ornamentation, or shape.

e. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, and other visible roof drainage components should be incorporated into the architectural composition of the façade and roof; haphazard placement should be avoided. Downspouts should be concealed within walls.

E. Wall Surface Materials.

A. Requirements.

1. Building walls shall be constructed primarily of durable materials such as brick, natural stone, terra cotta, decorative concrete, metal, glass, or other similar materials, and as follows:

a. Requirements for the use of decorative concrete block, stucco or other similar troweled finishes in non-residential, mixed-use, and multifamily residential buildings:

i. Decorative concrete block. Decorative concrete block shall be limited to a maximum of 50 percent of the street facade. When used for the street facade, buildings shall incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-facade units with smooth stone can create distinctive patterns. Cinder block (concrete masonry unit) is not allowed as an exterior finish.

ii. Stucco or other similar troweled finishes shall:

1) Be smooth to prevent the collection of dirt and surface pollutants;

2) Be trimmed or combined with wood, masonry, metal, or other durable material, and be limited to a maximum of 50 percent of the street facade; and

3) Not extend below two feet above grade of the street facade. Concrete, masonry, natural stone or other durable material shall be used for wall surfaces within two feet above grade of the street facade.

2. Side and rear building facades shall have a level of trim and finish Compatible with the front facade, if they are Clearly Visible From the Street.

3. Blank wall areas without windows or doors are only allowed on internal-block side-property line walls. Any blank exterior wall shall be treated with a graffiti-resistant coating.

4. Building walls shall contrast trim colors; for example, neutral or light walls shall have trims with darker colors for accent ; white or light window and door trim on a medium or dark building wall; or medium or dark window and door trim on a white or light building wall, or other contrasting wall and trim combinations.

5. All building elements that project from the building wall by more than 16 inches, including but not limited to decks, balconies, porch roofs and bays, shall be visibly supported by pilasters, piers, brackets, posts, columns, or beams that correspond in size to the structure above. This requirement does not apply to cantilevered elements that are typical for a specific style.

B. Implementing Options.

a. Change in materials should be used to articulate building elements such as base, body, parapets caps, bays, arcades and structural elements. Not all building elements require a change in material. Change in materials should be integral with building facade and structure, rather than an application.

b. If the building mass and pattern of windows and doors is complex, simple wall surfaces should be used (e.g. stucco, terra cotta veneer, or metal/cement paneling); if the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed (e.g. bricks or blocks, ornamental reliefs, pilasters, columns and/or cornices).

c. Internal blank walls. Wall articulation or surface reliefs, decorative vines, and/or architectural murals (trompe l'oeil), and other surface enhancements should be considered and may be approved by the Director.

d. Bright colors should be used sparingly. Typical applications of bright colors are fabric awnings. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.

e. A secondary color may be used to give additional emphasis to building walls and architectural features such as building bases (like a wainscot), plasters, cornices, capitals, and bands.

F. Wall Openings.

1. Requirements.

a. For storefront frontages: Window-to-Wall Proportion. In general, upper stories shall have a window to wall area proportion that is less than that of ground floor storefronts. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

b. Window Inset. Glass shall be recessed or project at least three inches from the exterior wall surface to add relief or dimension to the wall surface. Glass curtain walls or portions of glass curtain walls are exempt from this standard.

c. Glazing. Reflective glazing shall not be used.

2. Implementing Options.

a. Glazing. Clear glazing is strongly recommended. If tinted glazing is used, the tint shall be kept as light as possible; green, gray, and blue are recommended.

b. Shop Fronts, clerestory windows. Clerestory windows are horizontal panels of glass between the storefront and the second floor. They are a traditional element of “main street” buildings, and are recommended for all new or renovated shop fronts. Clerestory windows are acceptable locations for neon, painted-window and other relatively non-obtrusive types of signs.

c. Shop Front, recessed entries. Recessed entries are recommended as another traditional element of the main street storefront. Recommended treatments include:

i. Special paving materials, such as ceramic or mosaic tile;

ii. Ornamental ceilings, such as coffering;

iii. Decorative light fixtures.

G. Roofs.

1. Requirements.

a. A horizontal articulation shall be applied at the top of the building by projecting cornices, parapets, lintels, caps, or other architectural expression to cap the building, to differentiate the roofline from the building, and to add visual interest.

b. Flat roofs are acceptable if a cornice and/or parapet wall is provided.

c. Metal seam roofing, if used, shall be anodized, fluorocoated, or painted. Copper and lead roofs shall be natural or oxidized.

2. Implementing Options.

a. Roof forms should complement the building mass and match the principal building in terms of style, detailing, and materials.

b. Parapet walls should have cornice detailing or a distinct shape or profile, for example a gable, arc, or raised center.

22.46.3009 Transect Zone Standards

A. Purpose. This section provides regulatory standards governing building form and other related matters, such as parking placement and land use, within the transect zones.

B. Applicability. The standards of this section shall apply to all transect zones and shall be considered in combination with the standards and requirements of Sections 22.46.3007 (General Standards), 22.46.3008 (Development Requirements and Implementing Options), 22.46.3010 (Building Type Standards), and 22.46.3011 (Frontage Type Standards).

C. Allowed Land Uses and Permit Requirements. Allowed uses are provided in Table 2, Land Use Types and Permits Required by Transect Zone (see following page). Land uses are defined in Section 22.46.3005 and are allowed in the transect zones specified. Section 22.46.3004 describes procedures for obtaining project approval.

LAND USE TYPES AND PERMITS REQUIRED BY TRANSECT ZONE								
Land Use Type	**TOD**	**CC**	**FS**	**AB**	**NC**	**LMD**	**CV**	**OS**
RESIDENTIAL								
Community Residence	1	1	1	1	1	2	x	x
Residence, Apartment House	P	P	P	P	P	x	x	x
Residence, Single-Family	x	P	x	x	P	P	x	x
Residence, Two-Family	x	P	P	x	P	P	x	x
Second-Unit	x	P	x	x	P	P	x	x
LODGING								
Hotel	P	P	P	P	P	x	x	x
Motel	x	x	x	x	x	x	x	x
OFFICE								
Office	P	P	P	P	P	x	SCR	SCR
COMMERCIAL								
Alcoholic Beverage Sales	CUP	CUP	CUP	CUP	CUP	x	CUP	CUP
Auto-Related Commercial	SCR	SCR	SCR	SCR	SCR	x	x	x
Commercial, general	P	P	P	P	P	x	x	x
Commercial, restricted	SCR	SCR	SCR	SCR	SCR	x	x	x
Entertainment, major	SCR	SCR	SCR	SCR	SCR	x	CUP	CUP
Entertainment, minor	P	P	P	P	P	x	SCR	SCR
Food Service	P	P	P	P	P	x	SCR	SCR
Place of Assembly	SCR	SCR	SCR	SCR	SCR	x	x	x
Recreational, commercial	SCR	SCR	SCR	SCR	SCR	x	SCR	x
COMMUNITY								
Community Facility	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Recreational, non-commercial	SCR	SCR	SCR	SCR	SCR	CUP	SCR	SCR
Religious Facility	P	P	P	P	P	CUP	SCR	x
COMMUNITY SUPPORT								
Community Support Facility	P	P	P	P	P	CUP	CUP	x
Infrastructure and Utilities	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP
Major Facility	SCR	SCR	SCR	SCR	SCR	x	CUP	x
Public Parking	SCR	SCR	SCR	SCR	SCR	SCR	SCR	SCR
EDUCATION								
Learning Center	P	P	P	P	P	x	x	x
Research Facility	P	P	P	P	P	x	x	x
Schools	P	P	P	P	P	CUP	CUP	x
Special Training/Vocational	P	P	P	P	P	x	x	x
INDUSTRIAL								
Artisan/Craft Production Manufacturing	P	P	P	P	P	x	x	x
Auto-Related Industrial	x	x	x	x	x	x	x	x
Manufacturing and Processing	x	x	x	x	x	x	x	x
Products and Services	x	x	x	x	x	x	x	x
Storage/Distribution Facility	x	x	x	x	x	x	x	x

Permit Requirements Key

x = Not an allowed use
P = Allowed
SCR = Specific Plan Substantial Conformance Review (22.46.3004.D)
CUP = Conditional Use Permit (22.46.3004.E)
1 = Allowed pursuant to Part 5 of Chapter 22.28 of Title 22
2 = Allowed pursuant to Part 2 of Chapter 22.20 of Title 22

Key to Transect Zone Names

TOD	3rd Street	**NC**	Neighborhood Center
CC	Cesar E. Chavez Avenue	**LMD**	Low-Medium Density Residential
FS	1st Street	**CV**	Civic
AB	Atlantic Boulevard	**OS**	Open Space

Table 2, Land Use Types and Permits Required by Transect Zone

D. Transect Zone Standards. This subsection specifies the requirements of each transect zone.

22.46.3009.D.1 3rd Street (TOD)

Property in the TOD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

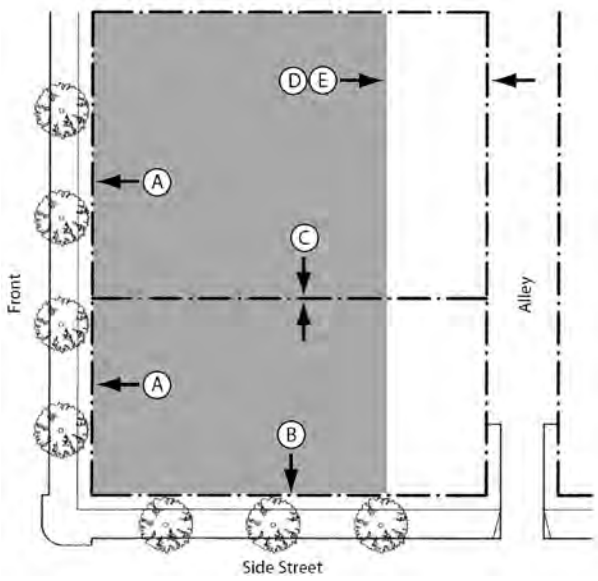
b. Required Frontage Types

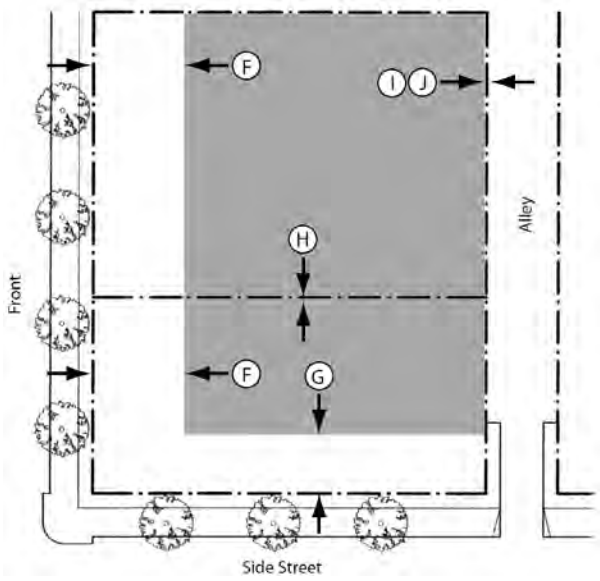
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery (Allowed only east of I-710)	22.46.3011.I
Arcade (Allowed only east of I-710)	22.46.3011.J

c. Building Form

Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 40 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No spaces required	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

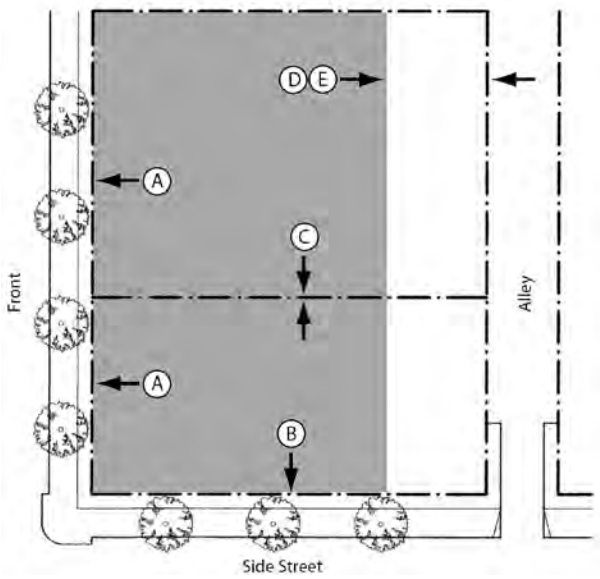
22.46.3009.D.2 Cesar E. Chavez Avenue (CC)

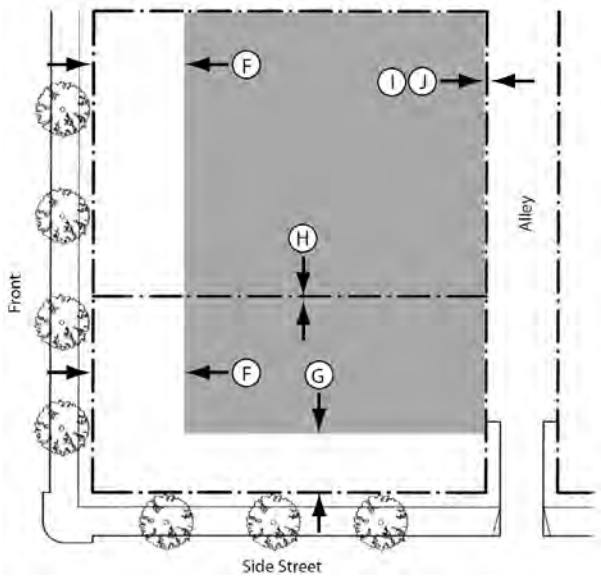
Property in the CC transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court (Allowed only west of I-710)	22.46.3010.H
Lined Block (Allowed only west of I-710)	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Front Yard/Porch	22.46.3011.D
Stoop	22.46.3011.E
Terrace	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form	
Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓕ
Interior Side	0 min.	Ⓖ
Rear		
No Alley	5 ft. min.	Ⓗ
With Alley	3 ft. min.	Ⓘ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

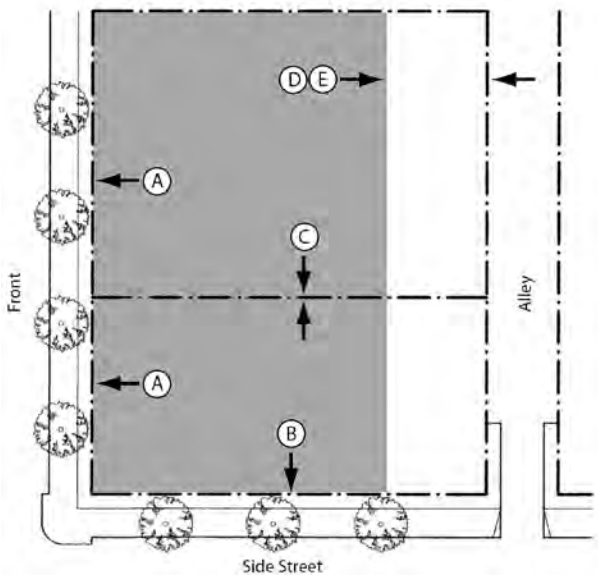
22.46.3009.D.3 First Street (FS)

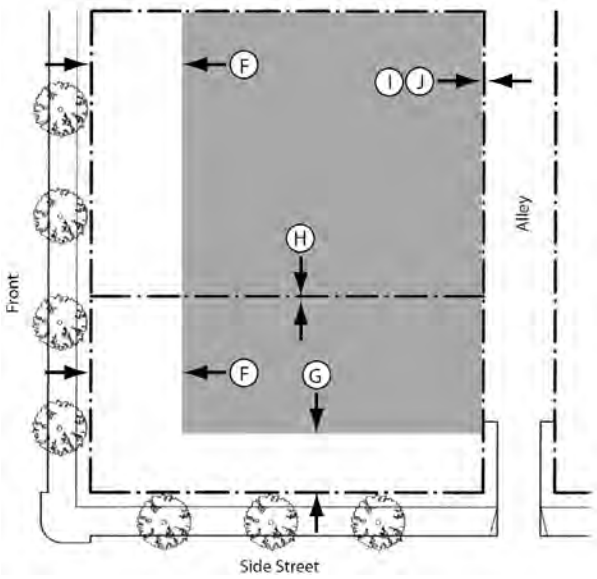
Property in the FS transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Stoop	22.46.3011.E
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I

c. Building Form	
Height	
Main Building	
Stories	3 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max.	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

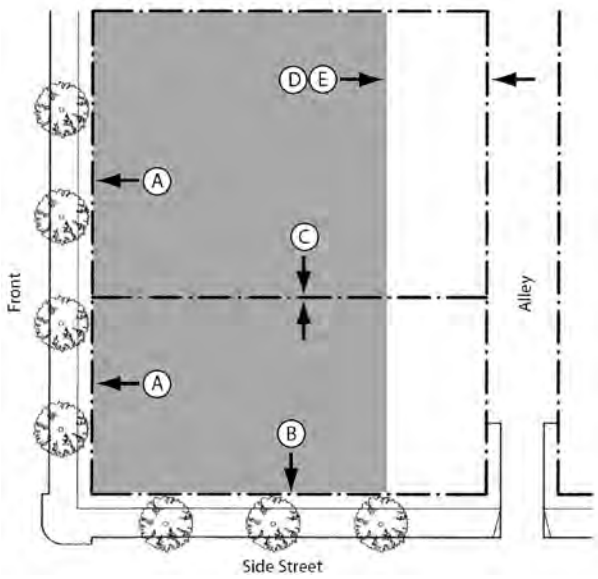
22.46.3009.D.4 Atlantic Boulevard (AB)

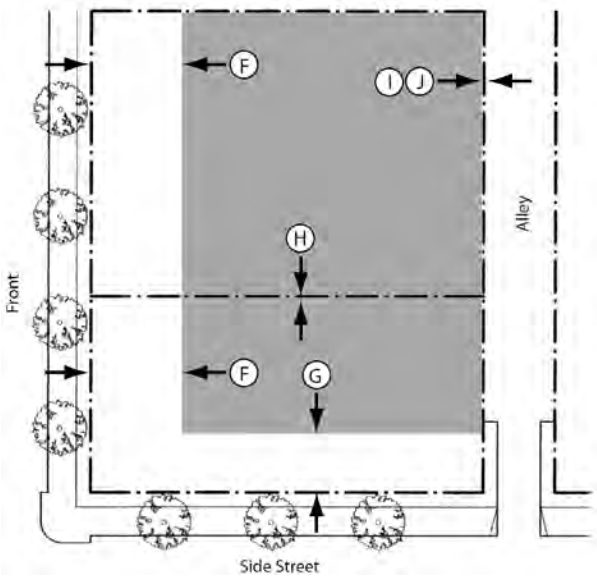
Property in the AB transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
Court	22.46.3010.G
Lined Block	22.46.3010.I
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H
Gallery	22.46.3011.I
Arcade	22.46.3011.J

c. Building Form	
Height	
Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

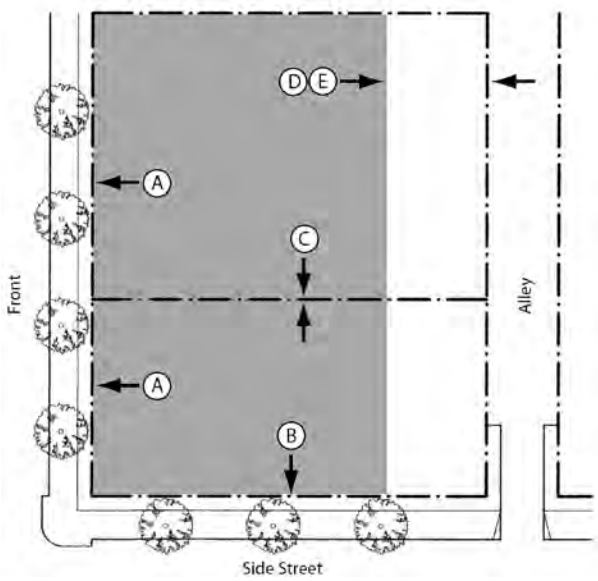
22.46.3009.D.5 Neighborhood Center (NC)

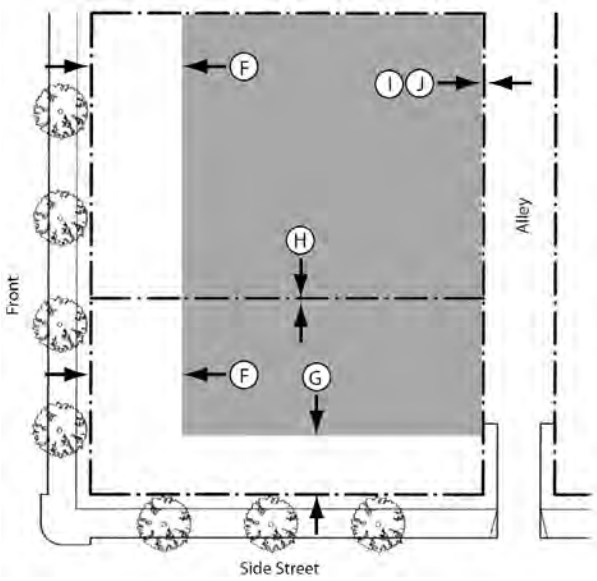
Property in the NC transect zone shall be subject to the following requirements:

a. Allowed Building Types	
The following building types are allowed and are subject to the applicable requirements for building types.	
Building Type	**Requirements**
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E
Rowhouse	22.46.3010.F
Court	22.46.3010.G
Hybrid Court	22.46.3010.H
Flex Block	22.46.3010.J

b. Required Frontage Types	
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.	
Frontage Type	**Requirements**
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.E
Stoop	22.46.3011.F
Forecourt	22.46.3011.G
Shop Front	22.46.3011.H

c. Building Form	
Height	
Main Building	
Stories	2-1/2 stories max.
Overall	40 ft. max.
Accessory Structures	See Sec. 22.48.140
Ground Floor Height	
Non-residential	14 ft. min.
Residential	11 ft. min.
Upper Floor(s) Height	
Non-residential	10 ft. min
Residential	9 ft. min
Lot Coverage	
Lot Coverage	90% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 30 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	0 min., 10 ft. max	Ⓐ
Side Street	0 min., 10 ft. max.	Ⓑ
Interior Side	0 min.	Ⓒ
Rear		
No Alley	10 ft. min.	Ⓓ
With Alley	3 ft. min.	Ⓔ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	20 ft. min.	Ⓕ
Side Street Setback	5 ft. min.	Ⓖ
Interior Side	0 min.	Ⓗ
Rear		
No Alley	5 ft. min.	Ⓘ
With Alley	3 ft. min.	Ⓙ
Miscellaneous		
All parking structures shall be screened from the street by habitable space of at least 20 ft. deep from the street.		
Driveways may be shared by adjacent parcels.		

22.46.3009.D.6 Low-Moderate Density Residential (LMD)

Property in the LMD transect zone shall be subject to the following requirements:

a. Allowed Building Types

The following building types are allowed and are subject to the applicable requirements for building types.

Building Type	Requirements
House	22.46.3010.D
Duplex/Triplex	22.46.3010.E

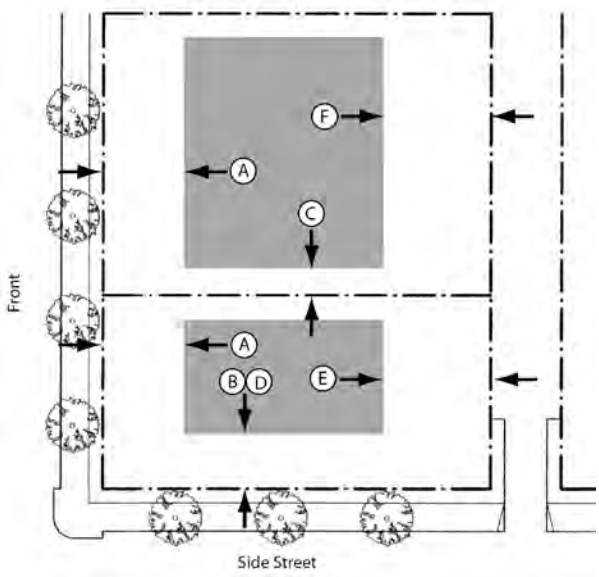
b. Required Frontage Types

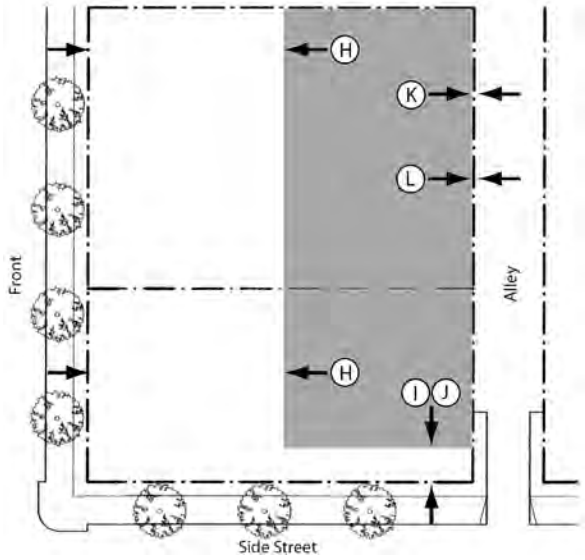
The ground floor fronting a street or a public open space shall contain at least one of the following frontage types below and are subject to the applicable requirements for frontage types.

Frontage Type	Requirements
Front Yard/Porch	22.46.3011.D
Terrace	22.46.3011.F

c. Building Form

Height	
Main Building	
Stories	2-1/2 stories max.
Overall	35 ft. max.
Accessory Structures	See Sec. 22.48.140
Lot Coverage	
Lot Coverage	60% max.
Miscellaneous	
Any building greater than 150 ft. in length shall be designed with a Forecourt frontage type or other similar massing break.	
Loading docks, overhead doors, and other similar service entries shall be screened and not located on primary street facades.	
Maximum density is 17 dwelling units per acre.	





d. Building Placement		
Setback Line (Distance from right-of-way/lot line)		
Front	15 min., 25 ft. max	Ⓐ
Side Street	5 min., 10 ft. max.	Ⓑ
Interior Side	5 ft.	Ⓒ
Reverse Corner Side	10 ft. min.	Ⓓ
Rear		
No Alley	10 ft. min.	Ⓔ
With Alley	3 ft. min.	Ⓕ

e. Parking		
Required Spaces		
Non-residential Uses		
≤ 10,000 gross sq. ft.	No minimum	
> 10,000 gross sq. ft.	2 spaces per 1,000 sq. ft. above first 10,000 sq. ft.	
Residential Uses		
Single-family residence	2 per unit	
Other dwelling units	1 per unit	
For other parking and landscape requirements, see Sections 22.46.3007.C.		
Location (Distance from right-of-way/lot line)		
Front Setback	15 ft. min.	Ⓗ
Corner Side Setback	5 ft. min.	Ⓘ
Reverse Corner Side Setback	10 ft. min.	Ⓙ
Rear		
No Alley	0 ft. min.	Ⓚ
With Alley	5 ft. min. (26 ft. backup space min.)	Ⓛ
Miscellaneous		
Driveways may be shared by adjacent parcels.		

22.46.3009.D.7 Civic Space (CV)

The regulations for the Civic Space transect zone shall be the same as those for the Institutional Zone as prescribed in Part 14 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3009.D.8 Open Space (OS)

The regulations for the Open Space transect zone shall be the same as those for the Open-Space zone as prescribed in Part 9 of Chapter 22.40 of Title 22, except as specifically provided for herein.

22.46.3010 Building Type Standards.

A. Purpose. This section sets forth the standards applicable to the development of each building type. These standards supplement the standards for each transect zone within which the building types are allowed.

B. Applicability. The requirements of this section shall apply to all proposed development and uses within the transect zones, and shall be considered in combination with the standards for the applicable transect zone in Section 22.46.3009 (Transect Zone Standards) and in the rest of this section; except that proposed development with Auto-Related Commercial; Community Facility; Infrastructure and Utilities; Major Facility; Place of Assembly; Recreation, commercial; Recreation, non-commercial; Religious Facility, and School uses shall comply with the standards for the applicable transect zone in section 22.46.3009 (Transect Zone Standards) and the Hearing Officer may modify the requirements of this section pursuant to a Specific Plan Substantial Conformance Review for such uses.

C. Building Type Overview. Figure 3, Building Types Plan and Diagram below provides an illustrative overview of the allowed building types.

- House
- Duplex/Triplex
- Rowhouse
- Court
- Hybrid Court
- Lined Block
- Flex Block

Figure 3, Building Types Plan and Diagram

22.46.3010.D – House

General note: The drawing above and photos below are intended to provide a brief overview of the House form and are illustrative only.

Example of 1 story House with a Front Yard/ Porch.

Example of a 2-1/2 story House with a raised Front Yard and wrap-around Porch.

1. Description
A building designed as a single-family dwelling unit, and may be used for non-residential purposes where allowed by the transect zone.
2. Transect Zones Allowed
CC, NC, LMD
3. Number of Units
Units 1 max.
4. Building Size and Massing
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Main entrance shall face the street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.
Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
The following required open space shall be located behind the House:
Width 15 ft. min.
Depth 15 ft. min
Area 300 sq. ft. min.
In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.E – Duplex/Triplex

General note: The drawing above and photos below are intended to provide a brief overview of the Duplex/Triplex form and are illustrative only.

Example of a Duplex/Triplex with a Front Yard/ Porch.

Example of a Duplex/Triplex with a Front Yard/Porch.

1. Description
A building containing two or three dwelling units where each dwelling unit is accessed directly from the street, and may be used for non-residential purposes where allowed by the transect zone
2. Transect Zones Allowed
CC, NC, LMD
3. Number of Units
Units — 2 min.; 3 max.
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
Massing
The massing shall be a single-family house derivative with the overall composition made up of various House forms. Allowed ratio of each floor in percentage of the ground floor:

Story	1	2 to 2-1/2	3
Ratio	100%	100%	75%

5. Pedestrian Access
At least one unit shall have an individual entry facing the street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Street-facing garages shall be set back at least 5 ft. behind the facade facing the street and shall not accommodate more than 2 cars side-by-side.
Garages doors that face a street shall not exceed 10 feet in width. Double-loading garage doors are not permitted to face the street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
The following required open space must be located behind the House:

Width	15 ft. min.
Depth	15 ft. min
Area	300 sq. ft. min.

In addition to any other tree planting requirements, at least one 36-inch box canopy tree per dwelling unit shall be provided, and may be located in the front yard or required open space.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.F – Rowhouse

General note: The drawing above and photos below are intended to provide a brief overview of the Rowhouse form and are illustrative only.

Example of an asymmetrical Rowhouse form with roof articulation.

Example of a Rowhouse form with wall and roof articulation.

1. Description	
A residential building that is an attached structure that shares a common party wall with another of the same type and is arranged side by side. The front elevation and massing design may be symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of a private yard is evident.	
2. Transect Zones Allowed	
TOD, CC, FS, NC	
3. Number of Units	
Units	2 min.; 6 max.
4. Building Size and Massing	
Height	
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)	
Unit Width	
Width	18 ft. min; 36 ft. max
Massing	
Units shall be delineated by at least one of the following methods: varied massing, wall articulation, frontage type placement, or roof line articulation.	
At least two sides of each dwelling shall be exposed to the outdoors.	
5. Pedestrian Access	
Each unit shall have an individual entry facing the street.	
6. Vehicle Access and Parking	
Parking shall be accessed from the alley.	
Parking spaces may be enclosed, covered, or open.	
7. Open Space and Landscape	
The following required open space shall be located behind the main body of each unit	
Width	8 ft. min.
Depth	8 ft. min
Area	100 sq. ft. min.
In addition to any other tree planting requirements, at least one 36-inch box canopy tree per unit shall be provided, and may be located in the front yard or required open space.	
8. Accessory Buildings	
Accessory building locations and types are allowed pursuant to Section 22.48.140.	

22.46.3010.G – Court

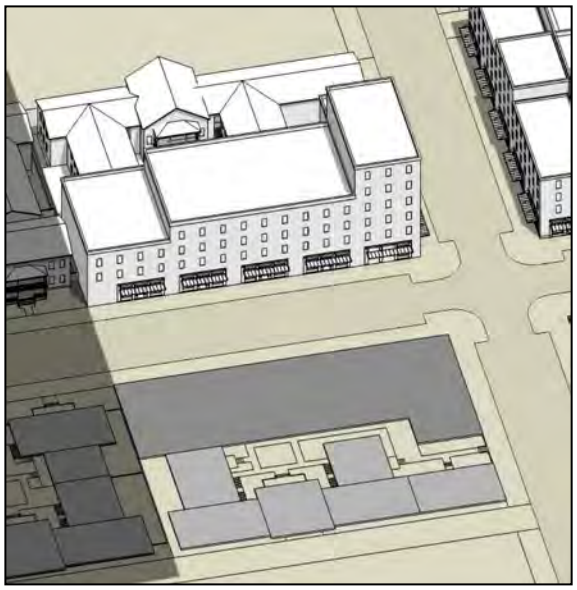
General note: The drawing above and photos below are intended to provide a brief overview of the Court form and are illustrative only.

Example of Court form with a Stoop frontage type configuration.

Example of a landscaped interior courtyard defined by two story buildings.

1. Description	
A building comprised of attached and/or stacked dwelling units arranged around a shared, landscaped courtyard that is visible from the street. Dwelling units face and are directly accessed from the street or courtyard via stoops, porches, or other allowed frontage types. In qualifying transect zones, Court buildings may accommodate ground floor non-residential uses.	
2. Transect Zones Allowed	
TOD, CC, FS, AB, NC	
3. Number of Units	
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)	
4. Building Size and Massing	
Height	
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)	
At least two sides of each dwelling shall be exposed to the outdoors.	
5. Pedestrian Access	
Each ground floor unit shall have an individual entry facing a street or courtyard.	
6. Vehicle Access and Parking	
Parking may be accessed from the alley, side street, or front.	
Parking may be accessed from the front only when there is no adjacent alley or side street.	
Parking spaces may be enclosed, covered, or open.	
7. Open Space and Landscape	
Courtyard Dimension	
Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.
Landscape	
Courtyard area shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.	
8. Accessory Buildings	
Accessory building locations and types are allowed pursuant to Section 22.48.140.	
9. Miscellaneous	
Courtyard areas may be located on a podium of no more than one story above street level	
Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.	

22.46.3010.H – Hybrid Court



General note: The drawing above and photos below are intended to provide a brief overview of the Hybrid Court form and are illustrative only.

Example of two- and three-story massing Hybrid Court form with a Shop Front configuration.

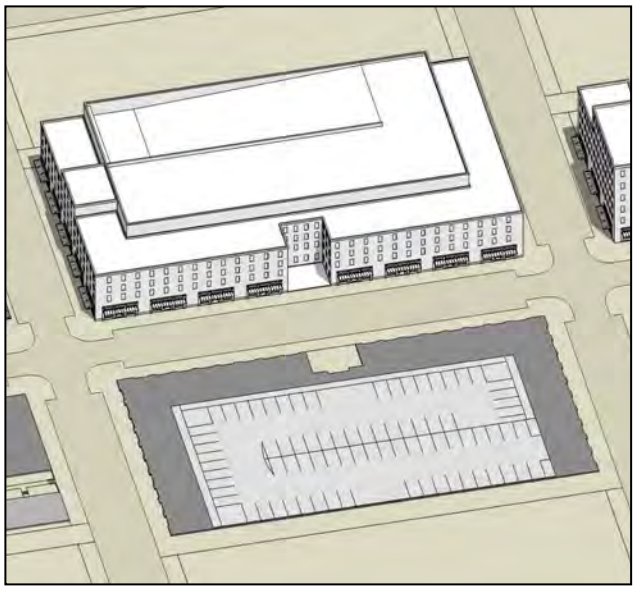
Example of a three story massing Hybrid Court with Shop Front configuration.

1. Description
A building that is a combination of the Court and Flex Block buildings designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences that combines stacked dwelling units with the Court housing types. May contain horizontal mixes uses.
2. Transect Zones Allowed
TOD, CC (Allowed west of I-710 only), NC
3. Number of Units
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Upper floor units shall be accessed by a common entry along the front street.
Ground floor units may have individual entries along the front or side street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
Parking spaces may be enclosed, covered, or open.
7. Open Space and Landscape
Courtyard Dimension

Width	30 ft. min.
Depth	20 ft. min
Area	600 sq. ft. min.

Landscape
Courtyards shall provide at least 50% landscape or design elements such as seating areas, fountains, or other similar fixtures, or combination thereof.
Required setback shall include landscaping, which may be in pots or planters.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.
9. Miscellaneous
Courtyard areas may be located on a podium of no more than one story above street level
Courtyards located on a podium shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping treatment.

22.46.3010.I – Lined Block



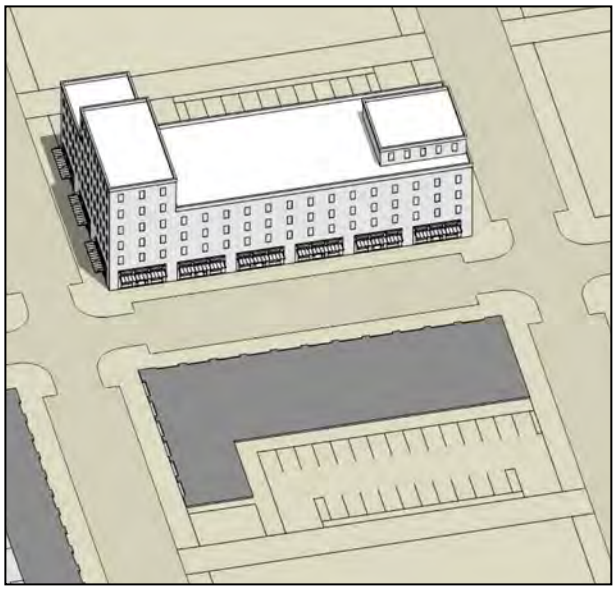
General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.

Example of two-story Lined Block form with Shop Front configuration.

Example of a three-story Lined Block form with Shop Front configuration.

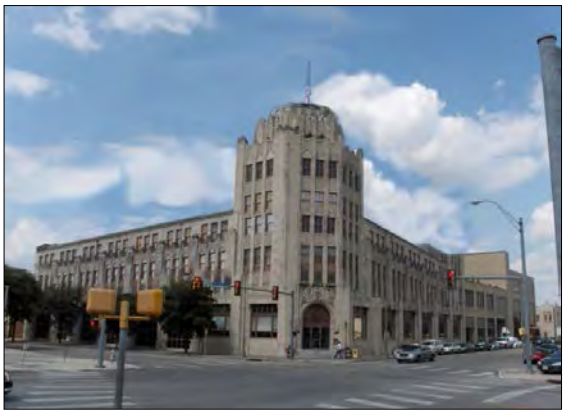
1. Description
A building that conceals a larger structure such as a public structures or “big box store” and which is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.
2. Transect Zones Allowed
TOD, CC (Allowed only west of I-710), FS, AB
3. Number of Units
Per the maximum density based on the Transect Zone. (See Section 22.46.3009)
4. Building Size and Massing
Height
Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)
5. Pedestrian Access
Upper floor units shall be accessed by a common entry along the front street.
Ground floor units may have individual entries along the front or side street.
6. Vehicle Access and Parking
Parking may be accessed from the alley, side street, or front.
Parking may be accessed from the front only when there is no adjacent alley or side street.
On-site parking shall be in a structured garage or underground, or combination thereof.
7. Open Space and Landscape
Private patios may be provided at balconies, terraces, and roof gardens
Required setback shall include landscaping, which may be in pots or planters.
8. Accessory Buildings
Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3010.J – Flex Block



General note: The drawing above and photos below are intended to provide a brief overview of the Lined Block form and are illustrative only.

Example of two-story Flex Block with single-volume massing.



Example of three-story Flex Block with secondary-volume massing and corner feature.

1. Description

A building that is one to three stories tall and designed for occupancy by retail, service, and/or office uses on the ground floor; and when present the upper floors are also configured for those uses or for dwelling units. May contain horizontal mixes uses.

2. Transect Zones Allowed

TOD, CC, FS, AB, NC

3. Number of Units

Per the maximum density based on the Transect Zone. (See Section 22.46.3009)

4. Building Size and Massing

Height

Per Building Form requirements based on Transect Zone. (See Section 22.46.3009)

5. Pedestrian Access

Upper floor units shall be accessed by a common entry along the front street.

Ground floor units may have individual entries along the front or side street.

6. Vehicle Access and Parking

Parking may be accessed from the alley, side street, or front.

Parking may be accessed from the front only when there is no adjacent alley or side street.

On-site parking may be underground, or in a landscaped lot behind the building, or combination thereof.

7. Open Space and Landscape

Private patios may be provided at balconies, terraces, and roof gardens.

Required setback shall include landscaping, which may be in pots or planters.

8. Accessory Buildings

Accessory building locations and types are allowed pursuant to Section 22.48.140.

22.46.3011 Frontage Type Standards.

A. Purpose. This section sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each transect zone that the frontage types are allowed within. For each frontage type, a description of the type's intent and design standards are provided.

B. Applicability. These standards work in combination with the standards found in Section 22.46.3009 (Transect Zone Standards) and Section 22.46.3010 (Building Types Standards) are applicable to the development or alteration of all private frontages within transect zones.

C. Frontage Type Overview. Figure 4, Frontage Types Illustrative Diagram below provides an illustrative overview of the allowed frontage types.

- Front Yard/Porch
- Terrace
- Stoop
- Forecourt
- Shop Front
- Gallery
- Arcade

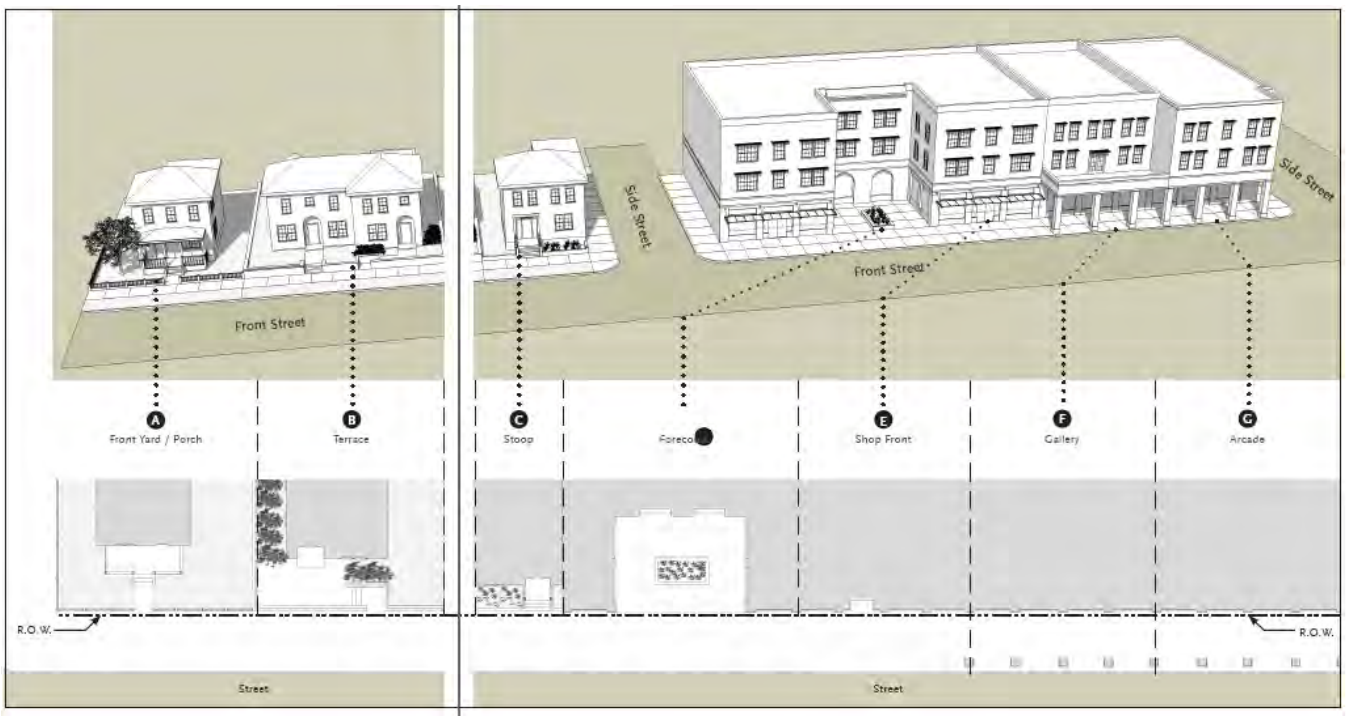
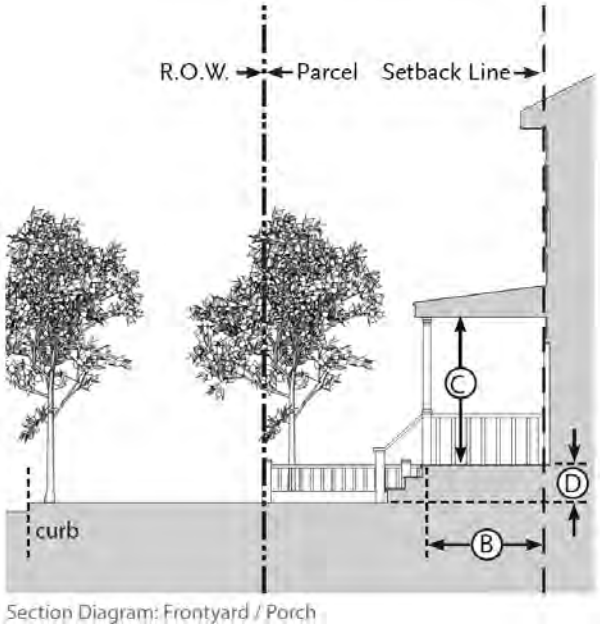
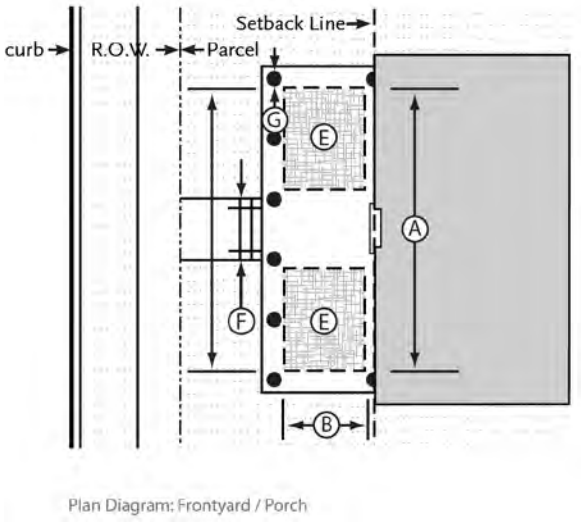


Figure 4, Frontage Types Illustrative Diagram

22.46.3011.D – Front Yard/Porch



Section Diagram: Frontyard / Porch



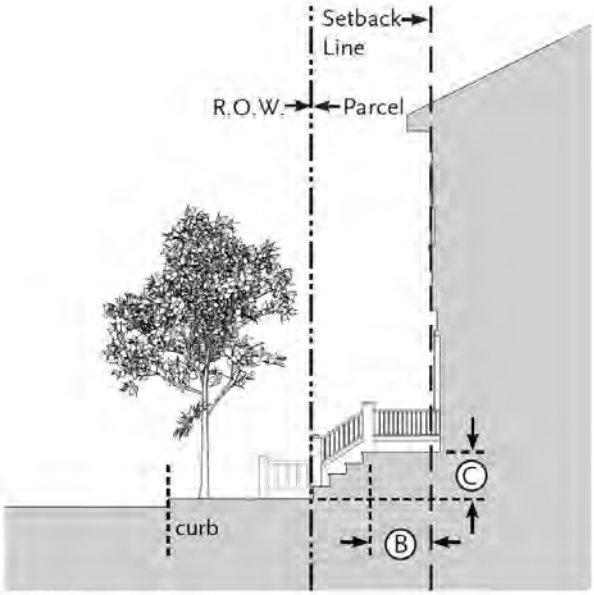
Plan Diagram: Frontyard / Porch

1. Description		
Front yards provide a physical transition from the sidewalk to the building. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard. A raised porch may be combined with the front yard as shown in the photo example.		
2. Transect Zones Allowed		
CC, NC, LMD		
3. Size		
Width, Clear	12 ft. min. centered entry 10 ft. min asymmetrical entry	Ⓐ
Depth, Clear	7 ft. min.	Ⓑ
Height, Clear	8 ft. min.	Ⓒ
Finish Level above Grade	3 ft. max.	Ⓓ
Floor Area, Clear	4 ft. x 6 ft. min.	Ⓔ
Path of Travel	3 ft. wide min.	Ⓕ
Width, Support Pillars	1 ft. max.	Ⓖ
4. Miscellaneous		
Porch must be open on at least three sides and have a roof.		
Porch may project a maximum of 4 ft. into front yard setback.		

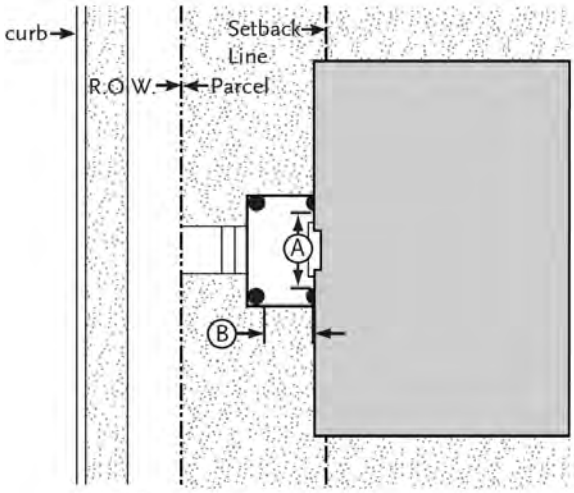

Example of one-story House with Front Yard/Porch.


Example of 1-1/2 story House with wrap-around Porch and raised Front Yard.

22.46.3011.E – Stoop



Section Diagram: Stoop



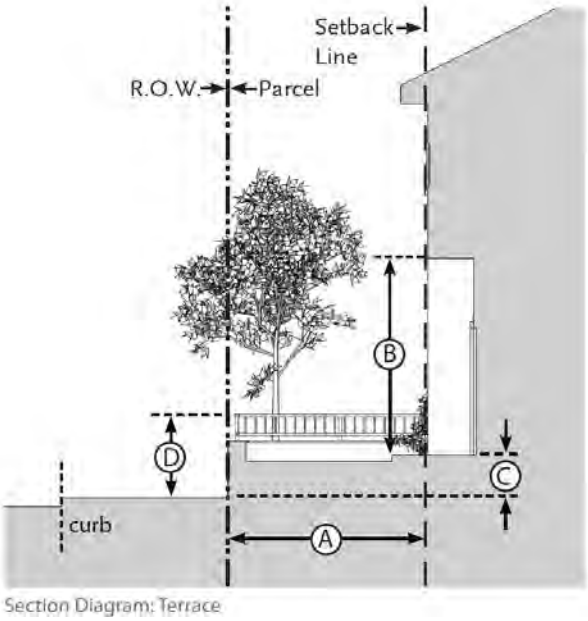
Plan Diagram: Stoop

1. Description		
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with short setbacks. This type may be interspersed with the Shop Front frontage type.		
2. Transect Zones Allowed		
TOD, CC, FS, NC		
3. Size		
Width, Clear	4 ft. min. 8 ft. max.	Ⓐ
Depth, Clear	4 ft. min. 8 ft. max.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
4. Miscellaneous		
May project a maximum of 4 ft. into front yard setback.		
Stairs may be perpendicular or parallel to the building facade.		
Ramps shall be parallel to the facade or along the side of the building.		
Covered or recessed entry doors are encouraged. Entry doors shall face the street.		

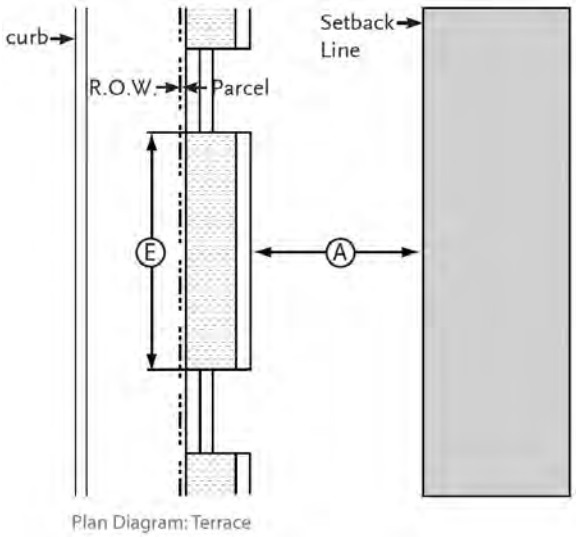
Example of covered Stoop serving a commercial use.


Example of Stoop serving two residential entries.

22.46.3011.F – Terrace



Section Diagram: Terrace



Plan Diagram: Terrace

1. Description
A terrace separates the facade from the sidewalk and the street. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes where such a use is allowed by the transect zone.
2. Transect Zones Allowed
TOD, CC, NC, LMD
3. Size

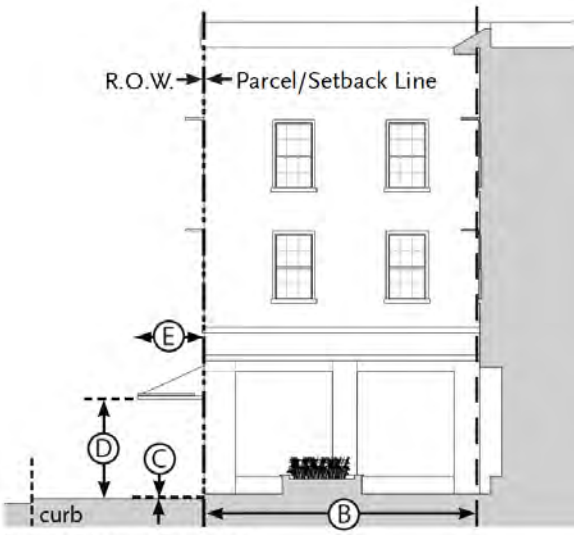
Depth, Clear	7 ft. min.	Ⓐ
Height, Clear	8 ft. min.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
Height, Perimeter Wall	4 ft. max.	Ⓓ
Distance between Stairs	50 ft. max.	Ⓔ
Length of Terrace	150 ft. max.	

4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Terrace frontage standards shall govern.
Low walls used as seating are encouraged.

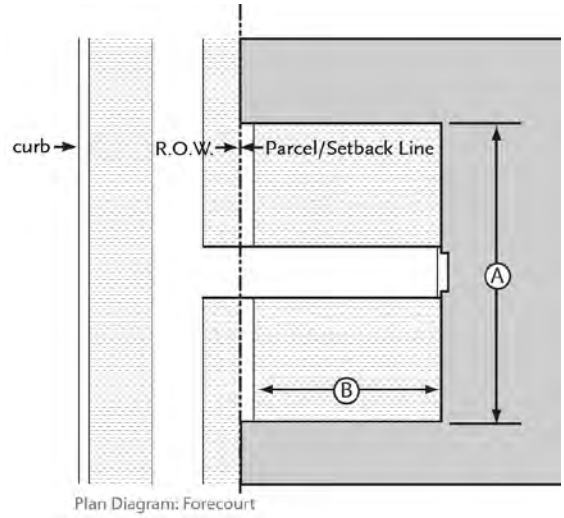
Example of covered Terrace used to accommodate change in grade and used in combination with Shop Front.


Example of Terrace with seating areas used in combination with Shop Fronts and awnings.

22.46.3011.G – Forecourt



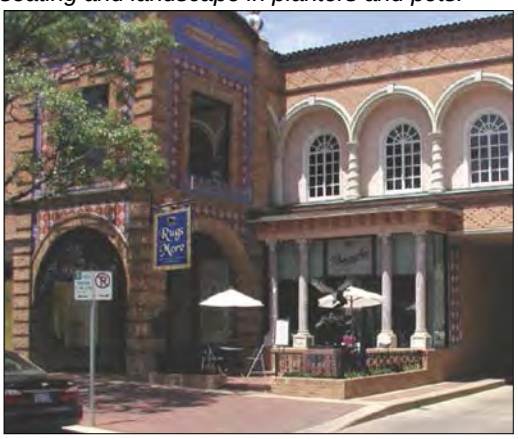
Section Diagram: Forecourt



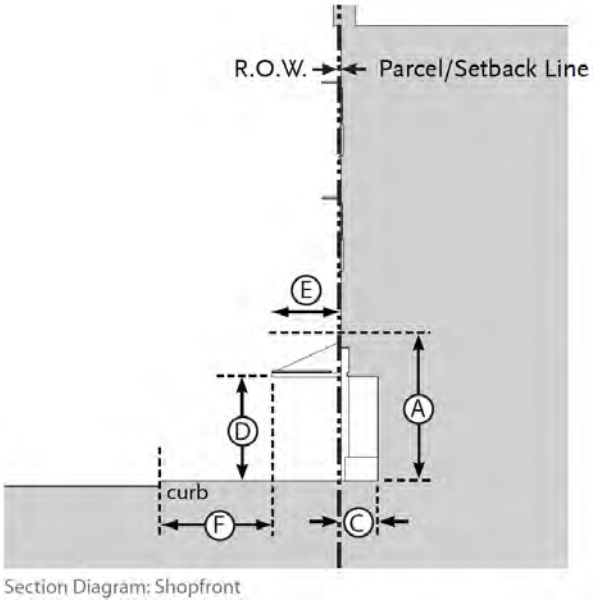
Plan Diagram: Forecourt

1. Description		
A forecourt is a semi-public space formed by a recess in the facade of a building and is generally appropriate for commercial or civic use.		
2. Transect Zones Allowed		
TOD, CC, FS, AB, NC		
3. Size		
Width, Clear	10 ft. min. 60 ft. max.	Ⓐ
Depth, Clear	20 ft. min. 60 ft. max.	Ⓑ
Finish Level above Sidewalk	3 ft. max.	Ⓒ
Ground Floor Transparency	65% min.	
4. Awning		
Height, Clear	8 ft. max.	Ⓓ
Depth	4 ft. min.	Ⓔ
5. Miscellaneous		
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Forecourt frontage standards shall govern.		
Encroachments, such as balconies, awnings, and signage are allowed in the Forecourt and shall be located at least 8 ft. above finish level.		
The proportions and orientation of Forecourt space should be carefully considered for solar orientation and user comfort.		

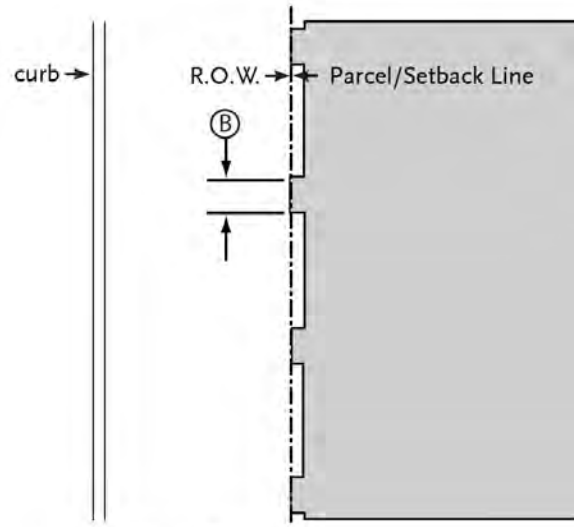

Example of Forecourt interior space with seating and landscape in planters and pots.


Example of small Forecourt area used in combination with Shop Front.

22.46.3011.H – Shop Front



Section Diagram: Shopfront



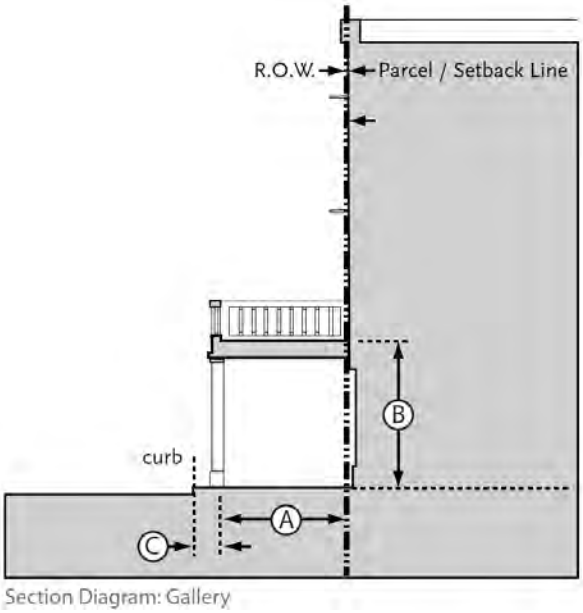
Plan Diagram: Shopfront

1. Description		
Shop Fronts are large glazed openings in a facade, filled with doors and transparent glass in a storefront assembly.		
2. Transect Zone Allowed		
TOD, CC, FS, AB, NC		
3. Size		
Height, Shop Front Opening	11 ft. min.	Ⓐ
Distance Between Glazing	2 ft. max.	Ⓑ
Depth of Recessed Entries	10 ft. max.	Ⓒ
Ground Floor Transparency	65% min.	
4. Awning		
Height, Clear	8 ft. min.	Ⓓ
Depth	4 ft. min.	Ⓔ
Setback from Curb	2 ft. min.	Ⓕ
5. Miscellaneous		
Operable awnings are encouraged.		
Open-ended awnings are encouraged.		
Rounded, hooped, or bubble awning are discouraged.		
Shop Fronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged.		

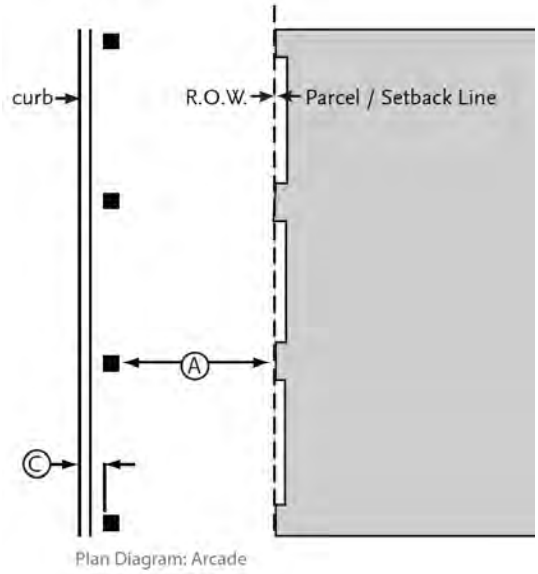

Example of a series of Shop Fronts.


Example of Shop Front with covered corner entry.

22.46.3011.I. – Gallery



Section Diagram: Gallery



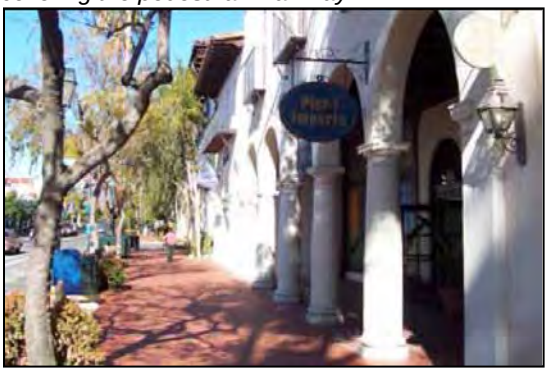
Plan Diagram: Arcade

1. Description
A gallery is a roof or deck projecting from the facade of a building, supported by columns that may be located behind the curb. Galleries shelter the sidewalk, but the space above the gallery is unenclosed. Galleries may be one to three stories in height as allowed by the transect zone, such that they may provide covered or uncovered porches at the second and third floors.
2. Transect Zones Allowed
TOD (Allowed only east of I-710), CC, FS, AB
3. Size

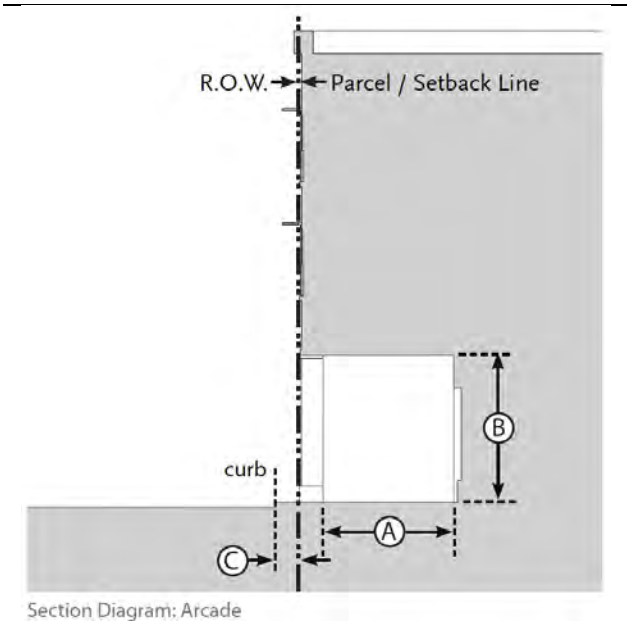
Depth, Clear	12 ft. min.	Ⓐ
Ground Floor Height, Clear	14 ft. min.	Ⓑ
Setback From Curb	2 ft. min.	Ⓒ

4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.
Colonnades shall not screen from public view more than 25% of the ground floor facade.

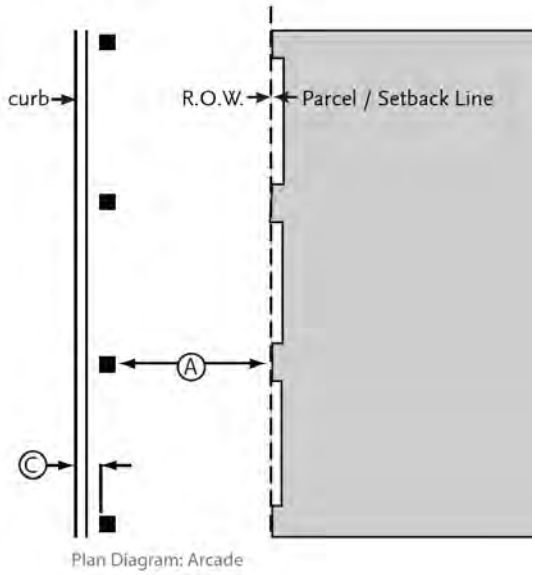

Example of Gallery abutting the curb and covering the pedestrian walkway.


Example of Gallery setback from curb and located along the sidewalk line.

22.46.3011.J – Arcade



Section Diagram: Arcade



Plan Diagram: Arcade

1. Description
Arcades are facades with an attached colonnade that is covered by upper stories. The arcade should extend far enough from the building to provide adequate protection and circulation for pedestrians. This type is intended for buildings with ground floor non-residential uses.
2. Transect Zones Allowed
TOD (Allowed only east of I-710), AB
3. Size

Depth, Clear	12 ft. min.	Ⓐ
Ground Floor Height, Clear	12 ft. min.	Ⓑ
Setback From Curb	2 ft. min.	Ⓒ

4. Miscellaneous
These standards shall be used in conjunction with those for the Shop Front frontage. In case of conflict between them, the Gallery frontage standards shall govern.
Colonnades shall not screen from public view more than 25% of the ground floor facade.


Example of Arcade setback from curb used in combination with Shop Front.


Example of Arcade located at curb and covering the pedestrian walkway; used in combination with Shop Front.

22.46.3012 Signs

A. Purpose.

1. To provide property owners and occupants an opportunity for effective identification subject to reasonable and appropriate conditions for identifying goods sold or produced or services rendered in all transect zones.

2. Maintain and enhance the quality of the community's appearance by:

a. Controlling the size, location and design of temporary and permanent signs so that the appearance of such signs will reduce sign clutter, be aesthetically harmonious with their surroundings, and will enhance the overall appearance of the built environment;

b. Preserving and perpetuating uncluttered and views, and significant architecture and cultural resources; and

c. Protecting residential neighborhoods from adverse impacts of excessive signs.

3. Ensure that signs are located and designed to:

a. Maintain a safe and orderly pedestrian and vehicular environment; and

b. Reduce potentially hazardous conflicts between commercial or identification signs and traffic control devices and signs.

B. Applicability.

1. The requirements of this section apply to all on-site signs in the transect zones.

2. Signs regulated by this Form-Based Code shall not be erected or displayed unless a building permit is obtained or the sign is listed as exempt.

C. Exempt Signs. The signs in Section 22.52.810 are exempted pursuant to the provisions contained therein; and the following signs are exempt and do not require approval provided the sign conforms to the following requirements and that such sign is located in the TOD, CC, FS, AB, or NC transect zones.

1. Future tenant sign. A temporary sign that identifies the names of future businesses and shall be removed after the first business occupancy. One sign is allowed per street frontage with a maximum of 32 square feet area per sign. May only be displayed after tenant improvements begin and may not be displayed after the first occupancy of the tenant space.

2. Grand opening sign. A temporary promotional sign used by newly established businesses, within 90 days after initial occupancy, to inform the public of their location and services. "Grand Opening" does not mean an annual or occasional promotion by a business. One sign is allowed per street frontage with a maximum of 32 square feet area per sign.

3. Window sign. No more than two window signs per tenant are allowed consisting of permanently fixed individual lettering and/or logos not exceeding six inches in height and a

total maximum sign area of three square feet. A window sign shall only be externally illuminated.

4. Temporary window sign. A tenant may display one temporary window sign, provided the sign does not exceed 25% of the area of any single window or of adjoining windows on the same street frontage. Display shall not exceed 30 days with a minimum of 30 days between installation periods with a maximum of four display times per calendar year. A temporary window signs shall only be externally illuminated.

5. Directory Sign. A directory sign listing more than one tenant to provide a listing of the names of business establishments within a building or series of buildings is allowed provided the signable area is no larger than six square feet in area. Such directory sign may be wall mounted provided it is no higher than 8 feet from the finish level, or may be freestanding provided it is no higher than 3 feet from the finish level.

6. Affiliation Sign. Affiliation signs that provide notices of services (e.g., credit cards accepted, trade affiliations, etc.) are allowed provided such signs or notices shall not exceed one square foot in area for each sign, and no more than three signs shall be allowed for each business. Affiliation signs shall only be externally illuminated.

D. Prohibited Signs. Signs prohibited in Section 22.52.990 of Title 22 and all sign types and sizes not expressly allowed by this Form-Based Code are prohibited.

E. Allowed Signs.

1. The signs in Section 22.52.910, 22.52.940, 22.52.950, and 22.52.980 are allowed pursuant to the provisions contained therein.

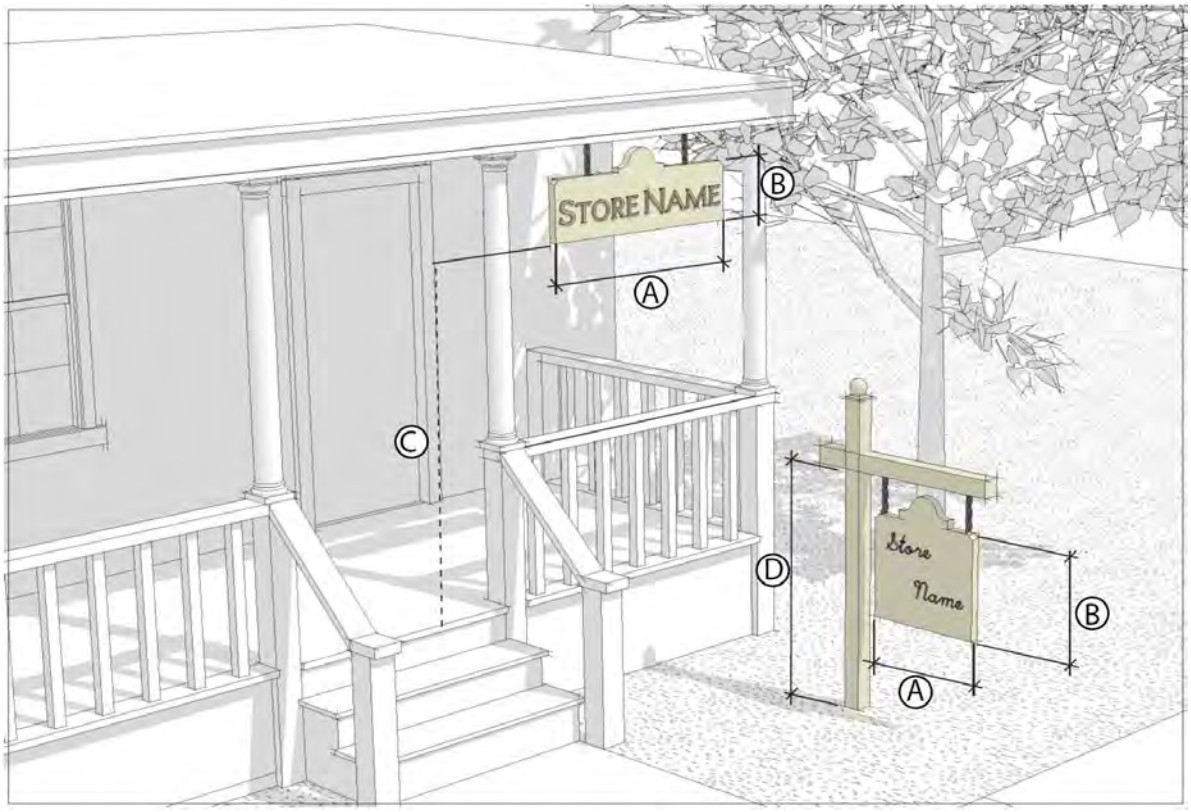
2. The sign types in subsection 22.46.3012.E.3 to 22.46.3012.E.6 are allowed in the following transect zones: TOD, CC, FS, AB, and NC.

   a. Application Requirements. A sign application shall include all information, materials, and fees required by Section 22.46.3004.B of this Form-Based Code for ministerial Site Plan Review.

   b. Review and Approval Authority. The Director may approve a sign through the ministerial Site Plan Review.

   c. Revisions to Signs. Revisions to a sign may be approved by the Director with a ministerial Site Plan Review pursuant to Section 22.46.3004.B of this Form-Based Code

22.46.3012.E.3 –Yard Sign



a. Description

The yard sign type is a sign mounted on a porch or in a yard between the public right-of-way and the building facade. Yard signs mounted on a porch are placed parallel to the building's facade. Yard signs mounted in a yard are placed parallel or perpendicular to the right-of-way.

b. Size

Signable Area		
Area	8 sq. ft. max.	
Width	3 ft. max.	Ⓐ
Height	3 ft. max.	Ⓑ

c. Location

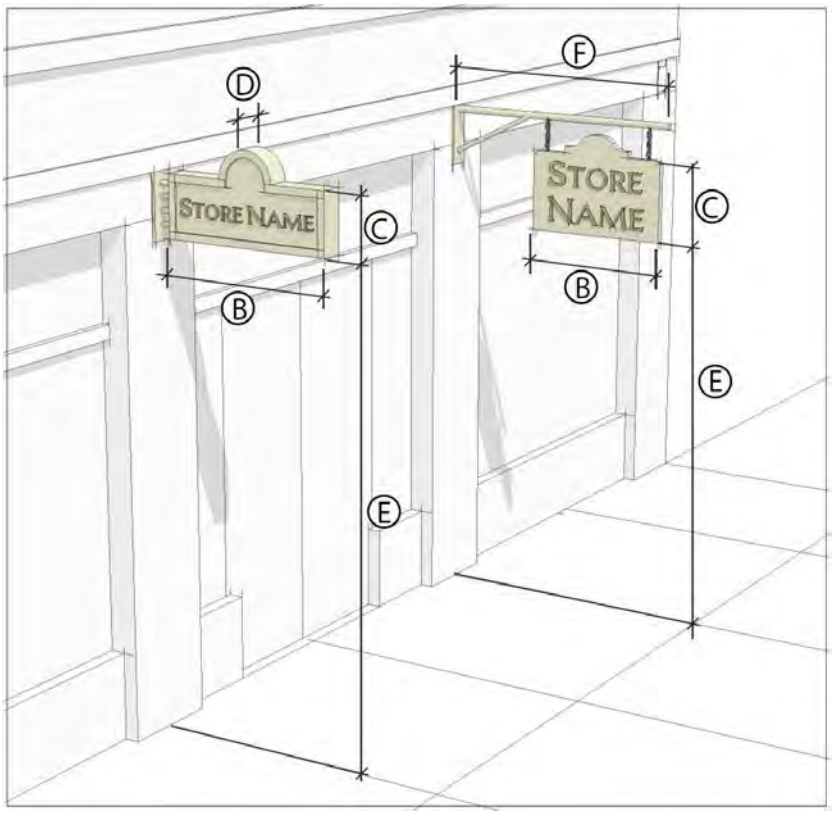
Clear Height		Ⓒ
Mounted on Porch	6 ft. 8 in min.	
Mounted in Yard	1 ft. min.	
Overall Height	5 ft. max.	Ⓓ
Signs per Building		
Mounted on Porch	1 max.	
Mounted in Yard	1 max.	

d. Miscellaneous

Signs may not be located within the public right-of-way.

Yard signs shall be parallel or perpendicular to the public right-of-way.

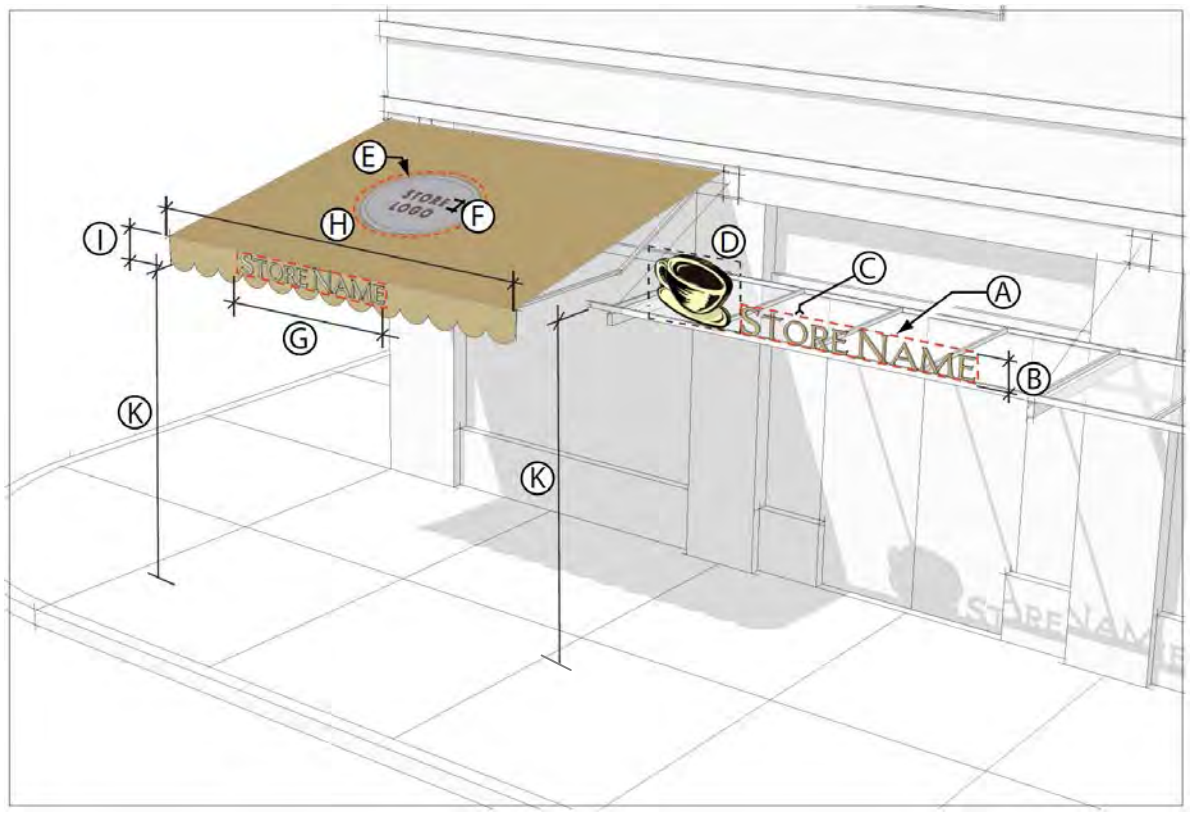
22.46.3012.E.4 – Projecting Sign



a. Description
The projecting sign type is mounted perpendicular to a building's facade from decorative metal brackets or mounted on the building wall. Projecting signs are small, pedestrian scaled, and easily read from both sides.

b. Size		
Sign Area	6 sq. ft. max. per side; 12 sq. ft. max total	Ⓐ
Width	4 ft. max.	Ⓑ
Height	3 ft. max.	Ⓒ
Thickness	4 in. max.	Ⓓ
c. Location		
Clear Height	8 ft. min.	Ⓔ
Projection	5 ft. max.	Ⓕ
Signs Per Building	1 per entry door max.	

22.46.3012.E.5 – Awning Sign



a. Description

The awning sign type is a traditional shop front element and can be used to protect merchandise, and keep interiors and sidewalk passages shaded and cool in hot weather. Tenant signs may be painted, screen printed, or appliquéd on the awnings.

b. Size

Projecting		
Signable Area	1 sq. ft. per linear ft. of shop front max.	Ⓐ
Lettering Height	12 in. max.	Ⓑ
Lettering Thickness	6 in. max.	Ⓒ
Feature/Logo	2-1/4 sq. ft. max.	Ⓓ
Sloping Plane		
Signable Area	25% coverage max.	Ⓔ
Lettering Height	18 in. max.	Ⓕ

Size (continued)

Valance		
Signable Area	75% coverage max.	Ⓖ
Width	Shop front width max.	Ⓗ
Height	8 in. min; 12 in. max.	Ⓘ
Lettering Height	8 in. max.	Ⓙ

c. Location

Clear Height	8 ft. min.	Ⓚ
Signs Per Awning	1 projecting; or 1 valance and 1 sloping max.	

d. Miscellaneous

Only the tenant's store name, logo, and/or address shall be applied to the awning. Additional information is prohibited.

Open ended awnings are encouraged.

Vinyl or plastic awnings are discouraged.

22.46.3012.E.6 – Wall Sign

a. Description
The wall sign type is flat against the facade consisting of individual cut letters applied directly to the building, raised letters on a panel, or painted directly on the surface of the building. Wall signs are placed above shop fronts and often run horizontally along the entablature of traditional buildings, or decorative cornice or sign band at the top of the building.

b. Size		
Signable Area		
Area	1 sq. ft. per linear foot of shop front width up to 30 sq. ft. max.	Ⓐ
Width	Shop front width, max.	Ⓑ
Height	1 ft. min., 3 ft. max.	Ⓒ

Size (continued)		
Lettering		
Width	75% of signable width max.	Ⓓ
Height	75% of signable height, max.; 3 ft. max., whichever is less	Ⓔ

c. Location	
Projection	8 ft. min.
Signs Per Building	1 per establishment max.

d. Miscellaneous
Changeable copy signs are only allowed for gasoline price signs, directory signs listing more than one tenant, signs advertising restaurant food specials, and films and live entertainment which change on a regular basis.
Internally illuminated signs are discouraged.
Cabinet Signs are prohibited.
Wall signs shall not protrude beyond the roof line or cornice of a building, or the building wall.

F. Creative Sign Permit.

1. Purpose. Establishes standards and procedures for the design, review, and approval of Creative Signs to:

   a. Encourage signs of unique design, and that exhibit a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

   b. Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of East Los Angeles, while mitigating the impacts of large or uniquely designed signs.

2. Applicability. A property owner or applicant may request approval of a Creative Sign Permit to authorize on-site signs that employ standards that differ from the other provisions of this section, but comply with the provisions of this subsection 22.46.3012.F.

3. Application Requirements. A Creative Sign permit application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.

4. Review and Approval Authority. The Hearing Officer may approve a Creative Sign permit through the granting of a Specific Plan Substantial Conformance Review for a Creative Sign permit pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.

5. Burden of Proof. In approving an application for a Creative Sign permit, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:

   a. Design Quality. The sign:

      i. Constitutes a substantial aesthetic improvement to the site and has a positive visual impact on the surrounding area;

      ii. Is of unique design, and exhibits a high degree of thoughtfulness, imagination, inventiveness, and spirit; and

      iii. Provides strong graphic character through the imaginative use of graphics, color, texture, quality materials, scale, and proportion.

   b. Contextual Criteria. The sign shall contain at least one of the following elements:

      i. Classic historic design style;

      ii. Creative image reflecting current or historic character of the community; and

      iii. Inventive representation of the use, name, or logo of the structure or business.

   c. Architectural Criteria. The sign:

      i. Utilizes or enhances the architectural elements of the building; and

ii. Is placed in a logical location in relation to the overall composition of the building's façade and does not cover any key architectural features or details of the facade.

d. Neighborhood Impact Criteria. The sign is located and designed as to not cause light and glare impacts on neighboring residential uses.

6. Revisions to Creative Sign Permit. Revisions to a Creative Sign permit may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new Creative Sign permit.

G. Master Sign Program.

1. Purpose. A master sign program is intended to:

a. Integrate the design of multiple signs proposed for a development project with the design of the structures, into a unified architectural statement; and/or

b. Provide a means for defining common sign regulations for multi-tenant projects, to allow latitude in the design and display of multiple signs, and to achieve, not circumvent, the intent of this Form-Based Code and the Specific Plan vision.

2. Applicability. The approval of a master sign program shall be required whenever any of the following circumstances exist:

a. The property owner or applicant requests approval of a master sign program;

b. A project is proposed with four or more non-exempt signs located on the same lot or parcel, or building; or

c. A non-exempt sign is proposed where a non-conforming sign is present on a property which has four or more tenant spaces.

3. Application Requirements. A master sign program application shall include all information, materials, and fees as required for a Substantial Conformance Review application pursuant to Section 22.46.3004.D of this Form-Based Code.

4. Review and Approval Authority. The Hearing Officer may approve a master sign program through the granting of a Specific Plan Substantial Conformance Review for a master sign program pursuant to Section 22.46.3004.D of this Form-Based Code, except that the findings for a Specific Plan Substantial Conformance Review in Section 22.46.3004.D.4 of this Form-Based Code are not applicable.

5. Burden of Proof. In approving an application for a master sign program, the applicant shall substantiate to the satisfaction of the Hearing Officer the following:

a. The master sign program complies with the purposes of this Form-Based Code and the overall intent and vision of this Specific Plan;

b. The master sign program enhances the overall development, is harmonious with, and relates visually to other signs included in the master sign program, to the structures or developments they identify, and to surrounding development;

c. The master sign program accommodates future revisions that may be required because of changes in use or tenants; and

6. Revisions to Master Sign Programs. Revisions to a master sign program may be approved by the Director with a Revised Exhibit "A" if the intent of the original approval is not affected. Revisions that would deviate from the intent of the original approval shall require the approval of a new master sign program.

H. Sign Design Recommendations. The County does not regulate the message content (copy) of signs; however, the following are principles of copy design and layout that can enhance the readability and attractiveness of signs. Copy design and layout consistent with these principles is encouraged, but not required.

1. Sign copy should relate only to the name and/or nature of the business or building.

2. Permanent signs that advertise information such as continuous sales, special prices, or include phone numbers, should be avoided.

3. Information should be conveyed briefly or by logo, symbol, or other graphic manner. The intent should be to increase the readability of the sign and thereby enhance the identity of the business.

I. Sign Maintenance Requirements. A sign that is not properly maintained or is dilapidated shall be deemed a public nuisance, and shall be abated in compliance with Part 6 of Chapter 22.60 of Title 22.

J. Nonconforming Signs and Amortization.

1. Applicability. The provisions of this subsection shall apply to all nonconforming signs.

a. In addition to all other applicable provisions of this section 22.46.3012, a nonconforming sign shall not be:

i. Modified relocated, replaced, repaired or re-established unless it is to bring the sign into conformance with the provisions of this section 22.46.3012.

ii. Re-established after damage or destruction of more than 50 percent of the replacement value of the sign prior to said damage or destruction.

2. Removal and Amortization Schedule. Any sign which is nonconforming due to the requirements of this Form-Based Code or to the requirements of Title 22, either by variance previously granted or by conformance to the existing sign regulations at the time the initial permit for such sign was issued, shall either be removed or made to comply with this Form-Based Code within 15 years from the effective date of this Form-Based Code.

22.46.3013 Block and Subdivision Guidelines

A. Purpose. This section establishes guidelines for maintaining the existing interconnected street and block network as well as for subdividing blocks into pedestrian-scaled blocks.

The procedure for subdividing land is intended to generate an urban infrastructure of small-scale, walkable blocks defined by an interconnected street network that is punctuated by a variety of public open space types.

B. Applicability. Any site that proposes new development and exceeds two acres in area should be designed in compliance with the guidelines of this section 22.46.3013.

C. Design Objectives and Subdivision Guidelines, existing blocks. Each site should be designed to:

1. Maintain the existing street network;

2. Enhance circulation and access;

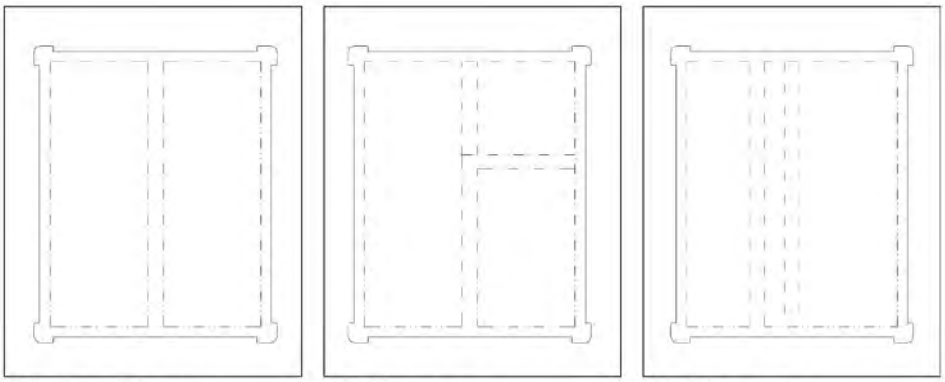
3. Generate lots within the block that facilitate pedestrian-oriented building design;

4. Generate buildings with their entrances facing bordering streets.

D. Existing Right-of-Way and Alley Guidelines.

1. Realignment of Right(s)-of-Way. Existing rights-of-way may be realigned provided that the resulting block and private property meet the guidelines of this section and the applicable building type standards of Section 22.46.3010 of this Form-Based Code.

2. Existing Alley-Access. In all cases, blocks with alleys should maintain such access. Existing alley-access may be modified through realignment; (shift, deflection, etc.) provided the realigned alley results in a minimum 100 feet of net lot depth on both sides of the realigned alley.



E. Design Objectives and Subdivision Guidelines. New blocks. Each site that exceeds 2 acres should be designed to be divided into smaller blocks with:

1. Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;

2. Service alleys within the new blocks;

3. Lots within the block(s) for the purpose of facilitating pedestrian-oriented building design;

4. Buildings, as allowed, correspond to lots with their entrances on bordering streets.

F. New Block Guidelines. The dimensional guidelines and required lot widths are summarized below:

1. Orthogonal Block Guidelines. Orthogonal blocks are rectilinear and consist of square or rectangular designs. The following guidelines apply:

a. Block Length / Width. Blocks of various designs and functions are allowed as diagrammed in this section and per the corresponding guidelines below:

Minimum: 150 feet; Maximum: 400 feet

b. Lot Width. All buildings should be designed to a lot as identified below:

Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

Maximum: 300 feet

Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

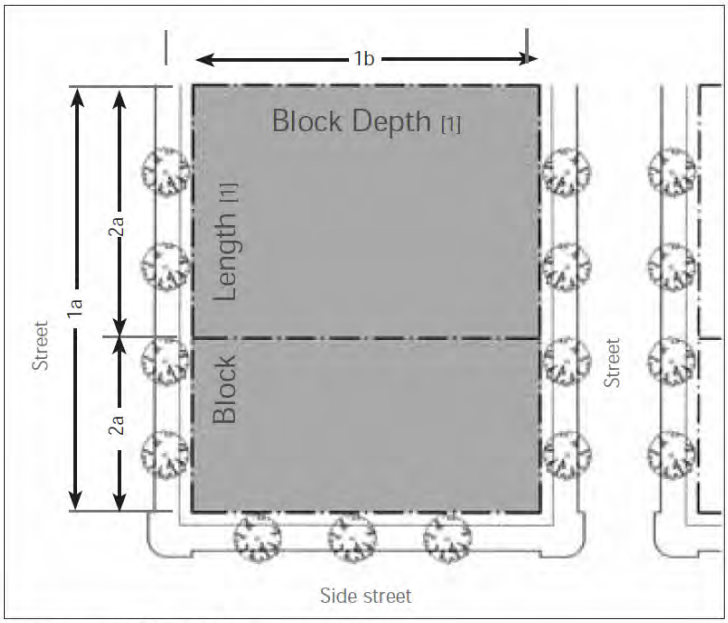


Figure 5 Orthogonal Block Guidelines Diagram

2. Trapezoidal Block Guidelines. Trapezoidal blocks are irregular in shape and consist of various designs. The following guidelines apply:

   a. Block Length / Width. Blocks of various designs and functions are allowed as identified in the diagram at left and per the corresponding guidelines below:

      Minimum: 100 feet; Maximum: average of 500 feet for two longest sides

   b. Lot Width. All buildings should be designed to a lot as identified below:

      Minimum: 50 feet or pursuant to the allowed Building Type, whichever is less

      Maximum: 300 feet

      Note: The lot is primarily for design purposes and may be made permanent through the regular process for lot line adjustments, or lot and/or tract maps.

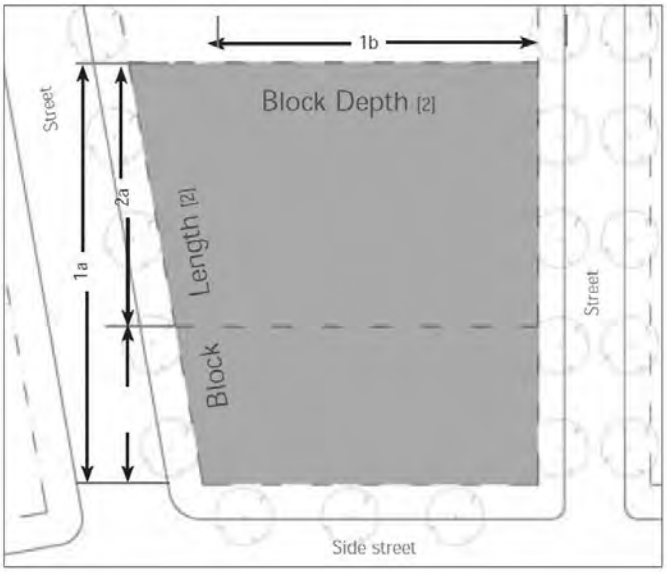


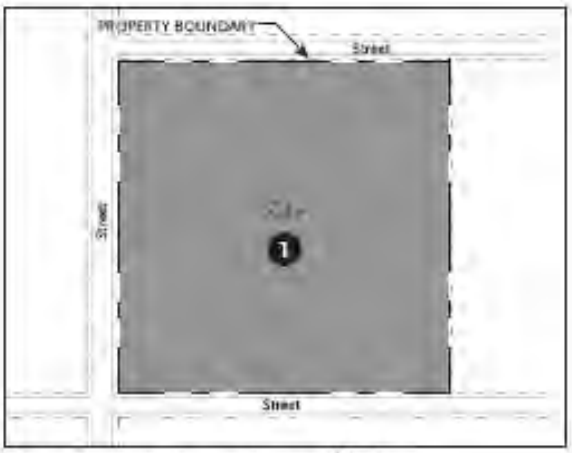
Figure 6 Trapezoidal Block Guidelines Diagram

   3. Streets / Rights-of-Way. All blocks should be designed to support a pedestrian-oriented environment pursuant to the goals and policies of the Specific Plan.

G. Illustrative Sequence: Applying Subdivision Guidelines to Achieve Pedestrian-Scaled Buildings.

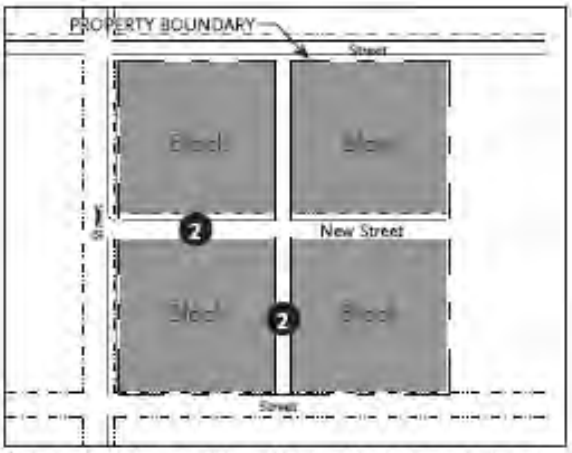
   This series of diagrams identifies the sequence of creating and maintaining walkable and multi-modal blocks to be developed in a variety of ways per the provisions of this Form-Based Code. This information illustrates the intent of the subdivision guidelines of Section 22.46.3014, combined with the building type standards of Section 22.46.3010, Title 21 of the County Code, provide direction on how to subdivide large lots.

Step 1: Existing Site. Sites larger than 2 acres should be subdivided further to create additional blocks. For sites less than 2 acres in size the requirements to introduce streets and alleys do not apply.



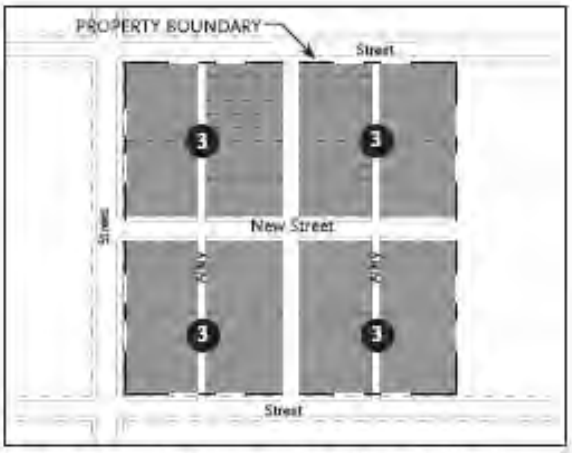
Existing site prior to creating new blocks

Step 2: Introduce Streets. Sites being subdivided into additional blocks should introduce pedestrian-scaled streets and comply with applicable block-size requirements.



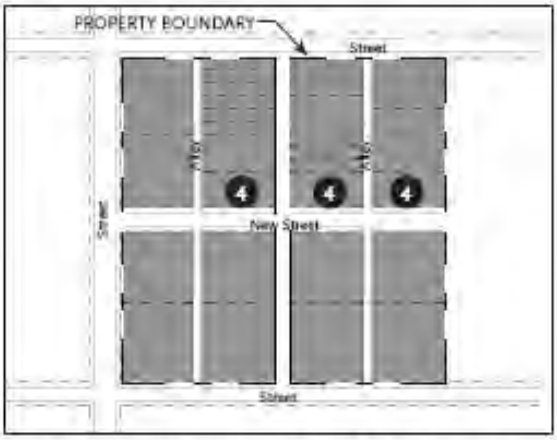
Streets are introduced to acheive pedestrian-scaled environment

Step 3: Introduce Alleys. Vehicular and pedestrian access to blocks and their individual lots is allowed only by alley/lane, side street or, in the case of residential development, via small side drives accessing multiple dwellings. The intent is to maintain the integrity and continuity of the streetscape without interruptions such as driveway access. Therefore, although residential development allows minor interruptions along the primary frontage, the introduction of rear service thoroughfares such as alleys and lanes is required.



Alleys are introduced to provide service and vehicular access

Step 4: Introduce Lots. Based on the type(s) of blocks created and the thoroughfare(s) that they front, lot(s) are introduced on each block to correspond with the allowable building types. These lot(s) are for the purpose of design and reflect the minimum area needed to effectively design corresponding building types. The permanence of the lot/lot lines is not required by these guidelines.



Lots are introduced per the width and depth requirements per the Building Type (Section 5.4.1)

Step 5: Introduce Projects. Each lot is designed to support a building(s). Lots can be configured for the allowed building types in the transect zone. The allowable building types are combined with the allowable frontage types, per the transect zone in which the lot is located.

Projects/Buildings are introduced per the applicable requirements:

APPENDIX

I. DEVELOPMENTAL INFLUENCES

A. Housing Subdivisions

One of the first subdivisions in the project area was Occidental Heights, located south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. (The university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898.) Most of the land to the north of 3rd Street was also subdivided in 1887. That area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights. To coax buyers to consider the Occidental Heights Tract the advertisements read:

> Situated just outside the city limits...on a high plateau commanding the most delightful views in every direction. Free from the fogs which prevail in the western portion of the city, and receiving daily and delightful sea-breeze uncontaminated by the smoke and smells of the city. (Los Angeles Times, April 3, 1887.)

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

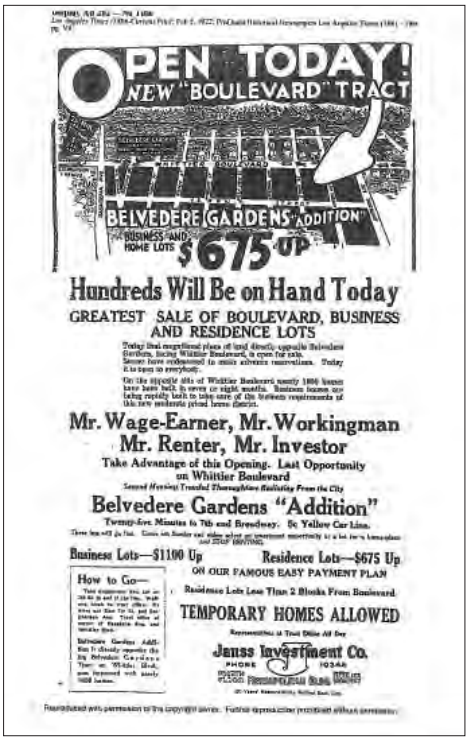
Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

A streetcar suburb is a community whose growth and development was strongly shaped by the use of streetcar lines as a primary means of transportation. Los Angeles owes its growth and layout to the streetcar. The streetcar transported passengers over distances they could not easily cover on foot at a small cost shared by many patrons. Streetcars were originally animal powered carts rigged with multiple seats riding small steel rails; a configuration that avoided tiring ruts, dust and the cost of paved roads. Where a man alone could perhaps commute on foot a half mile or more from home to work, mass transit brought that same man the ability to commute three or four miles in relative comfort. Cable cars and then electric trolleys improved on animal traction with higher speeds and better reliability without pollution. (SurveyLA "Draft Historic Context Statement", Chapter 3-4, March 13, 2008.)

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding availability of land for residential development. In a city like Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. (National Register Bulletin "Historic Residential Suburbs," http://www.nps.gov/history/Nr/publications/bulletins/suburbs/part1.htm. U.S. Department of the Interior, National Park Service. Accessed January 29, 2009.)

The extension of the Stephenson Avenue streetcar was completed to the eastern city limits in 1905. It was operated by the Los Angeles Railway. The Stephenson Avenue line was known as the "R" line and



1920s real estate advertisements

ran east from downtown Los Angeles on 7th Street and connected up with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. In the 1920s as development extended eastward the streetcar followed along Whittier Boulevard where lots were sold for commercial purposes. The Indiana Street shuttle line (35) ran from Whittier Boulevard to 1st Street to connect the "R" and "P" lines from 1920 to 1946. The "P" line, to the north, ran parallel to 6 Whittier Boulevard along 1st Street. (Hill's Map of Greater Los Angeles, (Los Angeles, CA: Hill Map Co.) 1938.)

The early development of 3rd Street shows a small number of commercial properties; no readily available information verified the presence of a streetcar on 3rd Street that would have promoted early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of LaVerne Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in 1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition, are located south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: "One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population." (6 Los Angeles Times, October 9, 1921.)

The Janss Investment Company was a successful real estate development company founded in 1893 by Dr. Peter Janss to provide homes for people of limited incomes. The Janss Corporation eventually developed a number of subdivisions in Southern

California, including parts of Monterey Park, Boyle Heights, and the San Fernando Valley. Janss was a full-service company, employing its own architects and engineers. It did all of its own public improvements and grading, and even planned parks and school sites. They saw in "Westwood Hills" the opportunity to create a premier middle-class subdivision for the Westside. By 1922, they were aggressively promoting home sites south of Wilshire Boulevard. Development of Westwood Village was underway by 1928 to accommodate the growth stimulated by the newly opened University of California, Los Angeles.

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing, including several lumber mills which provided supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

The subdivision of Eastmont, directly east of Belvedere Gardens between 3rd Street and Whittier Boulevard, was developed in 1922. Eastmont was very similar to Belvedere Gardens in that the lots were sold without improvements. The developers were also looking at the increase in industry near the rail lines that would attract potential buyers. The attractive home site prices, proximity to public transportation and workplace made the southern communities of East Los Angeles a very desirable location in the early 1920s.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents.

The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. Other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30 were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city's Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948 which is evidenced by one- to two-story mid-century modern commercial office buildings.

One of the last subdivisions to be developed was the area east of Atlantic Boulevard and south of 3rd Street. In the early 1930s, the heirs to one of the last remaining Spanish ranchos, Rancho San Antonio, sold a portion of the property to community developers Hamilton Sales Corporation. The upturn in factory building in the area prompted the need for additional housing. The neighborhood became known as Bella Vista and it was the largest home building and development programs launched in East Los Angeles since the late 1920s. Demonstration or model homes were built to lure prospective home buyers to the area. Homes in this area date from the mid-1930s into the late 1940s. This is the most cohesive development in the project area.

B. Housing

The condition of housing in East Los Angeles is a product of the historical development of the community and the socio-economic status of the residents. Topography, age of housing, quality of construction, existing zoning, some absentee landlords, varied maintenance, over-crowding, and the negative environmental impacts of freeways has determined the current character of East Los Angeles.

The early developments, including Belvedere Gardens and Eastmont, sold lots without improvements. The owner was then expected to build their own home. Because the developers were eager to sell their lots they allowed temporary homes to be built at the rear of the lots until the homeowner could

1973 Nuestro Ambiente Survey

1973 Use	2009 Use	Comments
Catholic Youth Organization	Self Help Graphics	Social and cultural landmark; Change of name and service
Salas Drug Store		Not present
Belvedere Jr High School	Belvedere Jr High School	Physical landmark
Tom's Burgers	Tom's Burgers	Social landmark
Baptist Seminary	Eastside Mental Health Center	Social landmark; Change of name and service
Eastside Boys Club	Boys and Girls Club of East LA	Social landmark; Change of name
Acapulco Eating Stand		Not present
Our Lady of Lourdes Church	Our Lady of Lourdes Church	Physical and religious landmark
El Santuario de Guadelupe	El Santuario de Guadelupe	Physical and religious landmark
Calvary Cemetery	Calvary Cemetery	Physical landmark
Garfield High School	Garfield High School	Physical landmark
Belvedere Park	Belvedere Park	Physical landmark
1st Street & Indiana Street		Area of significance
Brooklyn Avenue (Cesar Chavez Avenue) & Rowan		Area of significance
1st Street & Rowan Avenue		Area of significance

afford a permanent dwelling which was restricted to a certain character or style. As a result, there are many properties within the project area from the 1920s that have two homes of approximately the same era on one lot.

C. Transportation

Transportation has played a vital role both in the development and disruption of East Los Angeles. In the 1880s the railroads helped to establish communities along their routes which promoted early settlement in areas farther away from the City center. The interurban transit system, beginning in the early 1900s, helped lure more people to these newly developed areas via local transportation which created the streetcar suburb. The freeways ostensibly did the same thing, another improved system for moving people farther out. However, their intrusion through established neighborhoods created barriers, noise and pollution.

The freeways fragmented many of the neighborhoods of the project area beginning in the 1950s with the Long Beach Freeway (710) which runs north-south crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (60) was built beginning in the mid-1960s and runs east-west mostly parallel to 3rd Street but crossing over 3rd Street just west of the Calvary Cemetery. (The Pomona freeway (60) was built from 1965-71. The Long Beach freeway (710) was built from 1952-65.) They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas and introduced new housing stock to established neighborhoods in addition to displacing both residents and businesses.

D. Commercial Corridors

The commercial corridors run mainly east-west along Brooklyn Avenue (now Cesar E. Chavez Avenue), 1st Street, 3rd Street, and Beverly Boulevard. The north-south corridors are Mednick Avenue and Atlantic Boulevard. The ownership of parcels along 3rd Street currently mirrors the Hispanic heritage, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s.

The Mexican community developed their own commerce first along Brooklyn Ave, then Mednik Avenue and 1st Street in the 1920s. Brooklyn Avenue was further developed through groups with higher economic means, mostly Jewish merchants from surrounding areas such as Boyle Heights. Post World War I industry and the increase of the automobile

created the segregated southern communities such as Belvedere Gardens in the 1920s and Eastmont in the 1930s. Infrastructure improvements also played an important role in the development of the southern communities; in 1923 Whittier Boulevard was paved with sidewalks eastward from Eastern Avenue to the City of Montebello which allowed for further commercial growth to support surrounding communities.

II. COMMUNITY LANDMARKS

Community landmarks are locations where people congregate and interact. They reflect the resident's religious, and cultural background, social and economic status. Churches, schools and community centers provide the expected social and recreational opportunities. Shopping and eating in the neighborhood are functional as well as social events.

In East Los Angeles there are distinct structures, locations and activity centers which reflect a certain character and uniqueness about the community. They act as points of reference and identification, perform an important function or provide a local service. Landmarks can be physically prominent, historically significant or of social, religious or cultural value.

The 1973 study Nuestro Ambiente listed several community landmarks, and this historic context study has used this as a basis for continuing analysis.

As this list illustrates, the religious faith of East Los Angeles is an integral part of the community's history and Mexican culture, tradition and ceremony. The social services that churches provide are key community elements because they address themselves to specific needs of the community.

The importance of public facilities implies the potential and responsibility of the public sector to improve the community environment. Schools, parks, libraries and health facilities can have an impact by addressing specific community needs.

Commercial establishments relate to the historical growth of the area. The first commercial strip to develop was along Brooklyn Avenue, between Ford Boulevard and Mednik Avenue in the Maravilla neighborhood. It contained several community landmarks including a market, Catholic church and Mexican bakery promoting the community's history, religion and ethnic background.

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III. SURVEY RESULTS

A. PURPOSE

Historic Resources Group performed a reconnaissance survey of the 3rd Street Corridor from Indiana Street along 3rd Street to Sadler Avenue on January 8, 2009, noting a mix of residential and commercial structures, with a few religious and institutional properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and surrounding communities. Additional reconnaissance of surrounding neighborhoods in the project area to identify potential historic resources within the project area were made on September 2nd, 4th, 10th and 11th, 2009.

Historic resources may be designated at the federal, state and local levels. There are no current designated resources in East Los Angeles at the federal or state level. The County does not have a program for designating resources at the local level, however, a new historic preservation ordinance is being prepared. Several buildings in the project area have been previously surveyed and are listed in the California State Historic Resources Inventory. Those that have a status code of 5 or lower are noted in the tables below. A 2S status code means the property has been determined eligible for the National Register as a separate listing; a 3S status code means the property appears eligible for listing in the National Register as a separate property; a 5S2 status code means the property is eligible for local listing only.

B. 3RD STREET CORRIDOR SURVEY

Moving from west to east on 3rd Street, the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Historic Resources Group has identified some potential historic resources that may be of interest and retain a degree of historic integrity. Additional research would be needed to determine if these buildings are examples of residential and commercial architecture of the time period for this community and therefore eligible for some level of designation.

The tables below list property types of interest identified during the reconnaissance survey. They include residential bungalows; commercial properties including storefronts, corner stores, lunch stands and office buildings; cemeteries; churches; schools and one industrial site.

NORTHWEST QUADRANT (BELVEDERE)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
3691 E. 3rd St.	Commercial	ca. 1960	Mid-century restaurant	7R
3747-3751 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3809 E. 3rd St.	Commercial	ca. 1945	Car wash; could be oldest car wash in East Los Angeles	7R
4101-4103 E. 3rd St.	Church	1949	Santuario de Nuestra Senora de Guadalupe Church	2S
4249 E. 3rd St.	Commercial	ca. 1966	Mid-century gas station; metal roof	7R
260 S. Eastern Ave.	Cemetery	n/d	United Serbian Benevolent Cemetery	7R

SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
3644-3672 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3674 E. 3rd St.	Commercial	ca. 1930	Streamline storefront	7R
3700-3744 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3748 E. 3rd St.	Commercial	1918	Corner store; rare example of property type on 3rd St.	2S
3772 E. 3rd St.	Church	1931	Our Lady of Lourdes Church	2S
3886 E. 3rd St.	Residential	1890	Victorian house; rare example of property type on 3rd St.	2S
3916 E. 3rd St.	Commercial	ca. 1920	Vernacular storefront strip; rare example of property type on 3rd St.	7R
4201 Whittier Blvd.	Cemetery	1896	New Calvary Cemetery	2S
4322-4326 E. 3rd St.	Industrial	1934	Art Deco light industrial; rare example of property type on 3rd St.	7R
4338 E. 3rd St.	Residential	ca. 1921	Vernacular bungalow from Belvedere Gardens subdivision; rare example of property type on 3rd St.	7R

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NORTHEAST QUADRANT (MARAVILLA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4619-4621 E. 3rd St.	Commercial	1946-47	Moderne commercial court	7R
5245 Pomona Blvd.	Commercial	1956	Mid-century; mortuary	7R
5255 Pomona Blvd.	Commercial	1962	Mid-century; office building	7R
5425 Pomona Blvd.	Commercial	1954	Mid-century; office building	7R

SOUTHEAST QUADRANT (BELVEDERE GARDENS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4504 E. 3rd St.	Commercial	n/d	Mid-century neon sign; need to check date	7R
4642 E. 3rd St.	Commercial	1950	Vernacular lunch stand; rare example of property type on 3rd St.	7R
4765 E. 4th St.	Institutional	1939	Griffith Middle School	5S2
5034 E. 3rd St.	Commercial	1950	Mid-century; auto repair	7R
5048 E. 3rd St.	Commercial	1949	Mid-century; restaurant/bar	7R
5100 E. Beverly Blvd.	Commercial	1955	Mid-century; lunch stand; rare example of property type on 3rd St.	7R
256 S. Atlantic Blvd.	Commercial	1947	Mid-century; retail storefront strip; neon tower sign; rare example of property type on 3rd St.	7R
5226 Pomona Blvd.	Commercial	1948	Mid-century; restaurant	7R
5236 Pomona Blvd.	Commercial	1962	Japanese nursery; rare example of property type on 3rd St.	7R
5260 Pomona Blvd.	Commercial	1957	Mid-century; office building	7R
5400 Pomona Blvd	Commercial	1961	Mid-century; office building	7R
5420 Pomona Blvd.	Commercial	n/d	Japanese nursery; rare example of property type on 3rd St.	7R
5440 Pomona Blvd.	Commercial	1964	Mid-century; office building	7R
5442 Pomona Blvd	Commercial	1950	Mid-century; office building	7R

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KING
TACO


Sanyo
NURSERY
5236
DR. EARTH
ORGANIC FERTILIZERS


PARKING


PEP BOYS

C. RESIDENTIAL NEIGHBORHOOD SURVEY

Historic Resources Group used maps generated by Moule & Polyzoides to overlay potential significant historic resources and areas of potential neighborhood conservation zones.

There are no intact development patterns evident in the western region of the project area. However, potentially significant individual properties that are particularly good examples of a style or rare property type and, blocks faces that could be potential conservation zones with similar lot sizes, cohesive setbacks, housing types and architectural styles still exist, add character to the neighborhood and physically tell the story of neighborhood development.

The integrity of much of the housing stock is impaired due to of the addition of non-original stucco, vinyl or other siding and replacement windows and doors. Many original single-family houses have been subdivided and are currently multi-family. Those properties that have moderate to good integrity and are a good or rare example of a style are hi-lighted on the maps and listed in the tables below. They include residential bungalows, schools, cemeteries and churches. Moving from west to east, the residential bungalows progress from older properties of the 1900s and 1920s to newer construction from the 1930s, 1940s and 1950s. The styles progress from with Craftsman moving into Revival styles, and at the farthest east Minimal Traditional styles.

1. Northwest Quadrant (Belvedere)

Generally, the housing stock in this area ranges from the 1910s to the 1940s. The most significant buildings date from the 1910s and 1920s. Of interest, there are many one and two-story Craftsman style houses, schools, churches, and commercial blocks, and one multi-family building. The intact block patterns tend to be across from the Belvedere Elementary and High Schools. The western portion of the area is laid out in a strong grid pattern with the block running north-south and the lots running east-west until the topography changes towards the east end. The integrity deteriorated farther east towards the 710 Freeway with fewer significant properties.

NORTHWEST QUADRANT (BELVEDERE)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
116-18 S. Alma Ave.	Residential	1885	Victorian house; rare example of property type	3S
156 N. Alma Ave.	Residential	1907		7R
135 S. Hicks Ave.	Residential	1908		7R
219 N. Hicks Ave.	Residential	1907/15		7R
200-300 Block N. Hicks Ave.	Residential Block			7R
223 S. Ditman Ave.	Residential	1910	Craftsman bungalow	7R
227-29 N. Ditman Ave.	Residential	1912	Craftsman bungalow	7R
235 N. Ditman Ave.	Residential	1915	Craftsman bungalow	7R
239 N. Ditman Ave.	Residential	1909	Craftsman bungalow	7R
124 N. Townsend Ave.	Institutional	1925	Belvedere Lodge	7R
315 N. Townsend Ave.	Residential	1914/26		7R
3601-03 Michigan Ave.	Residential	1911/23	Spanish stucco with arches; two-story multi-family	7R
200 Block S. Rowan Ave.	Residential Block			7R
139-41 N. Rowan Ave.	Residential	1909/21		7R
307-09 N. Rowan Ave.	Residential	1923	Craftsman bungalow	5S2
200-300 Block N. Rowan Ave.	Residential Block			7R
3647 1st St.	Commercial	1927	Unique Theater	5S2
3724 1st St.	Institutional	1922	Belvedere Elementary School	2S
100-200 Block S. Eastman Ave.	Residential Block			7R
140-42 N. Gage Ave.	Residential	1909		7R
171 N. Gage Ave.	Residential	1908		7R
217-19 N. Gage Ave.	Residential	1922		7R
227-29 N. Gage Ave.	Residential	1912		7R
100-300 Block N. Gage Ave.	Residential Block			7R
3800 Cesar Chavez Ave.	Institutional	1927	Self Help Graphics	7R
217 N. Record Ave.	Residential	1913		7R
227 N. Record Ave.	Residential	1912		7R
312 N. Record Ave.	Institutional	n/d	Belvedere Junior High School	7R
200-300 Block N. Record Ave.	Residential Block			7R
3962 Michigan Ave.	Residential	1909	Carriage house	7R
216 S. Sunol Dr.	Residential	1909		7R
173 N. Sunol Dr.	Residential	1915		7R
4102 Zaring St.	Residential	1901		7R

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2. Southwest Quadrant (Occidental Heights)

This area is predominantly residential. A majority of the area is laid out in a strong grid pattern with the blocks running east-west and the lots running north-south until the topography changes towards the north and east. The housing stock is mainly 1½ to 2-story Craftsman style with several good examples throughout the area. Many of the deep lots have allowed for two units on a single lot. Some of these units are newer vintage but we also noticed that the back units were also Craftsman bungalows. Of interest is one school, the Calvary Cemetery and a social services building on Indiana Street.

There were fewer intact block patterns in this area. Of particular interest is a Craftsman grouping on the 3700 block of Fourth Street and a Spanish stucco grouping on the 600 block of S. Ditman Avenue The Craftsman grouping is particularly noteworthy because it backs up to a block on 3rd Street that was noted in the 3rd Street survey as an intact grouping of residential properties. As a result, this entire block may be the only intact example of early development Craftsman bungalows in the study area. In addition, the grouping of 1920s Spanish style stucco bungalows which have the same massing and design are a rare example of the work of a single builder, contractor or developer.

3. Northeast Quadrant (Maravilla)

There were very few examples of residential property types in this area that have historic significance and no intact block patterns. The area is a mix of residential properties, schools, institutional properties and cemeteries. There is a good amount of new development which compromises the historic integrity of this area.

SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
512 S. Indiana St.	Institutional	1930	East Los Angeles Mental Health	3S
4201 E. Whittier Blvd.	Cemetery	1896	Calvary Cemetery	2S
4117-19 Hubbard St.	Residential	1908	Craftsman bungalow	7R
4121 Hubbard St.	Residential	1917	Craftsman bungalow	7R
3823-25 Princeton St.	Residential	1921	Craftsman bungalow	7R
3827-29 Princeton St.	Residential	1921	Craftsman bungalow	7R
3741 E. 6th St.	Residential	1919	Craftsman bungalow	7R
3745 E. 6th St.	Residential	1910	Craftsman bungalow	7R
3634 Lanfranco St.	Residential	1911	Craftsman bungalow	7R
3635-37 Lanfranco St.	Residential	1912	Craftsman bungalow	7R
3651 Lanfranco St.	Residential	1928	Craftsman bungalow	7R
3655-57 Lanfranco St.	Residential	1927	Craftsman bungalow	7R
538 S. Ditman Ave.	Residential	1914	Craftsman bungalow	7R
3700 Block 4th St.	Residential Block	1910s	Craftsman grouping	7R
616-32 S. Ditman Ave.	Residential Block	1920s	Spanish stucco grouping	7R
610 S. Rowan Ave.	Institutional	1916	Rowan Avenue Elementary School	3S
466 S. Rowan Ave.	Residential	1922	Craftsman bungalow	7R
463 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
459 S. Rowan Ave.	Residential	1921	Craftsman bungalow	7R
443 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
667 S. Bonnie Beach	Residential	1923	Craftsman bungalow	7R
663 S. Bonnie Beach	Residential	1909	Craftsman bungalow	7R
453 S. Bonnie Beach	Residential	1915	Craftsman bungalow	7R
401 S. Bonnie Beach	Residential	1914	Craftsman bungalow	7R
351-53 S. Bonnie Beach Pl.	Residential	1921	Craftsman bungalow	7R

NORTHEAST QUADRANT (MARAVILLA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
4360 E. 1st St.	Cemetery	1922	Chinese Cemetery	5S2
4319 E. 2nd St.	Cemetery	1930	Russian Molokan Cemetery	5S2
4355 E. 2nd St.	Cemetery	1908-10	St. Sava Serbian Church and Cemetery	2S
4539-41 Michigan Ave.	Residential	1928-33	Craftsman bungalow	7R
335 N. McDonnell Ave.	Residential	1924-26	Craftsman bungalow	7R

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4. Southeast Quadrant (Belvedere Gardens/Eastmont/Bella Vista)

This area has the most variety of housing styles. There are early development housing stock including Craftsman bungalows; 1920s Revival styles including Spanish, Tudor and Storybook; and pre- and postwar 1930s-50s minimal traditional housing. The older styles remain at the west end just east of Calvary Cemetery, the Revival Styles tend to be located in the Belvedere Gardens development and the pre- and postwar housing begins east of Atlantic Boulevard in the Edgemont and Bella Vista developments. The integrity is the lowest west of Arizona with only a handful of good examples including the Humphrey's Avenue School, a small Art Deco style church, and Craftsman and Spanish stucco style bungalows. There are several intact block patterns around Garfield High School farther to the east and a particularly good example of a Spanish stucco style bungalow court on the 500 block of Fetterly Avenue. The prewar housing to the east of Atlantic Boulevard in the Eastmont and Bella Vista developments is predominantly 1-story single-family dwellings mixed with 1 to 2-story multi-family dwellings. The architectural style tends to be Minimal Traditional. Via Corona Street just north of Repetto Street and south of Beverly Boulevard is notable because it is the only street in the project area that has street trees. The areas north of Repetto Street appear to be postwar developments which mirror the commercial development along Pomona and Beverly Boulevards. A small postwar development north of Pomona Boulevard at Woods Avenue has larger lot sizes than other blocks in the project area. The postwar housing stock in this area is very cohesive but the integrity ranges from excellent intact housing stock to poor because of replacement windows and doors, however the footprints are generally intact and there have been very few teardowns.

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SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
631-35 S. Humphreys Ave.	Residential	1928		7R
644 S. Humphreys Ave.	Institutional/Church	1932	Community Bible Fellowship; Art Deco	7R
500 S. Humphreys Ave.	Institutional/ School	n/d	Humphreys Ave. Elementary School	7R
480 Betty Ave.	Residential	1924	Spanish stucco bungalow	7R
612 S. Duncan	Residential	1921		7R
408 S. McBride Ave	Residential	1925		7R
500 S. McDonnell Ave.	Residential	1926		7R
539 S. Arizona Ave.	Residential	1922		7R
353-55 S. Arizona Ave.	Residential	1923	Spanish stucco bungalow	7R
4765 4th St.	Institutional/ School	1939	Griffith Middle School	5S2
562-70 S. Fetterly Ave.	Residential	1934	Spanish stucco bungalow court; rare example of property type	7R
560 S. Fetterly Ave.	Residential	1936	Tudor Revival bungalow	7R
544-48 S. Fetterly Ave.	Residential	1924	Spanish stucco bungalow	7R
449-50 S. Ferris Ave.	Residential	1919	Craftsman bungalow	7R
400 Block S. LaVerne Ave.	Residential Block	1920s	1920s Revival style grouping	7R
344-46 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
326 S. LaVerne Ave.	Residential	1929	Spanish stucco bungalow	7R
500 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
400 Block Clela Ave.	Residential Block	1920s	1920s Revival style grouping	7R
422 Clela Ave.	Residential	1937	Ranch house	7R
389 Clela Ave.	Residential	1928	Storybook bungalow	7R
377 Clela Ave.	Residential	1928	Spanish stucco bungalow	7R
396 S. Vancouver Ave.	Residential	1927	Spanish stucco bungalow	7R
5101 E. 6th St.	Institutional/ School	n/d	Garfield High School	7R
400-500 Block S. Woods Ave.	Residential Block	1920s	1920s Revival style grouping	7R
558 S. Woods Ave	Residential	1930	Spanish stucco bungalow	7R
5134-3S. Eagle St.	Residential	1941	Streamline Moderne multi-family complex; rare example of property type	7R
387 Amalia Ave.	Residential	1924	Craftsman bungalow	7R
420 Amalia Ave.	Institutional/ School	n/d	Fourth Street Elementary School	7R
428 Hillview Ave.	Residential	1937	Spanish stucco bungalow	7R
400 Hillview Ave.	Residential	1938	Spanish stucco bungalow	7R
400 Block Oakford Dr.	Residential Block	1930s	1930s Minimal Traditional style grouping	7R
436 Oakford Dr.	Residential	1930	Minimal Traditional house	7R
432 Oakford Dr.	Residential	1939	Minimal Traditional house	7R
428 Oakford Dr.	Residential	1941	Minimal Traditional house	7R

SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	**Property Type**	**Approximate Year(s) Built**	**Comments**	**HRI Status Code**
424 Oakford Dr.	Residential	1941	Minimal Traditional house	7R
403 Oakford Dr.	Residential	1904	Craftsman bungalow	7R
5200-5300 Block Via Corona St.	Residential Block	1940s-1950s	1940s and 1950s Minimal Traditional style grouping with street trees	7R
5264-66 Via San Delarro St.	Residential	1952	Minimal Traditional multi-family	7R
5244 Via San Delarro St.	Residential	1947	Minimal Traditional multi-family	7R
5326 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5377 Via San Delarro St.	Residential	1940	Minimal Traditional house	7R
5323 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5262 Via Campo St.	Residential	1952	Minimal Traditional multi-family	7R
5270 Dewar Ave.	Residential	1935	Minimal Traditional house	7R
5326 Dewar Ave.	Residential	1936	Minimal Traditional house	7R
5335 Dewar Ave	Residential	1948	Minimal Traditional multi-family	7R
281 S. Hillview Ave.	Residential	1950	Minimal Traditional multi-family	7R
291 S. Hillview Ave.	Residential	1948	Minimal Traditional multi-family	7R
278 S. Hillview Ave.	Residential	1946	Minimal Traditional house	7R
321 Margaret Ave.	Residential	1941	Minimal Traditional house	7R
315-17 Margaret Ave.	Residential	1951	Minimal Traditional multi-family	7R
309-11 Margaret Ave.	Residential	1941	Minimal Traditional multi-family	7R
271 Oakford Dr.	Residential	1949	Minimal Traditional house	7R
202 S. Vancouver Ave.	Residential	1947	Minimal Traditional house	7R
225 S. Bleakwood Ave.	Residential	1950	Minimal Traditional house	7R
230 S. Bleakwood Ave.	Residential	1942	Minimal Traditional house	7R
215 S. Roscommon Ave.	Residential	1942	Minimal Traditional house	7R
222 S. Roscommon Ave.	Residential	1950	Minimal Traditional house	7R
213 S. Westcott Ave.	Residential	1951	Minimal Traditional house	7R
206 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
212 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
5310-14 Fernfield Dr.	Residential	1957/58	Minimal Traditional house	7R
5320 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5324 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5330 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5402 Fernfield Dr.	Residential	1947	Minimal Traditional house	7R

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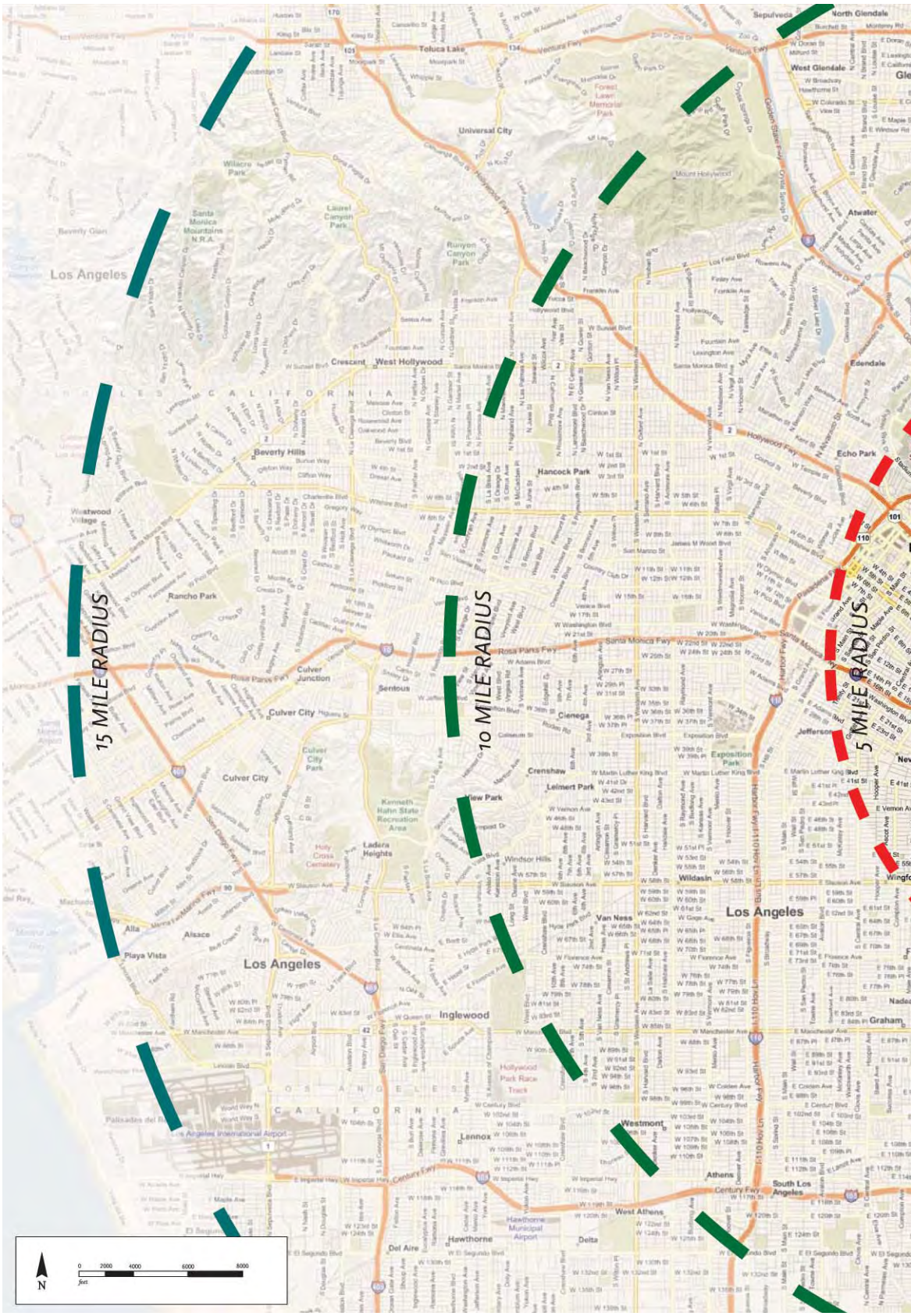
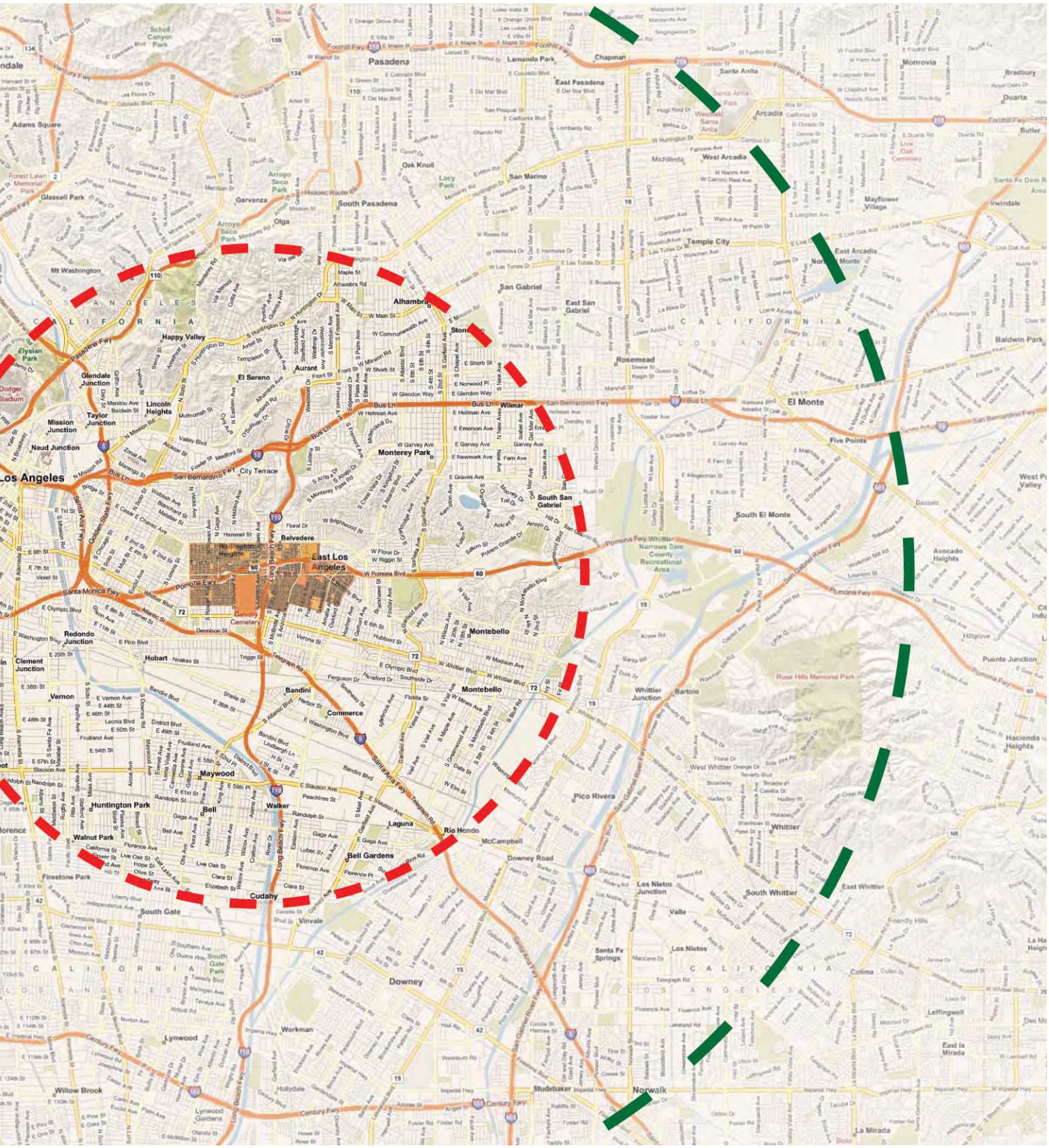
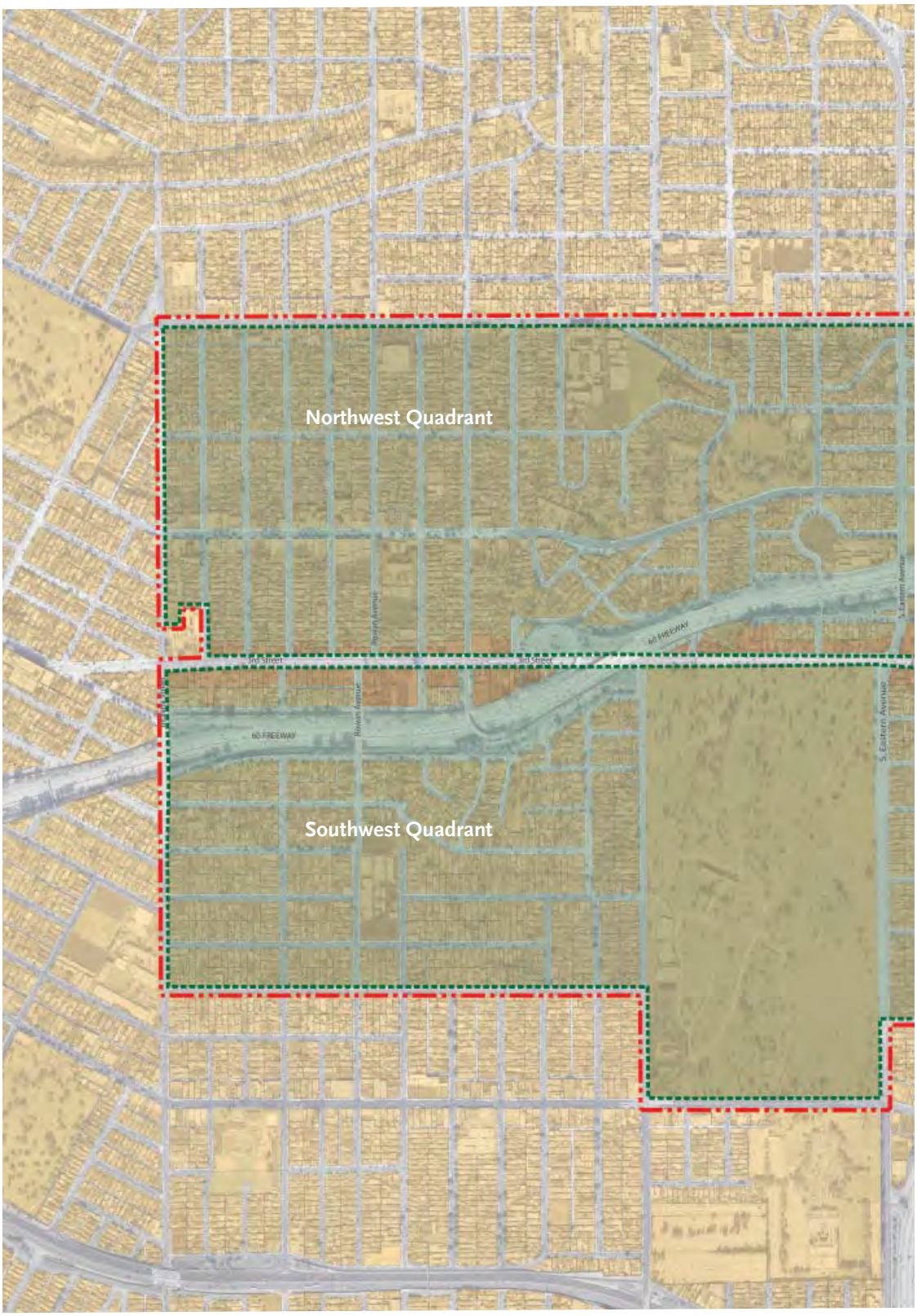
I. REGIONAL CONTEXT



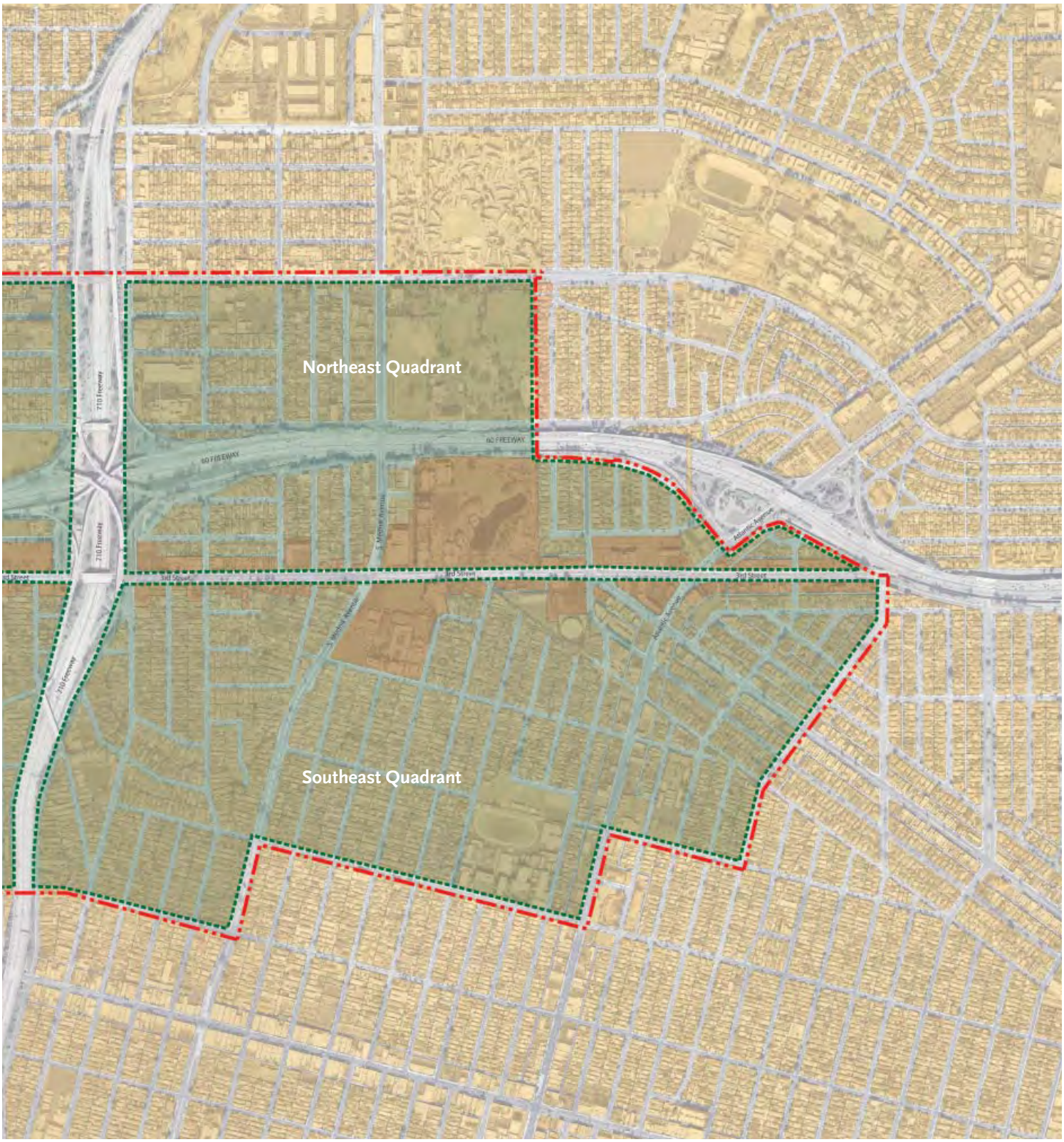

Pasadena
Chapman
Lamanda Park
East Pasadena
Santa Anita
Monrovia
Bradbury
Duarte
Arcadia
Adams Square
Oak Knoll
San Marino
West Arcadia
Glassell Park
Garvanza
South Pasadena
Mayflower Village
Irwindale
Olga
Temple City
Mt Washington
East Arcadia
San Gabriel
Alhambra
Happy Valley
Rosemead
Baldwin Park
Elysian Park
Glendale Junction
El Sereno
Aurant
Lincoln Heights
Taylor Junction
Mission Junction
Naud Junction
Wilmar
El Monte
Five Points
Monterey Park
Los Angeles
City Terrace
South San Gabriel
South El Monte
Belvedere
East Los Angeles
Narrows Dam County Recreational Area
Avocado Heights
Montebello
Redondo Junction
Clement Junction
Hobart
Bandini
Commerce
Whittier Junction
Bartolo
Puente Junction
Rose Hills Memorial Park
Vernon
Maywood
Huntington Park
Bell
Walker
Laguna
Rio Hondo
McCampbell
Pico Rivera
Whittier
Haciendas Heights
Walnut Park
Bell Gardens
Downey Road
Los Nietos Junction
South Whittier
East Whittier
Firestone Park
Cudahy
South Gate
Vinvale
Valle
Los Nietos
Santa Fe Springs
Downey
Colima
Lynwood
Workman
Leffingwell
East la Mirada
Willow Brook
Studebaker
Norwalk
La Mirada

II. QUADRANT PLAN

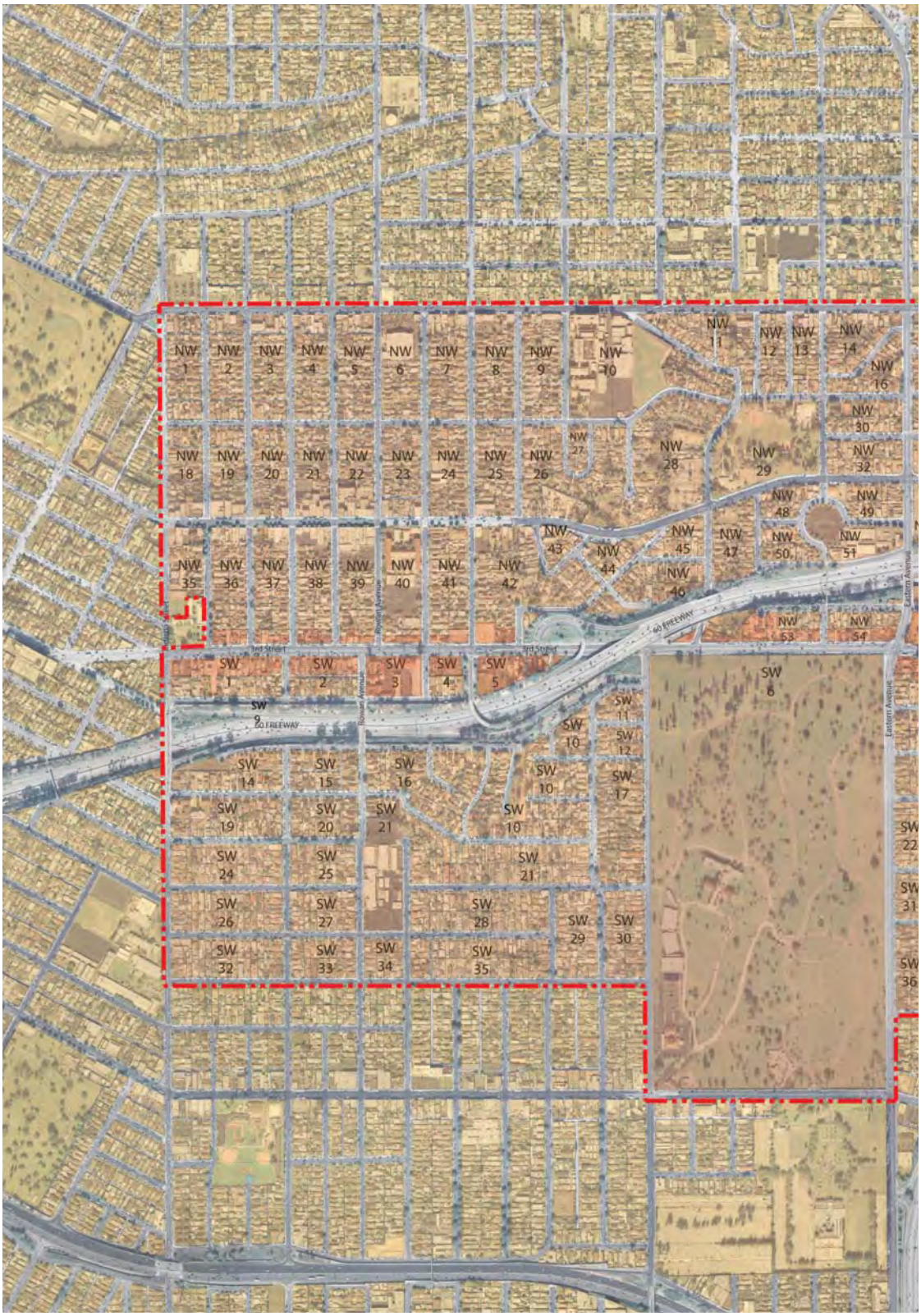


LEGEND

- 3rd Street Parcels within the Specific Plan Area
- Specific Plan Parcels - Other than 3rd Street Parcels
- Parcels Outside of Specific Plan Boundary
- Specific Plan Boundary
- Quadrant Boundary within the Specific Plan Area


Northeast Quadrant
Southeast Quadrant
60 FREEWAY
710 Freeway
3rd Street
Atlantic Avenue
S Mednik Avenue

III. CAPACITY DIAGRAM



LEGEND

- Third Street Parcels within the Specific Plan Boundary
- Specific Plan Parcels - Other than Third Street Parcels
- Parcels Outside of Specific Plan Boundary
- SW — Southwest Quadrant Block 1
- A-1 — Block Section A Parcel 1


NW 15
NW 17
NW 31
NW 33
NW 34
NE 1
NE 2
NE 3
NE 4
NE 5
NE 6
NE 7
NE 8
NE 9
NE 10
NE 11a
NE 11b
NE 12
NE 13
NE 14
NE 15
NE 16
NE 17
NE 18
NE 19
NE 20
NE 21
NE 22
NE 23
NE 24
NE 25
NE 26
NE 27
NE 28
NE 29
NW 52
NW 55b
SW 8
SW 7
SW 23
SE 1a
SE 1b
SE 2
SE 3
SE 4
SE 5
SE 6
SE 7
SE 8
SE 9
SE 10
SE 11
SE 12
SE 13
SE 14
SE 15
SE 16
SE 17
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SE 44
SE 45
SE 46
SE 47
SE 48
SE 49
SE 50
SE 51
SE 52
SE 53
SE 54
SE 55
SE 56
SE 57
SE 58
SE 59

IV. 3RD STREET PARCELS SUMMARY

THIRD STREET CORRIDOR TOTALS					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
4,226,458	97.03	777,651	185	8,036,810	1,886

THIRD STREET CORRIDOR SUBTOTALS - WEST OF 710 FWY					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
1,067,546	24.51	178,772	78	3,457,981	871

THIRD STREET CORRIDOR SUBTOTALS - EAST OF 710 FWY					
EXISTING DEVELOPMENT				ALLOWED DEVELOPMENT	
Parcel Area (sq/ft)	Parcel Area (Acres)	Building Sq/ Ft	Units	Max Area Allowed (all floors combined)	Equivalent Res'l Units
3,158,941	72.52	598,879	107	4,578,829	1,015


60 FREEWAY
710 Freeway
Eastern Avenue
3rd Street
Atlantic Avenue

V. 3RD STREET PARKING CONDITIONS

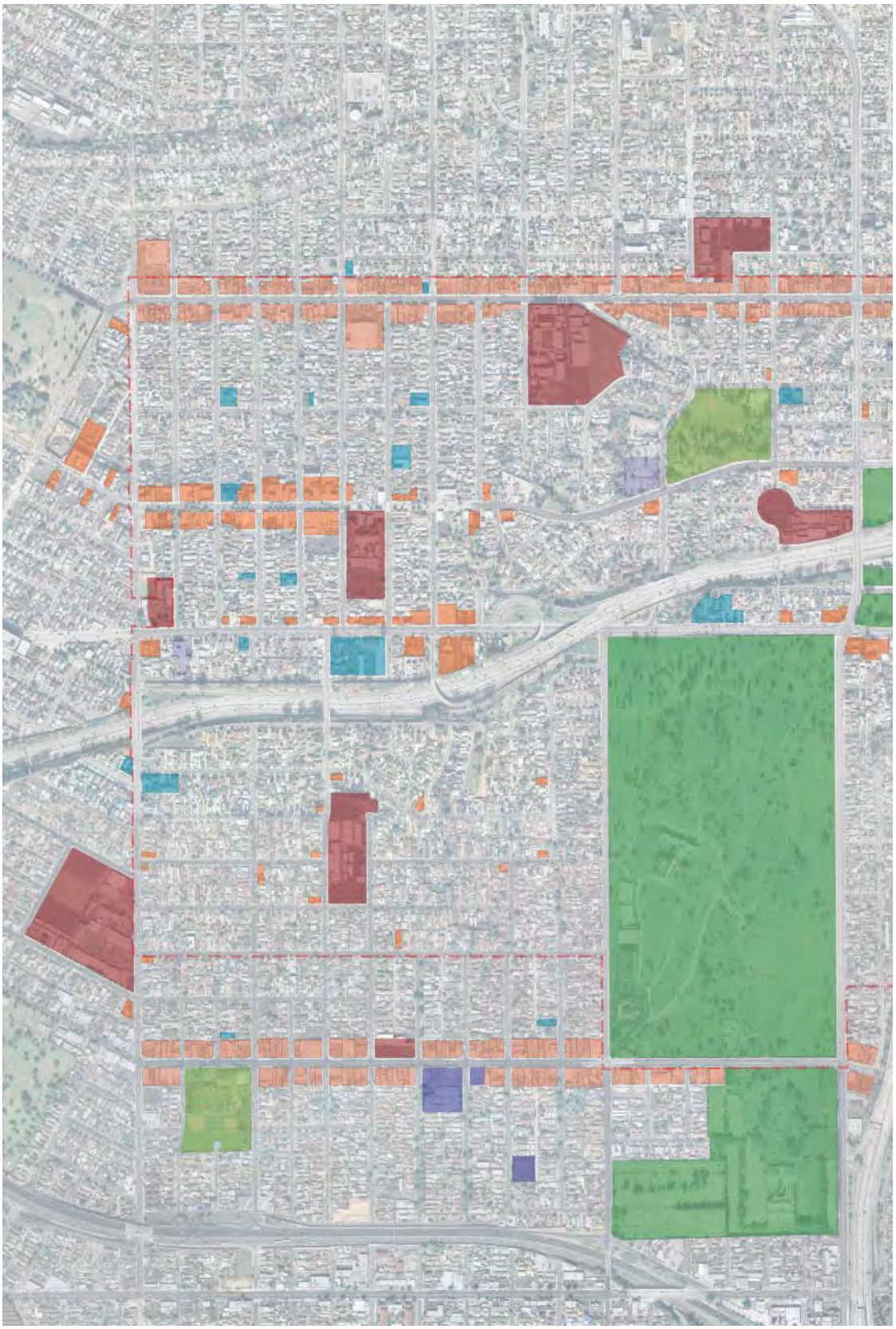

60 FREEWAY
710 Freeway
Eastern Avenue
3rd Street

VI. 3RD STREET SHALLOW PARCELS

THIRD STREET PARCELS - SHALLOW LOTS					
Quadrant	NW	NE	SW	SE	TOTAL
Total Lots	62	44	58	61	229
Shallow Lots (<100')	37	13	5	35	90
%	59.7	27.1	8.6	57.4	39.3


60 FREEWAY
710 Freeway
Eastern Avenue
Atlantic Avenue
3rd Street

VII. COMMUNITY RESOURCES



I. NEIGHBORHOOD HOUSING STUDIES

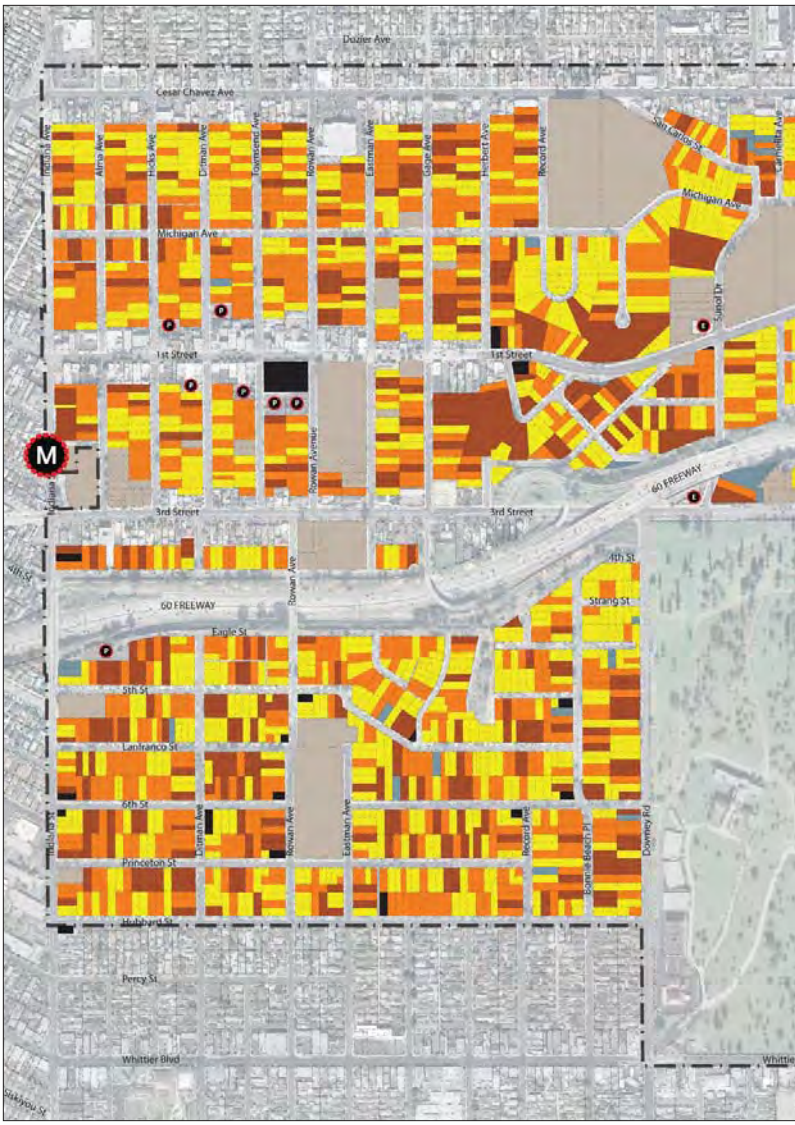


FIGURE 4A - EXISTING DWELLINGS PER LOT

- 1 Unit
- 2 Units
- 3+ Units
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station

1" = 1200'

N

0 600 1200 2400

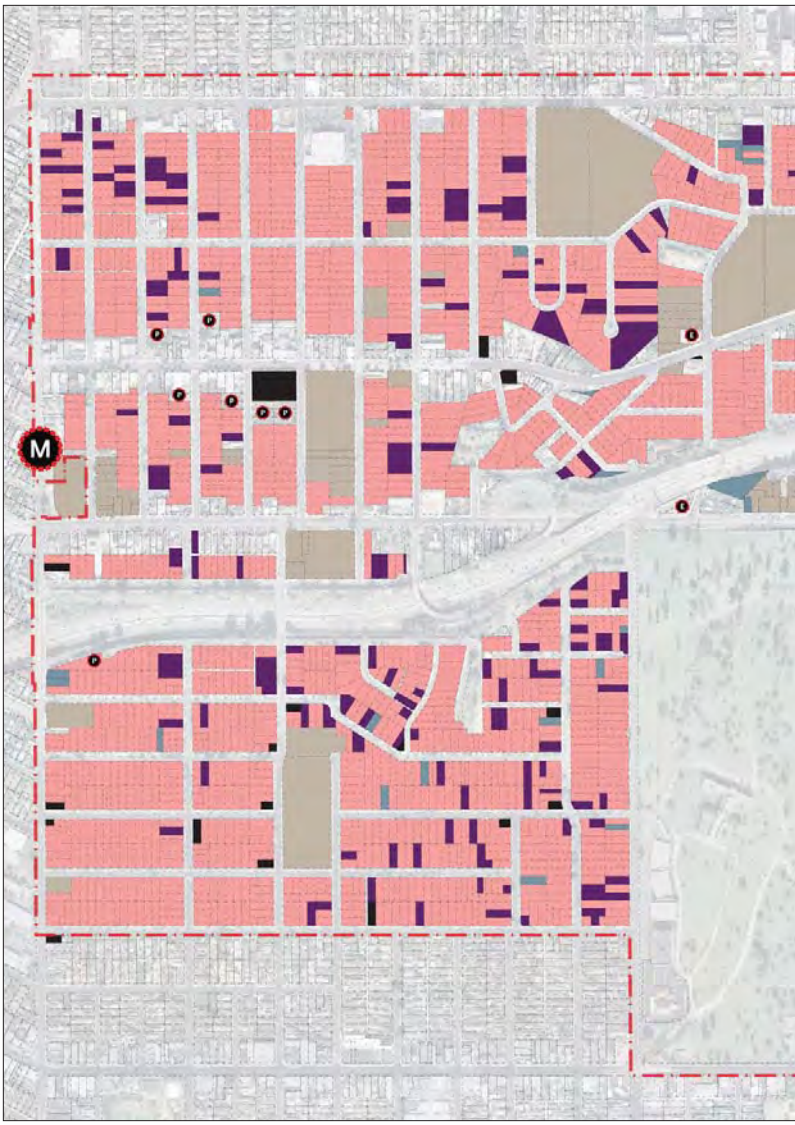
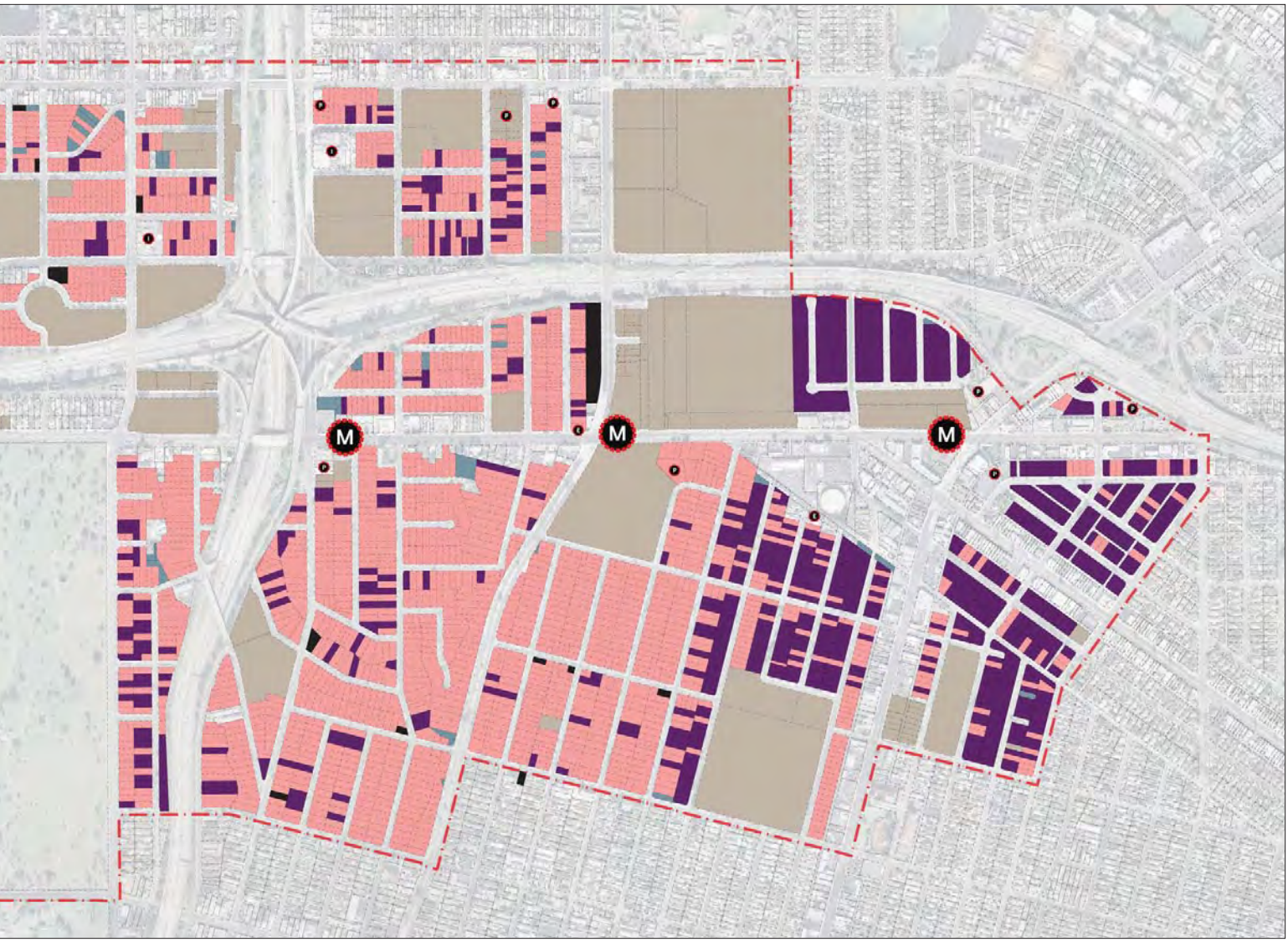


FIGURE 4B - EXISTING PARKING CONDITIONS

- Visible garages and/or garages for auto use
- Driveway Parking
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station



N

1" = 1200'

0 600 1200 2400

FIGURE 4C - EXISTING PROPERTY CONDITIONS

- Good Condition
- Moderate Condition
- Deficient Condition
- Vacant Lot
- Neighborhood Retail
- Community Resource
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station

N

1" = 1200'

0 600 1200 2400

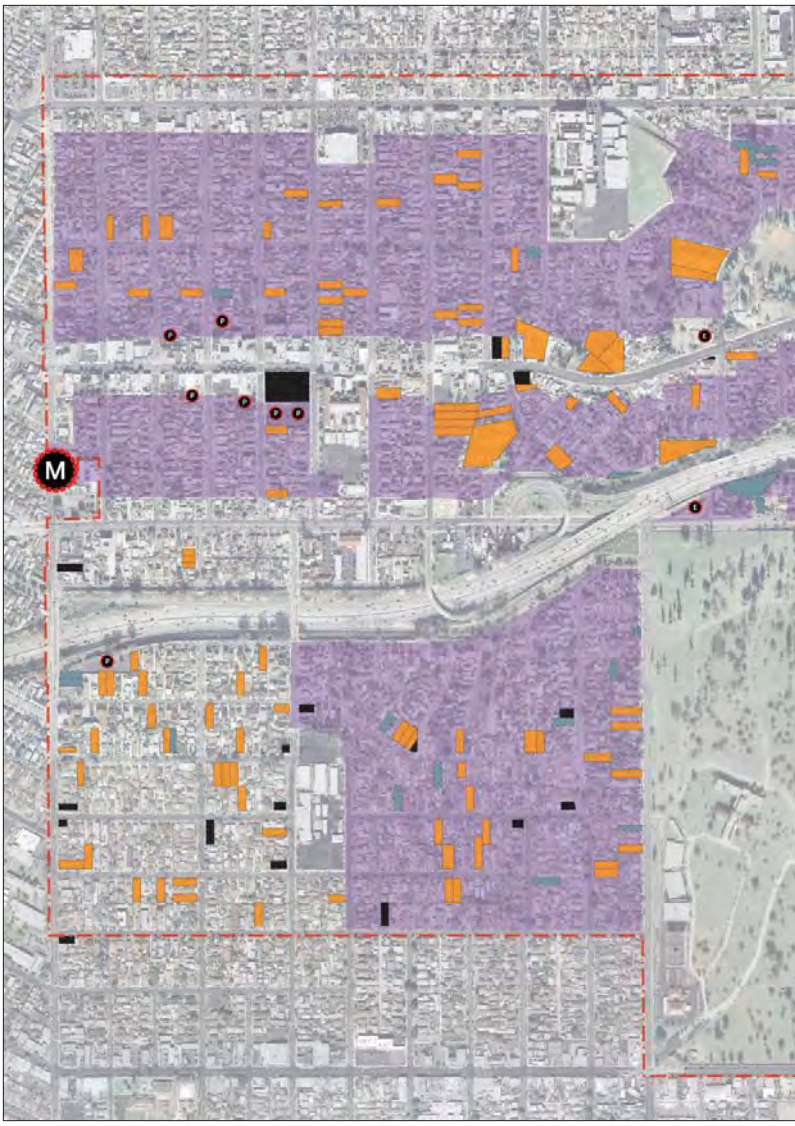


FIGURE 4D - CONCENTRATION OF 4+ DWELLINGS PER LOT

- 4+ Units
- Vacant Lot
- Neighborhood Retail
- R2 Zoning District
- P Parking
- E Electrical Substation
- I Industrial
- C Commercial
- Specific Plan Boundary
- M Metro Gold Line Station

N

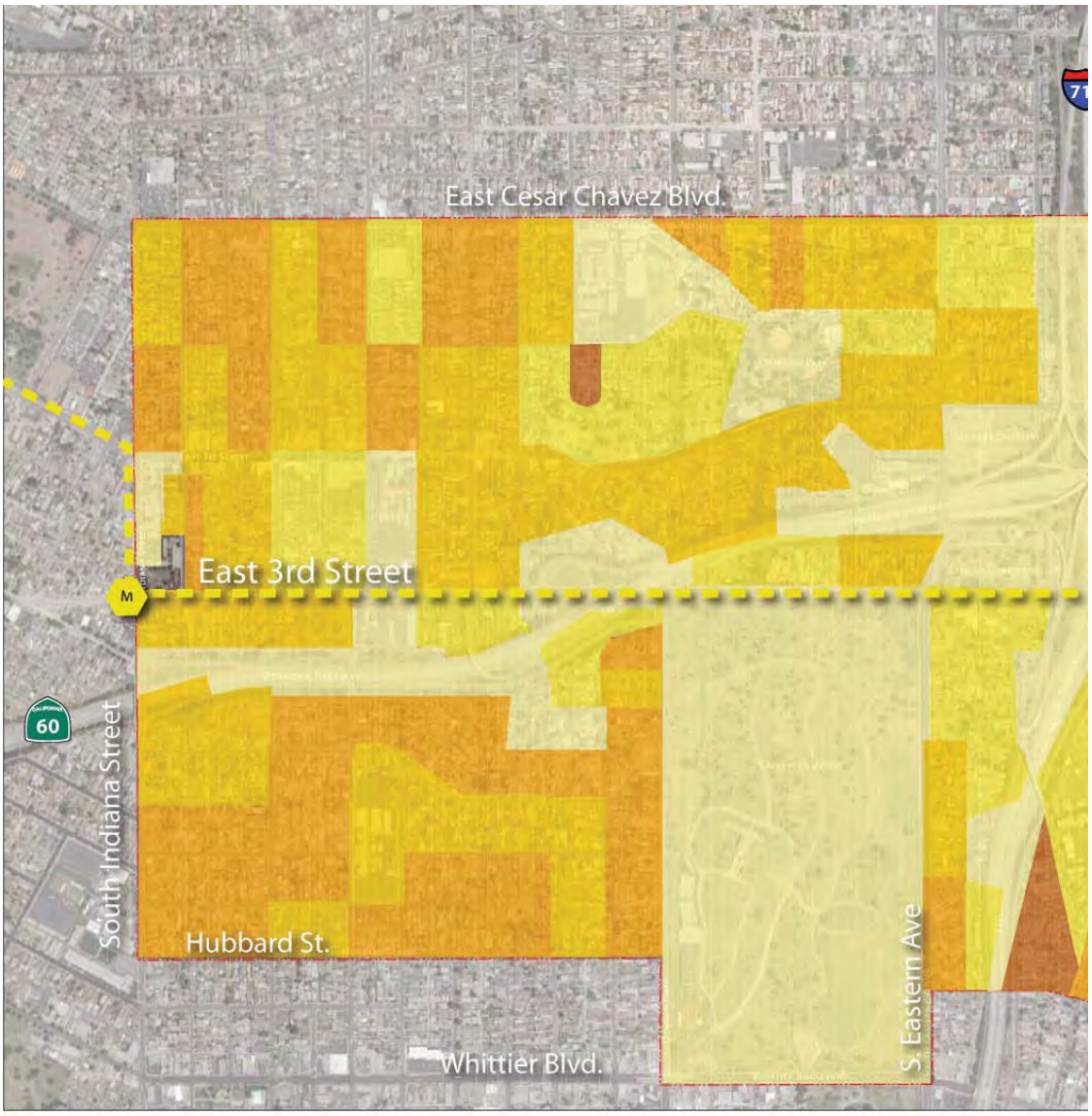
1" = 1200'

0 600 1200 2400

I. REGIONAL OPEN SPACE AND CONNECTIVITY


EL SERENO
LOS ANGELES
ALVAREZ
EMORIAL PARK
MONTEREY
PARK
GOLF
COURSE
MONTEREY PARK
10
PINETREE
PARK
SYBIL BRAND
INSTITUTE
CITY TERRACE
CITY TERRACE PARK
EAST LOS ANGELES
BELVEDERE PARK
OBREGON PARK
M
M
M
M
CALVARY CEMETERY
MONTEBELLO
COUNTRY CLUB
ATLANTIC BOULEVARD
CO PARK
SALAZAR
PARK
5
ASHIYA
PARK
710
BRISTOW
PARK
SAYBROOK
PARK
BANDINI

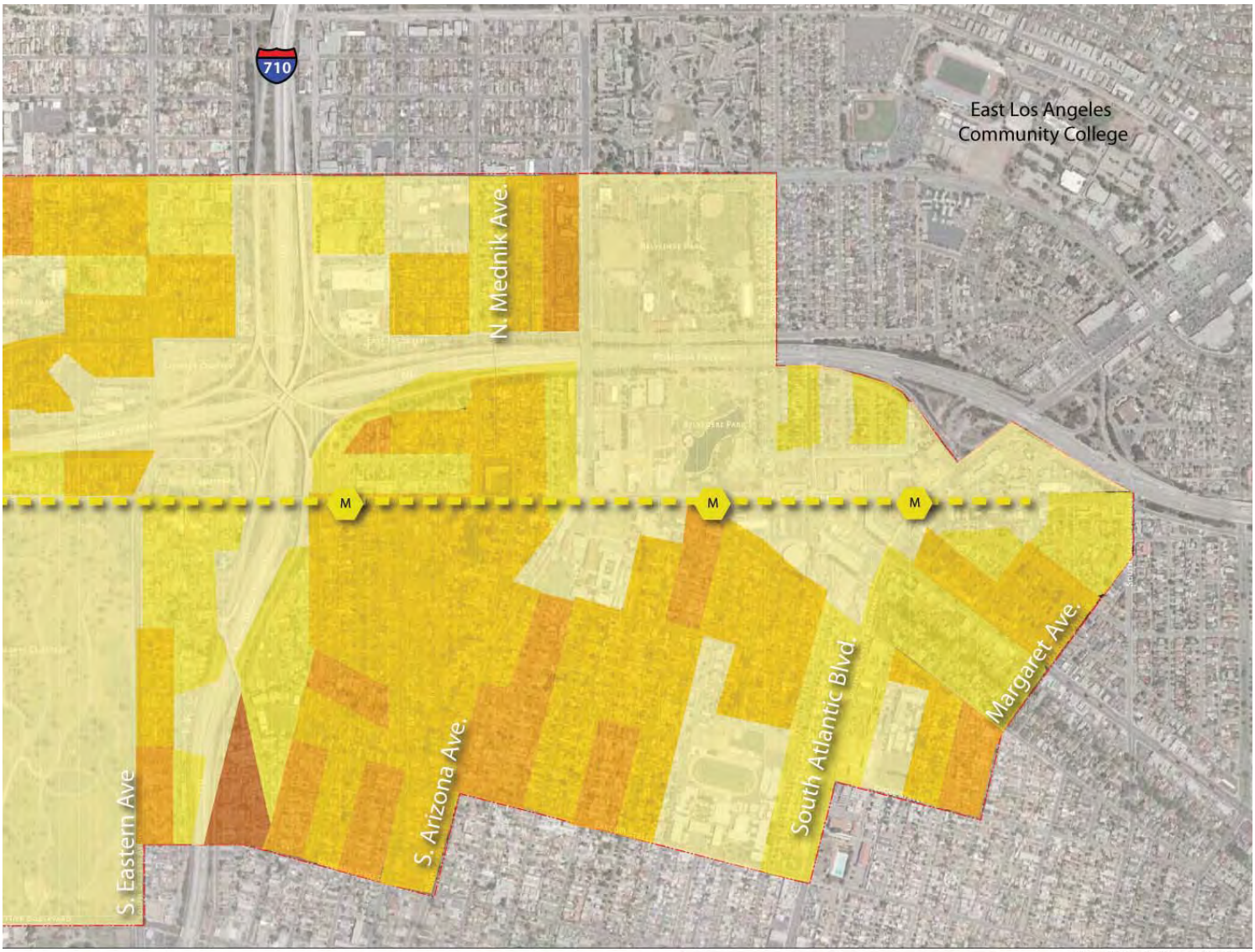
II. POPULATION



EAST LOS ANGELES DEMOGRAPHICS

- 96.7% Hispanic or Latino
- 56.3% Households with one or more children under 18 years old
- Estimated median household income: $35,482 (California: $59.948)
- Median resident age: 26.5 (California: 33.3)

Sources: US Census Bureau (2000); www.citydata.com (2007)



Source: US Census Bureau: "East Los Angeles CDP, California by Block" (2000)

LEGEND

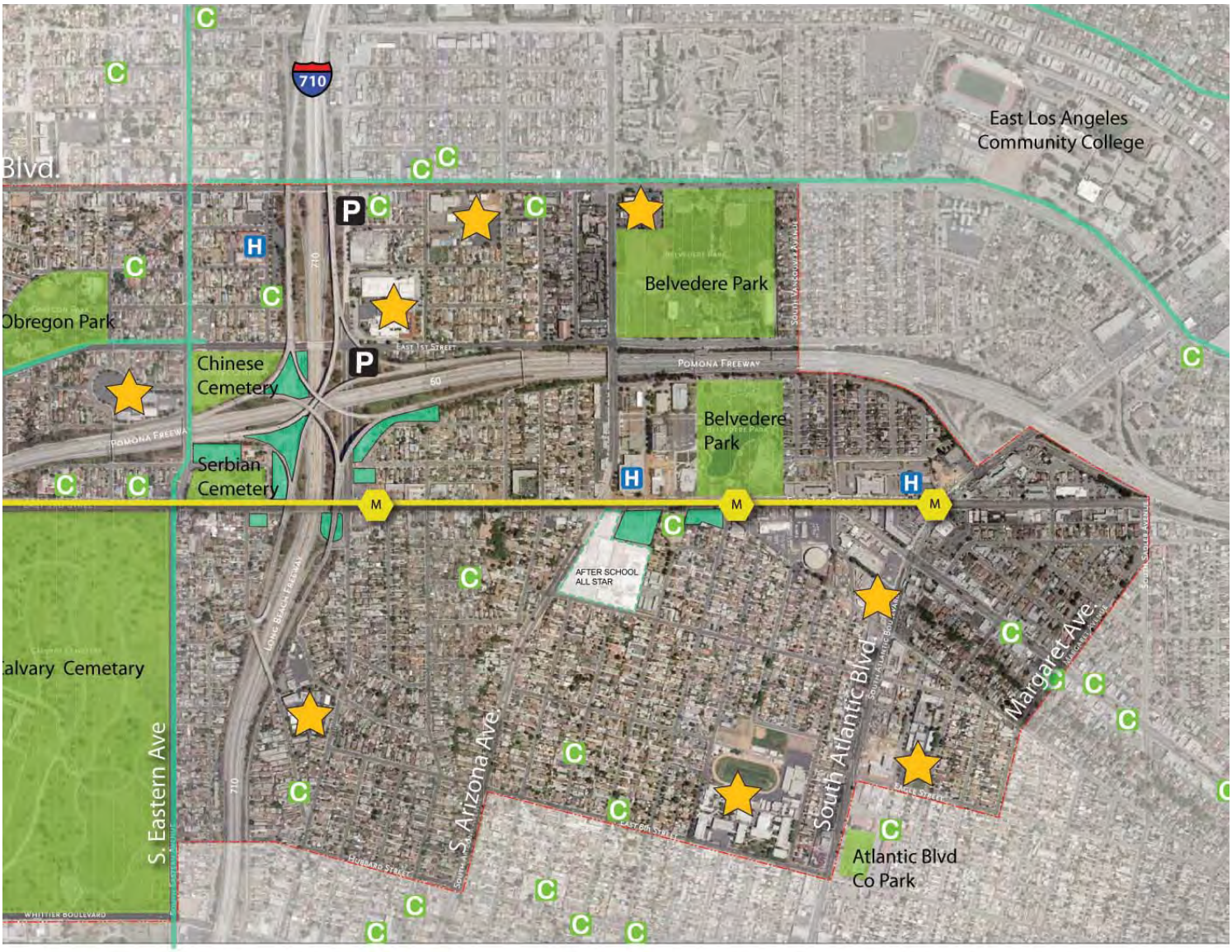
ELA TOD BOUNDARY LINE

METRO GOLD LINE & STOPS

PERSONS/SQ.MILE (BY BLOCK) :

- 0 - 6778
- 7000 - 17333
- 17387 - 27000
- 27200 - 45500
- 46667 - 97000

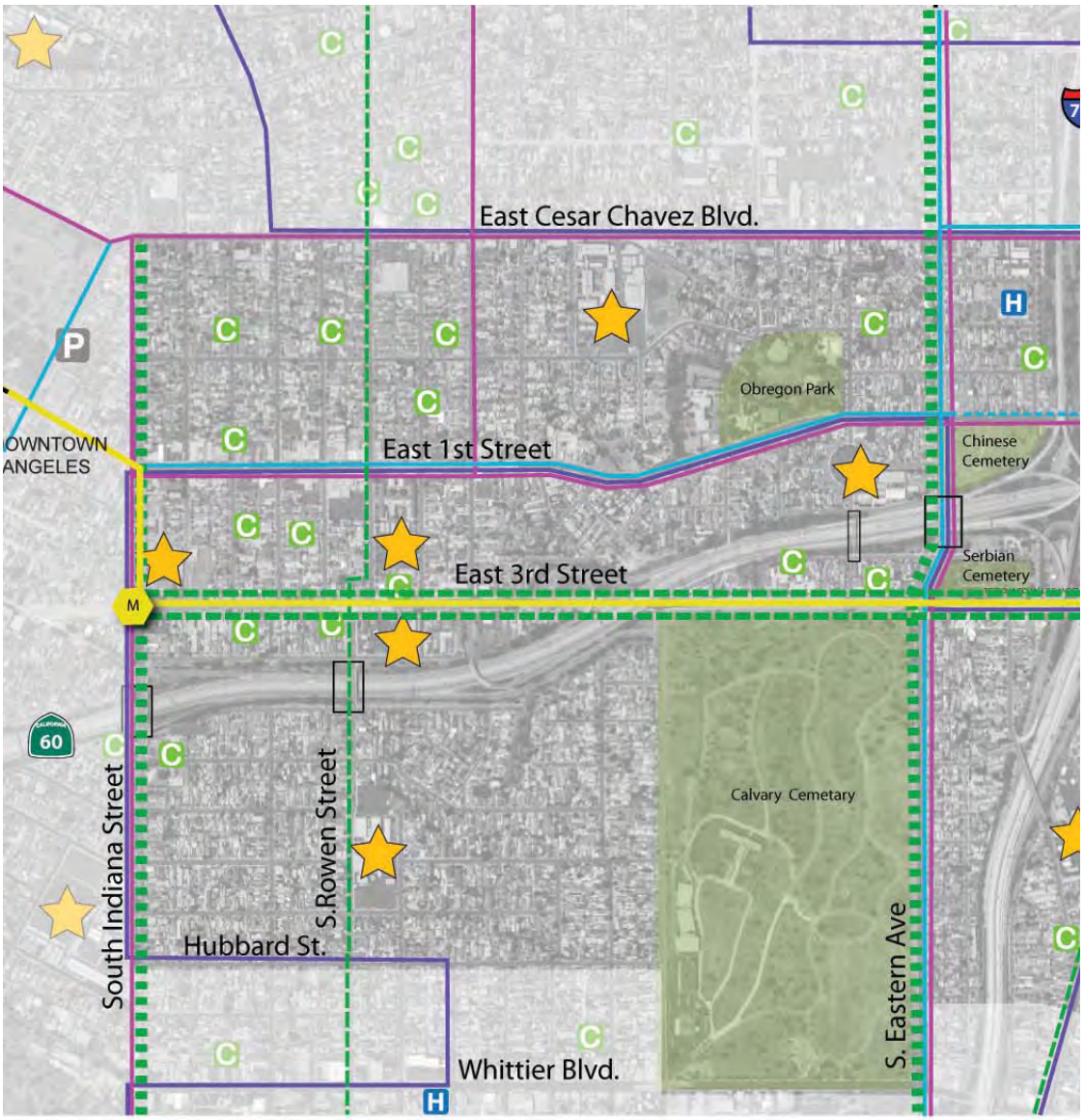
III. PUBLIC SPACE OPPORTUNITIES

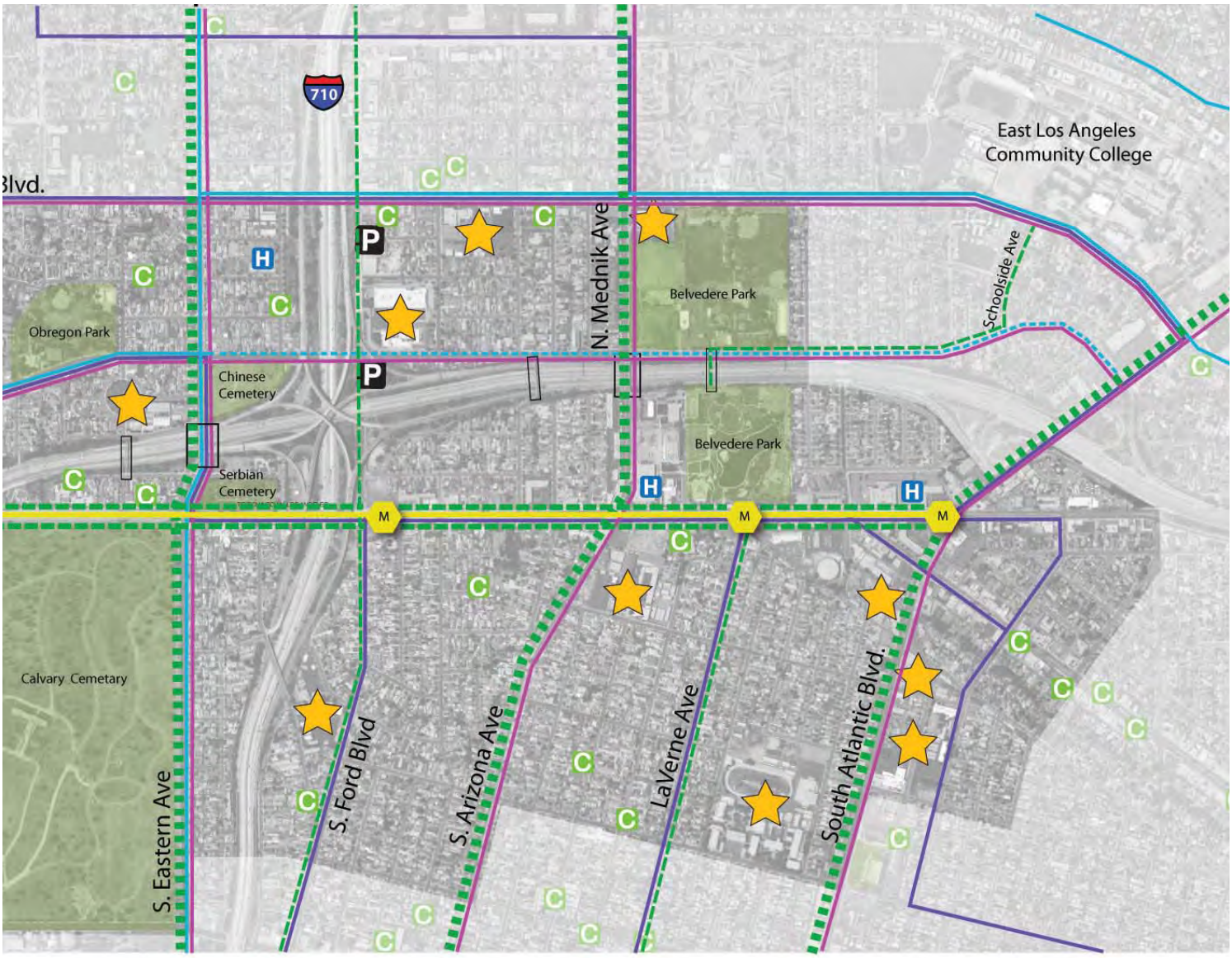


LEGEND

- ELA TOD BOUNDARY LINE
- METRO GOLD LINE & STOPS
- BIKEWAY
- OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- SCHOOLS
- PARKING LOT
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER

IV. EXISTING AND PROPOSED CONNECTIVITY

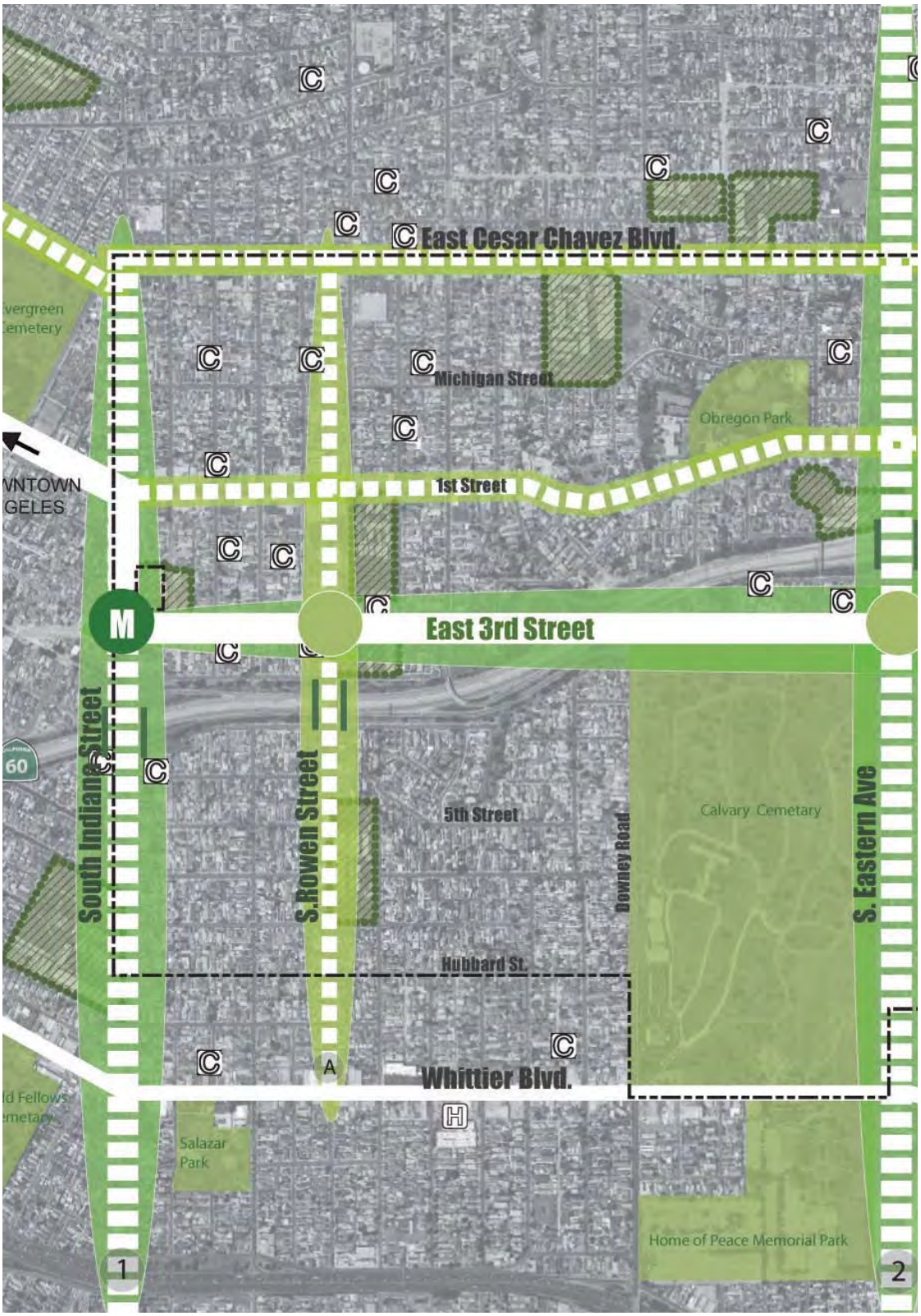


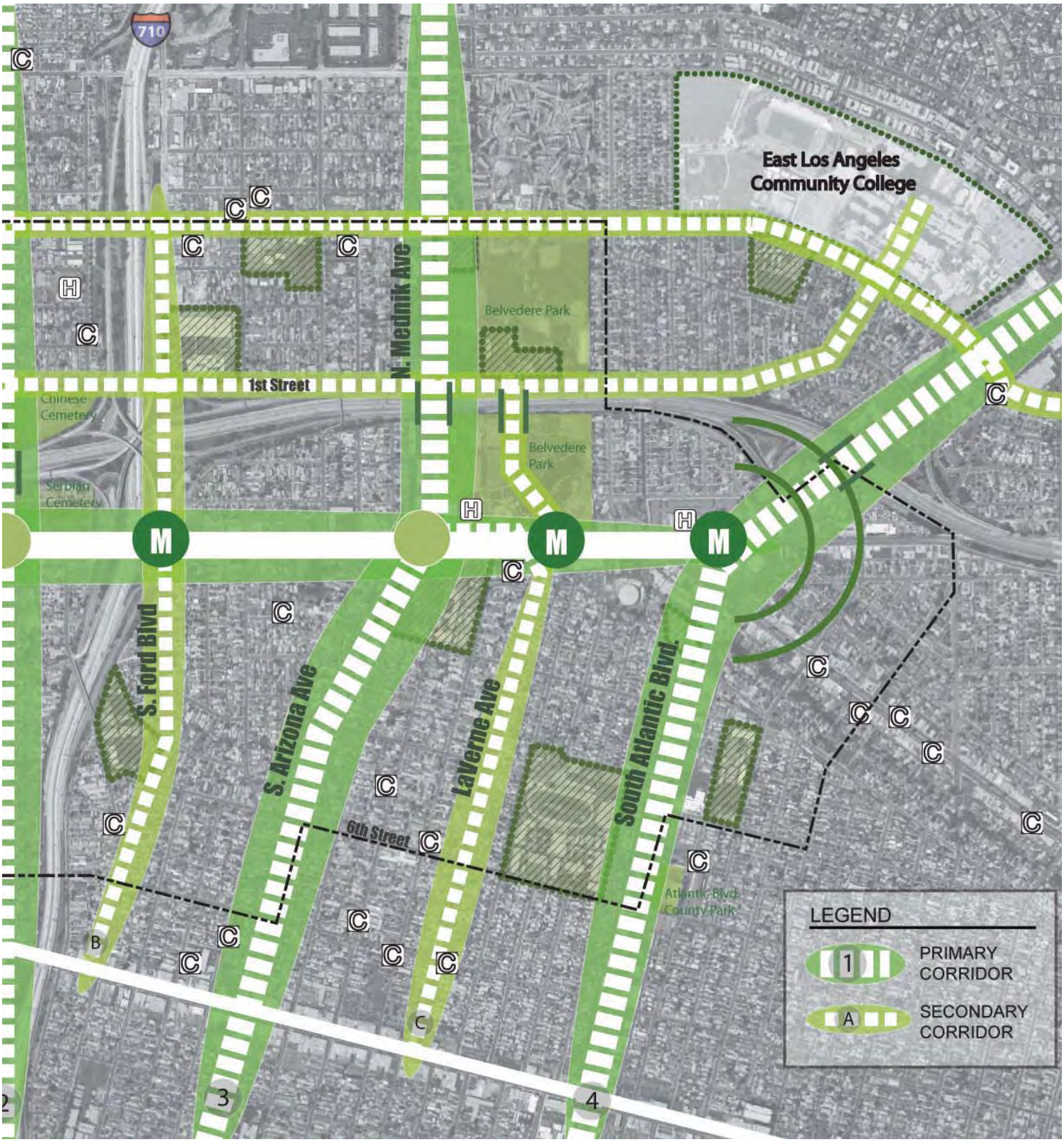


LEGEND

- METRO GOLD LINE & STOPS
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT
- SCHOOLS
- PARKING LOT
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER

V. CONNECTING COMMUNITIES THROUGH GREEN CORRIDORS




710
East Los Angeles Community College
Belvedere Park
N. Mednik Ave
1st Street
Chinese Cemetery
Serbian Cemetery
Belvedere Park
S. Ford Blvd
S. Arizona Ave
LaVerne Ave
South Atlantic Blvd.
6th Street
Atlantic Blvd. County Park
LEGEND
1 PRIMARY CORRIDOR
A SECONDARY CORRIDOR

VI. INDIANA STATION

Schools
1- Ramona Opportunity High School
2- Belvedere Elementary School
3- Los Angeles Music & Art School
4- Our Lady of Lourdes School
5- Rowan Ave Elementary School
6- Stevenson Middle School
7- Lorena Terrace Alegria Pre-School

Civic Facilities
8- Robert Louis Stevenson Branch Library

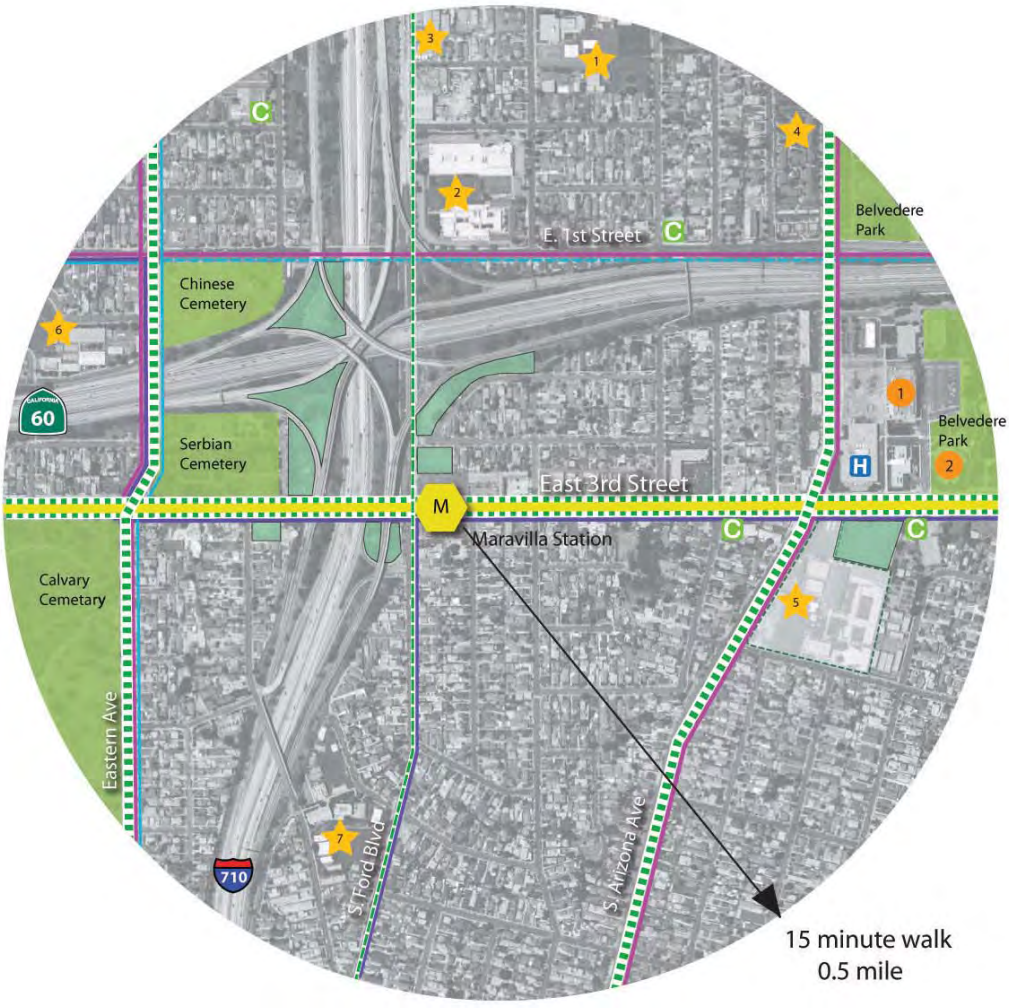

Evergreen Cemetery
E. 1st Street
East 4th Street
East 3rd Street
Indiana Station
S. Lorena Street
South Indiana Street
South Rowan Ave
60
15 minute walk
0.5 mile


LEGEND
METRO GOLD LINE & STOPS
SCHOOL
RELIGIOUS ESTABLISHMENT
HEALTH CENTER
CIVIC FACILITY
PARKS AND OPEN SPACE
VACANT/UNDERUSED PARCEL
POTENTIAL JOINT USE PARCEL
METRO BUS LINES
EL SOL BUS LINES
EXISTING BIKEWAY
PROPOSED BIKEWAY
PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

VII. MARAVILLA STATION

Schools
1- Brooklyn Ave Elementary School
2- Alfonso B. Perez Special Education Center
3- Magnum School Inc
4- University of California Cooperative Extension
5- After School All Stars
6- Marianna Ave Elementary School
7- Humphreys Ave Elementary School

Civic facilities
1- Civic Center and LA County East Courthouse
2- East Los Angeles Public Library



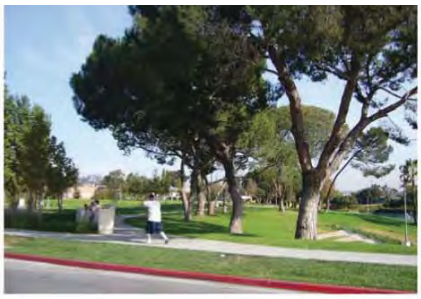
LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

VIII.CIVIC CENTER STATION

Schools
1- University of California Co-Op
2- Morris K. Hamasaki Elementary School
3- Griffith Middle School / After School All Star
4- Fourth Street Elementary School
5- Monterey Continuation School
6- Garfield High School

Civic facilities
7- Civic Center and LA County East Courthouse
8- East Los Angeles Public Library



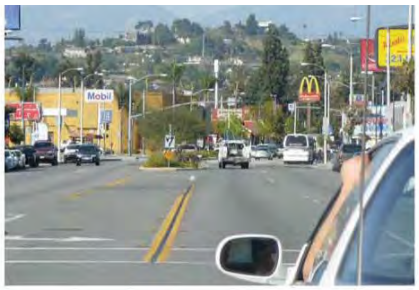
LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT

IX. ATLANTIC STATION

Schools
1- Fourth Street Elementary School
2- Monterey Continuation School
3- 4th Street Primary Center
4- Beverly Christian School
5- Robert Hill Lane Elementary School
6- East Los Angeles College

Civic facilities
1- Civic Center and LA County East Courthouse
2- East Los Angeles Public Library



LEGEND

- METRO GOLD LINE & STOPS
- SCHOOL
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER
- CIVIC FACILITY
- PARKS AND OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETSCAPE IMPROVEMENT
- SECONDARY PROPOSED STREETSCAPE IMPROVEMENT