

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

FRANK T. MARTINEZ
City Clerk

KAREN E. KALFAYAN
Executive Officer

When making inquiries
relative to this matter
refer to File No.

Office of the
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - (213) 978-1043
General Information - (213) 978-1133
Fax: (213) 978-1040

HELEN GINSBURG
Chief, Council and Public Services Division

00-2217

PLACE IN FILES
DEC - 3 2004

CD 1, 4, & 13

DEPUTY *g*

December 1, 2004

Councilmember Reyes
Councilmember LaBonge
Councilmember Garcetti
Office of the Mayor
City Planning Commission
Attn: Gabriele Williams
(w/copy of ordinance)
Geographic Information Section
Attn: Fae Tsukamoto
Bureau of Engineering,
Land Development Group
Advisory Agency

Community Planning Section
Department of Transportation,
Traffic/Planning Sections
Department of Building & Safety
c/o Zoning Coordinator
cc: Residential Inspection Unit
Bureau of Street Lighting,
"B" Permit Section
Fire Department
Director of Planning
City Planning Department
Attn: Patricia Diefenderfer

RE: ZONE CHANGE FOR THE SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY
PLAN

At the meeting of the Council held November 17, 2004, the following action
was taken:

Attached report adopted.....	_____X_____
Mayor concurred	_____
To the Mayor FORTHWITH	_____X_____
Motion adopted to approve communication recommendation(s).....	_____
Motion adopted to approve committee report recommendation(s)...	_____
Ordinance adopted.....	_____X_____
Ordinance number.....	_____176290_____
Effective date.....	_____11/29/04_____
Posted date.....	_____11/19/04_____
Mayor approved.....	_____11/18/04_____
Findings adopted.....	_____X_____

Frank T. Martinez

City Clerk
SOS

steno/002217



OFFICE OF THE MAYOR
Mayor's Time Stamp

2004 NOV 17 PM 3:59

CITY OF LOS ANGELES

TIME LIMIT FILES
ORDINANCES

FORTHWITH

RECEIVED
CITY CLERK'S OFFICE
City Clerk's Time Stamp

2004 NOV 17 PM 3:59

CITY CLERK

BY _____ DEPUTY

COUNCIL FILE NUMBER 00-2217

COUNCIL DISTRICTS 1, 4 & 13

COUNCIL APPROVAL DATE NOVEMBER 17, 2004

LAST DAY FOR MAYOR TO ACT NOV 29 2004

ORDINANCE TYPE: Ord of Intent Zoning Personnel General

Improvement LAMC LAAC CU or Var Appeals - CPC No _____

SUBJECT MATTER: ZONE CHANGES FOR THE SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN ON SUNSET BOULEVARD FROM MCDUFF STREET ON THE EAST TO GLENDALE BOULEVARD ON THE WEST FROM C2-1VL TO [Q]C2-1VL AND P-1L TO [Q]C2-1L (SUBAREA 13b); AND FROM C2-1L TO [Q]C2-1L, P-1L TO [Q]C2-1L, AND C2-1VL TO [Q]C2-1VL (SUBAREA 14a)

APPROVED DISAPPROVED

PLANNING COMMISSION	<u>X</u>	_____
DIRECTOR OF PLANNING	<u>X</u>	_____
CITY ATTORNEY	_____	_____
PLANNING AND LAND USE MANAGEMENT COMMITTEE	<u>X</u>	_____

NOV 18 2004

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: _____

*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR NOV 18 2004 ORDINANCE NO. 176290

DATE PUBLISHED _____ DATE POSTED NOV 19 2004 EFFECTIVE DATE NOV 29 2004

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes No

RECEIVED
CITY CLERK'S OFFICE
2004 NOV 18 PM 3:39
BY _____ DEPUTY

NOV 23 2004

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

FILE NO. 00-2217

Your **PLANNING AND LAND USE MANAGEMENT** Committee

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT and ORDINANCE FIRST CONSIDERATION relative to effecting zone changes for the Silver Lake - Echo Park-Elysian Valley Community Plan.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. ADOPT the FINDINGS of the Director of Planning as the Findings of Council.
2. PRESENT and ADOPT the accompanying ORDINANCE, approved by the Director of Planning, effecting the zone changes for the Silver Lake - Echo Park-Elysian Valley Community Plan on Sunset Boulevard from McDuff Street on the east to Glendale Boulevard on the west from C2-1VL to [Q]C2-1VL and P-1L to [Q]C2-1L (Subarea 13b); and from C2-1L to [Q]C2-1L, P-1L to [Q]C2-1L, and C2-1VL to [Q]C2-1VL (Subarea 14a).

CPC 1995-0357 CPU

Said rezoning shall be subject to the [Q] Qualified classification zone limitations substantially as shown on the sheet(s) attached to the Committee report.

3. ADVISE the applicant of [Q] Qualified classification time limit as described in the Committee report.

(12 Votes required for Urgency Clause)

(Mitigated Negative Declaration adopted by Council on August 11, 2004)

Fiscal Impact Statement: None submitted by the Planning Department. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

TIME LIMIT FILE - JANUARY 27, 2005

(LAST DAY FOR COUNCIL ACTION - JANUARY 26, 2005)

Summary:

At its meeting held July 14, 2004, the Planning and Land Use Management Committee considered and adopted the reports from the Mayor, the City Planning Commission, and Director of Planning relative to proposed amendments to the Silver Lake-Echo Park Community Plan Update text and map with associated zone and height district changes in an area generally bounded by Temple Street on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.

On August 11, 2004, the Council adopted the plan amendments and zone changes within the Silver Lake-Echo Park-Elysian Valley Community Plan Area. As part of this action the Council adopted the zone changes in concept and instructed the Planning Department to prepare the necessary ordinances and ordinance maps.

On October 28, 2004, the Director of Planning transmitted an Ordinance relative to zone changes for the Silver

Lake - Echo Park-Elysian Valley Community Plan on Sunset Boulevard from McDuff Street on the east to Glendale Boulevard on the west, as instructed by Council.

Pursuant to Section 12.32-G 3, the applicant is further advised that:

" . . . the Council may decide to impose a permanent "Q" Condition . . . identified on the zone change map by the symbol Q in brackets . . . There shall be no time limit on removal of the brackets around the [Q] Qualified designation nor on removal of the [T] Tentative designation. After the conditions of the permanent [Q] Qualified classification have been fulfilled, the brackets surrounding the Q symbol shall be removed."

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

Ed P. Reyes
Anna Walk

MEMBER VOTE
REYES: YES
CARDENAS: YES
WEISS: YES

BG:ys
11-4-04
Enc: CPC 1995-0357 CPU
 Ordinance
CDs 1, 4 & 13

Rept, ORD & Findings

ADOPTED

NOV 17 2004

LOS ANGELES CITY COUNCIL

TO THE MAYOR FORTHWITH

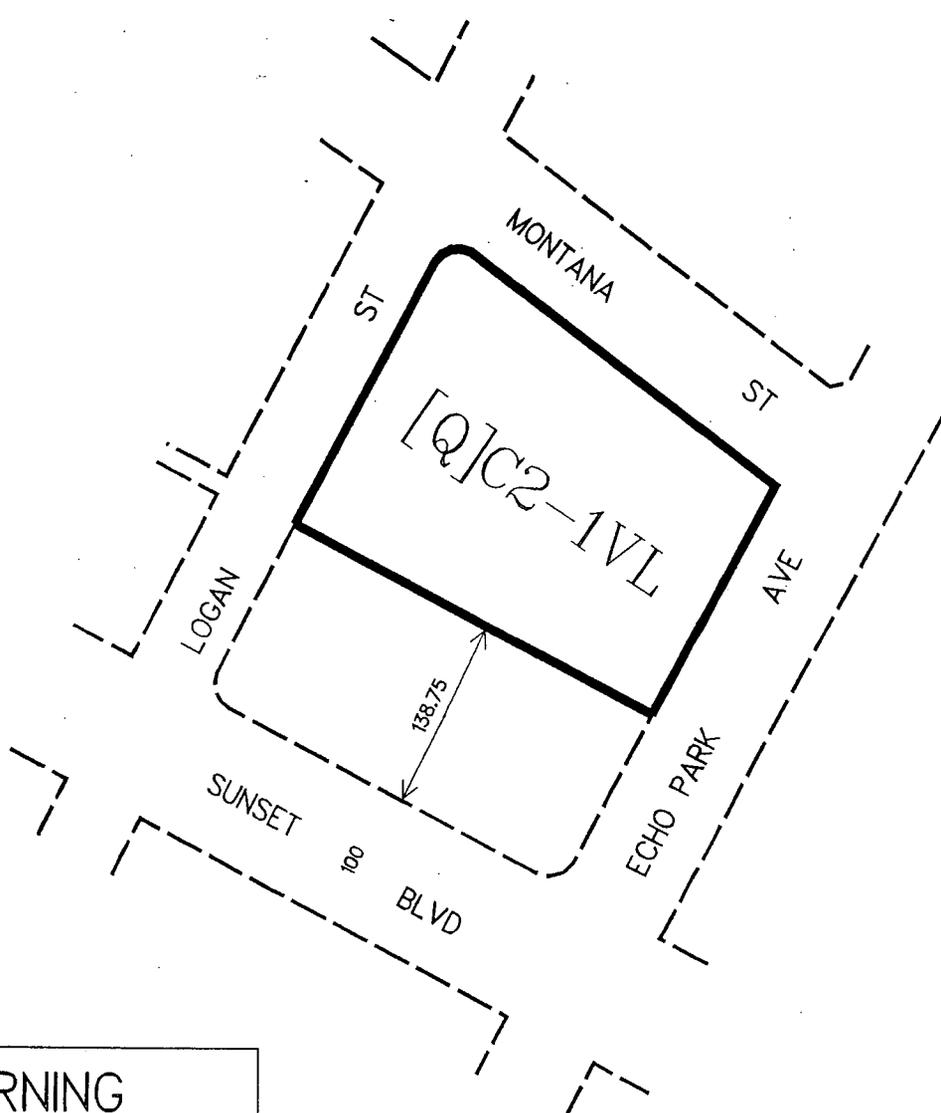
#002217A

ORDINANCE NO. 176290

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map shall set forth the zones and height districts as shown on the attached Silver Lake CPU Ordinance Maps and the Table for Section 1 attached hereto and incorporated herein by this reference.



WARNING
 CPU ZONE CHANGE CREATES
 NEW ZONE BOUNDARY LINES.

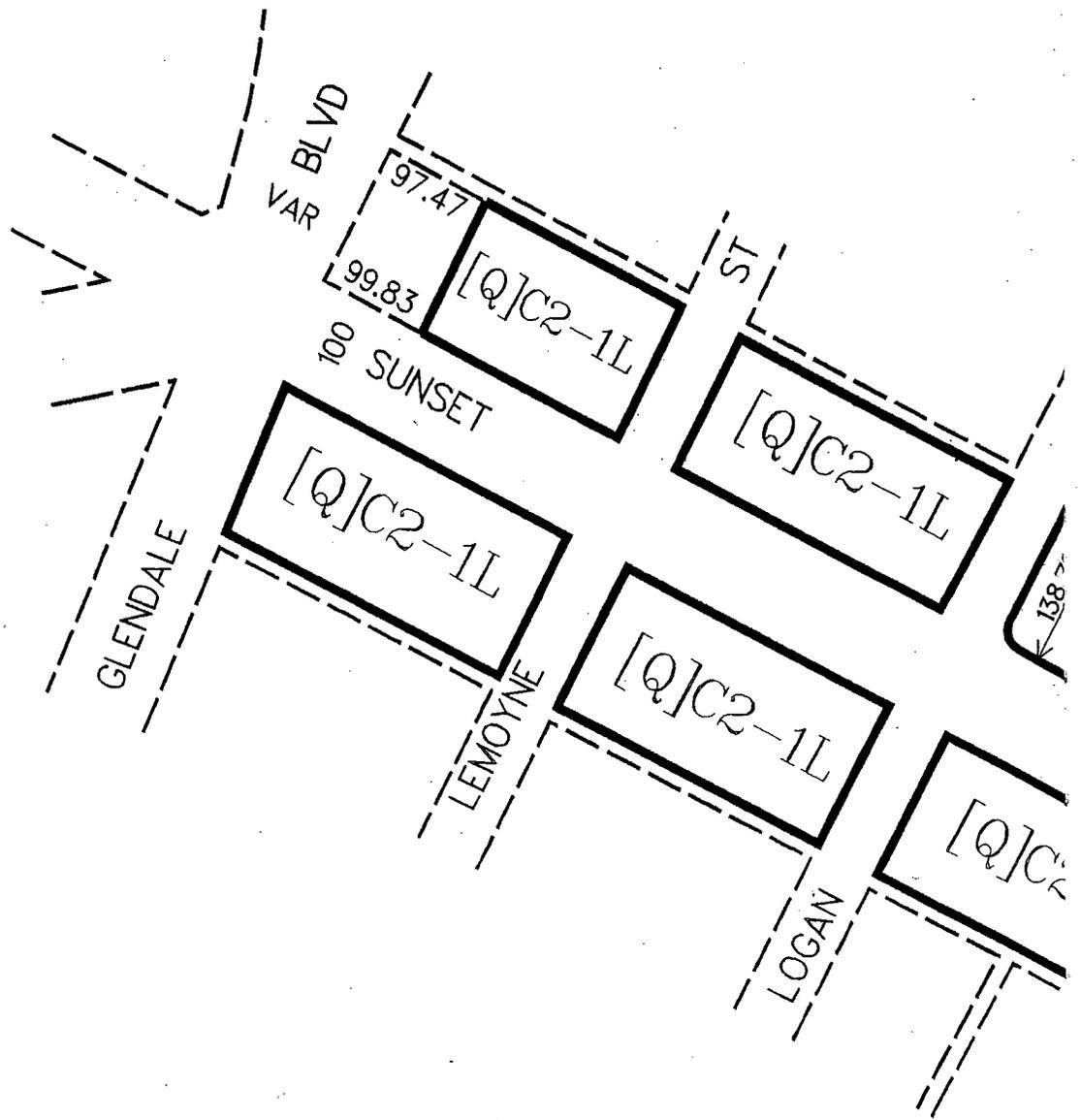


NOT TO SCALE

SILVERLAKE CPU	CPC 1995-0357-CPU
C.M. 139.5 A 209	SUBAREA 13B

LCOB/AG

09/17/04

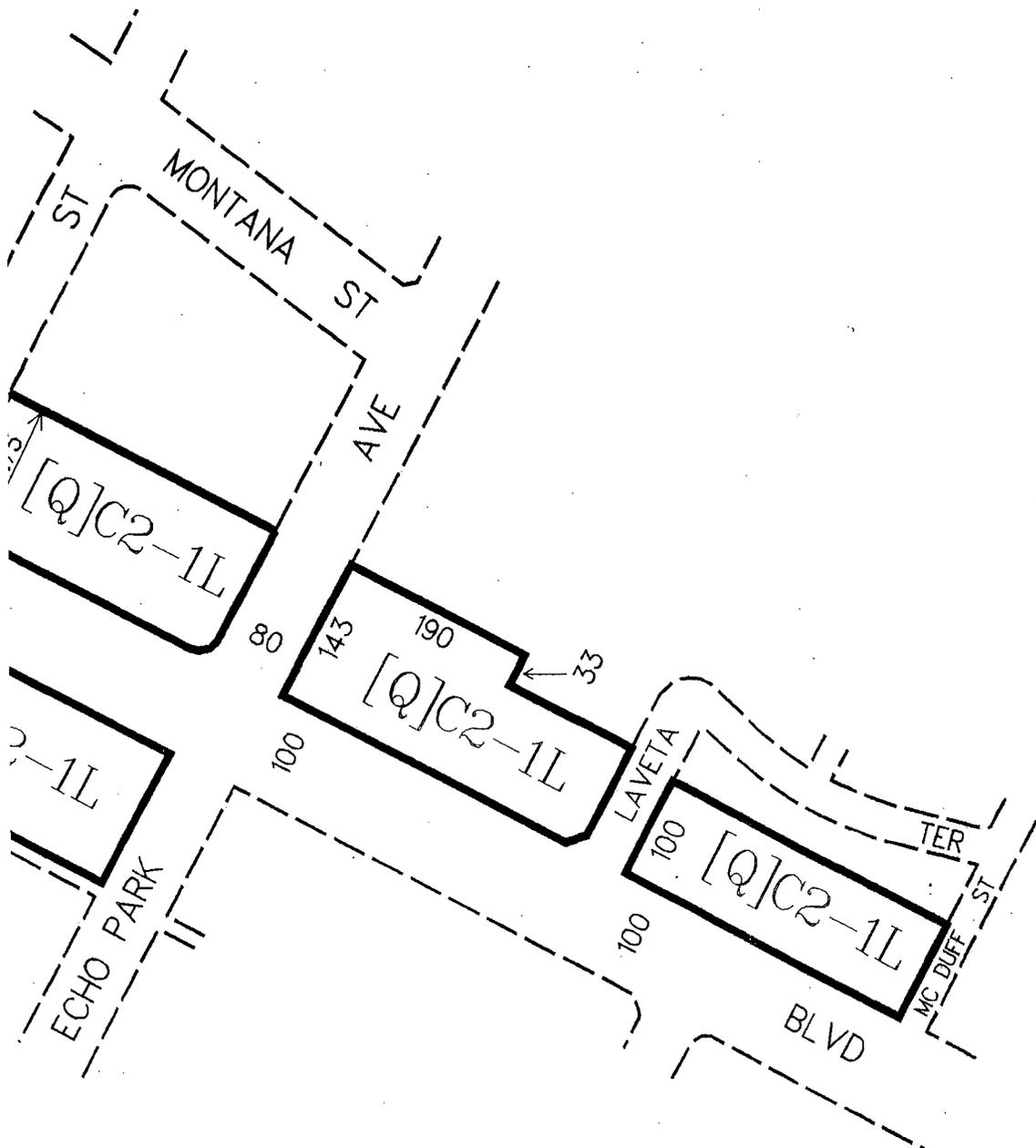


WARNING
 CPU ZONE CHANGE CREATES
 NEW ZONE BOUNDARY LINES.

NOT TO SCALE

SILVERLAKE CPU
 C.M. 139.5 A 209

LCOB/AE



SCALE

CPC 1995-0357-CPU
SUBAREA 14A

09/17/04

Section 2. The intent of this Ordinance is to change the zones and height districts of property as part of the City's Community Plan Update Program. Because of the numerous parcels affected by this update in the Silver Lake-Echo Park-Elysian Valley Community Plan area, the City Council has approved this form of ordinance which utilizes subarea designations, tables, and a map to establish the location of the affected properties and to make the necessary changes.

Each subarea listed in the attached Table for Section 1 is shown on the attached maps. Reference is made on each map to "CM" (Cadastral Map), a map maintained on file by the Department of Building and Safety.

References in the Table for Section 1 under the column "Existing Zone and Height District" are to the zoning classification and height district classification prior to the adoption of this ordinance and are for informational purposes only, to assist in the updating of the zone map.

In the Table for Section 1, the column "New Zone and/or Height District" sets forth the change of zone and/or height district effectuated by this ordinance.

If this ordinance effectuates a height district change for a subarea, or a portion thereof, and if such a subarea, or portion thereof, is already subject to existing "Q" Qualified Conditions limiting the height or floor area, then as between the requirements of the new height district classification and the existing "Q" Qualified Conditions, the more restrictive limitations shall control.

1 **SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN UPDATE**

2 **TABLE I - ZONE AND HEIGHT DISTRICT CHANGES**

3 SUBAREA	EXISTING ZONE	NEW ZONE
4 NO.	AND HEIGHT DISTRICT	AND/OR HEIGHT DISTRICT
6 13b	C2-1VL	[Q]C2-1VL
7	P-1L	[Q]C2-1L
8 14a	C2-1L	[Q]C2-1L
9	P-1L	[Q]C2-1L
10	C2-1VL	[Q]C2-1VL

11

Section 3. Pursuant to Section 12.32 K of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1, which is subject to the "Q" Qualified Classification or "D" Development Limitation.

Limitations imposed upon the use of property subject to the permanent "Q" Qualified Classification or "D" Development Limitation are imposed pursuant to Section 12.32K and 12.32G, respectively, of the Los Angeles Municipal Code. The "Q" Qualified Conditions are indicated by the symbol "Q" in brackets proceeding the proposed zoning designation (for example, [Q]C2). The "D" Development Limitations are indicated by a "D" following the height district designation (for example, C2-2D).

Section 4. Each affected subarea, or portion thereof, listed in the Table for Section 3, is also described in the attached Ordinance Maps and the Table for Section 1. In the Table for Section 3, the column "New Zone and/or Height District," sets forth the change of zone or height district effectuated by the ordinance. Where the zone symbols of the new zoning designation are preceded by the symbol "Q" in brackets, (for example, [Q] C2) or a "D" follows the height district designation (for example, C2-2D), the conditions and limitations imposed by the new "Q" Qualified Classification or "D" Development Limitation are set forth in the Table for Section 3 under the column "Conditions and Limitations."

1 **SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN UPDATE**

2 **TABLE FOR SECTION III**

3 SUBAREA 4 NO.	5 NEW ZONE AND/ 6 OR HEIGHT DISTRICT	7 CONDITIONS AND 8 LIMITATIONS
9 13b, 14a,	10 [Q]C2-1VL 11 [Q]C2-1L	12 1. The following uses shall be prohibited: 13 14 Automotive Display Room, Automotive Repair; 15 16 Automobile Dismantling Yard, Automobile and 17 18 Trailer Sales; Automotive Fueling and Service 19 20 Station uses as defined by Section 12.03 of the 21 22 LAMC; Recyclable Material Deposit and 23 24 drive-through windows. 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

Section 5. Urgency Clause. The City Council finds and declares that this Ordinance is required for the immediate protection of the public peace, health and safety for the following reasons: The City Council has already approved the attached zone changes in concept with its adoption of the Silver Lake-Echo Park-Elysian Valley Community Plan Update on August 11, 2004. The subject properties are located in a commercial area that is a well-established, pedestrian-oriented area. The proposed ordinances are intended to preserve the pedestrian orientation of the area by prohibiting additional driveways and drive-through windows. Drive-through windows particularly are becoming more prevalent in retail, and this use has deleterious effects on the pedestrian environment, the preservation of which is one of the main objectives of the recently adopted Community Plan, in part implemented by this Ordinance. Prohibiting future auto-oriented uses in the area is also essential to reducing the safety hazards in an area with heavy pedestrian traffic; ensuring an environment conducive to the Mixed Use Boulevard designation of Sunset Boulevard; and generally maintaining the character of the neighborhood, also fundamental goals of the Community Plan. For the aforementioned reasons, this Ordinance needs to become effective immediately to prohibit these uses from being developed prior to the effective date of this Ordinance. Therefore, this ordinance shall become effective upon publication pursuant to Charter Section 253.

Section 6. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting of said ordinance for ten days in three public places in the City of Los Angeles with: one copy on the bulletin board located at the Main Street entrance of City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance of the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in said City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of NOV 17 2004.

Frank T. Martinez, City Clerk

By: *Maria Bakemid*
Deputy

NOV 18 2004

Approved _____

By: *James H. Heh*
Mayor

Approved as to Form and Legality:

ROCKARD J. DELGADILLO, City Attorney

By: _____
Deputy

Pursuant to Charter Section 559, I approve
This ordinance and recommend
Its adoption on behalf of the City Planning
Commission.....

10/28/04
See attached report

Con Howe
Con Howe
Director of Planning

File No. CF-00-2217

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 176290 - Zone changes for the Silver Lake - Echo Park-Elysian Valley Community Plan - CPC 1995-0357-CPU - Urgency Clause - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on November 17, 2004, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on November 19, 2004, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) One copy on the bulletin board at the Main Street entrance to Los Angeles City Hall; 2) 568 copy on the bulletin board at the ground level Los Angeles Street entrance to the Los Angeles Police Department; and 3) one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on November 19, 2004 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 19th day of November 2004 at Los Angeles, California.


Maria C. Rico, Deputy City Clerk

Ordinance Effective Date: Nov. 29, 2004

Council File No. 00-2217

COUNCIL VOTE

Nov 17, 2004 11:13:41 AM, #5

ITEM NO. (1)

Voting on Item(s): 1

Roll Call

CARDENAS	Yes
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
LABONGE	Yes
LUDLOW	Yes
MISCIKOWSKI	Yes
PARKS	Yes
PERRY	Absent
REYES	Yes
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Absent
ZINE	Yes
*PADILLA	Yes

Present: 13, Yes: 13 No: 0

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-2217

sign

Applicant/Appellant/Owner	Representative

See attached

- Council Member(s) 1, 4, 13
- Office of the Mayor (w/file) - Section _____
- City Attorney (w/blue slip) - Attn: _____
- City Administrative Officer (CAO)
- Chief Legislative Analyst (CLA)
- City Planning Department - Attn: Patricia Diefenderfer
- City Planning Commission - Attn: Gabriele Williams (w/copy of Ordinance)
(ZC; HD; BL; HE; HPOZ; GPA; SPE; CPU; CPR; CA; ICO; TOD; SP; CDO)
- Director of Planning (same as Commission)
- Office of Zoning Administration - (all ZA cases; CU; ZV)
- Advisory Agency - (PM; TT; CPU; CPR; CA; ICO; TOD; SP; CDO)
- Community Planning Section - (DRB; CPU; CPR; CPE; TT; PM; CA; ICO; CDO; HE)
- Geographic Information Section - Attn: Fae Tsukamoto - (same as Commission)
- Information Technology Agency - (large projects)
- Bureau of Engineering, Land Development & Mapping Division - (generally most cases)
- Department of Transportation, Traffic/Planning Sections - (generally most cases)
- Department of Building & Safety c/o Zoning Coordinator - (generally most cases)
- Residential Inspection Unit - Mail Stop 115 - (SPE; HE; CU; ICO; ZC; generally most cases)
- Bureau of Street Lighting, "B" Permit Section - (all zoning cases)
- Department of Water and Power - (DB & large projects)
- Fire Department - (all zoning & hillside cases)
- Police Department - (beer & wine; adult entertainment, revocations)
- Community Development Department
- Los Angeles County Assessor - (CU appeals & large projects)

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271
FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.lacity.org/PLN

MABEL CHANG
PRESIDENT
DAVID L. BURG
VICE-PRESIDENT
JOY ATKINSON
ERNESTO CARDENAS
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF
GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

October 28, 2004

Honorable City Council
City of Los Angeles
Room 395, City Hall
Los Angeles, CA 90012

City Plan Case No. 1995-0357 CPU
Council File No. 00-2217
Council District Nos. 1, 4, 13 ✓
Silver Lake-Echo Park-Elysian Valley
Community Plan

**SUBJECT: ZONE CHANGES FOR THE SILVER LAKE-ECHO PARK-ELYSIAN VALLEY
COMMUNITY PLAN**

On August 11, 2004, the City Council adopted plan amendments and zone changes within the Silver Lake-Echo Park-Elysian Valley Community Plan area. As part of this action, the Council adopted zone changes in concept and instructed the Planning Department to prepare the necessary ordinances and ordinance maps. This action was taken in relation to the Silver Lake-Echo Park-Elysian Valley Community Plan Update.

Pursuant to Section 559 of the City Charter, I have reviewed the findings of the City Planning Commission's action taken relative to City Plan Case No. 1995-0357 CPU on August 11, 2004 and on behalf of the Commission, I adopt their findings and approve this ordinance as it conforms to the latest action of the Commission in this matter.

Transmitted herewith is the zone change ordinance for appropriate action by the City Council.

Very truly yours,

CON HOWE
Director of Planning


ROBERT H. SUTTON
Deputy Director

10/28/04
Date

PLAN & LAND USE MGT.

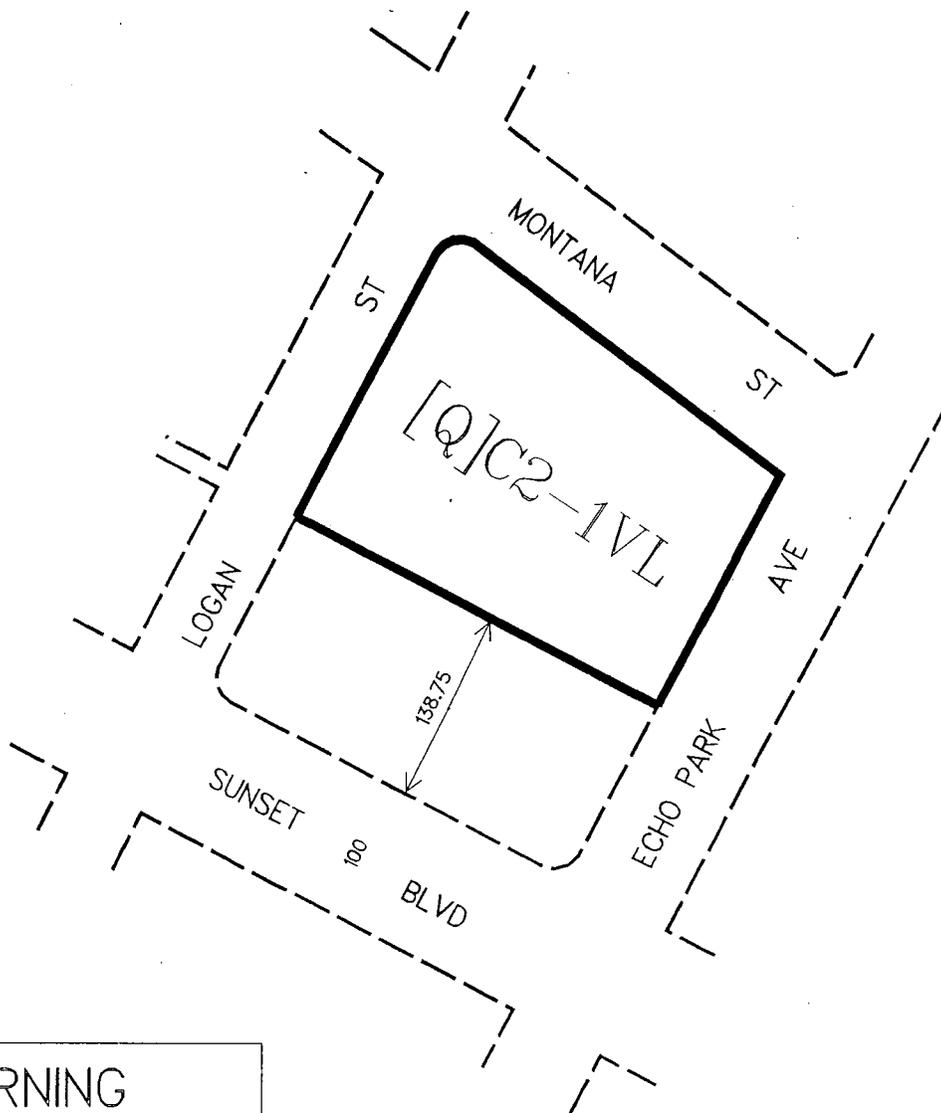
OCT 28 2004

ORDINANCE NO. _____

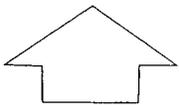
An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map shall set forth the zones and height districts as shown on the attached Silver Lake CPU Ordinance Maps and the Table for Section 1 attached hereto and incorporated herein by this reference.



WARNING
 CPU ZONE CHANGE CREATES
 NEW ZONE BOUNDARY LINES.

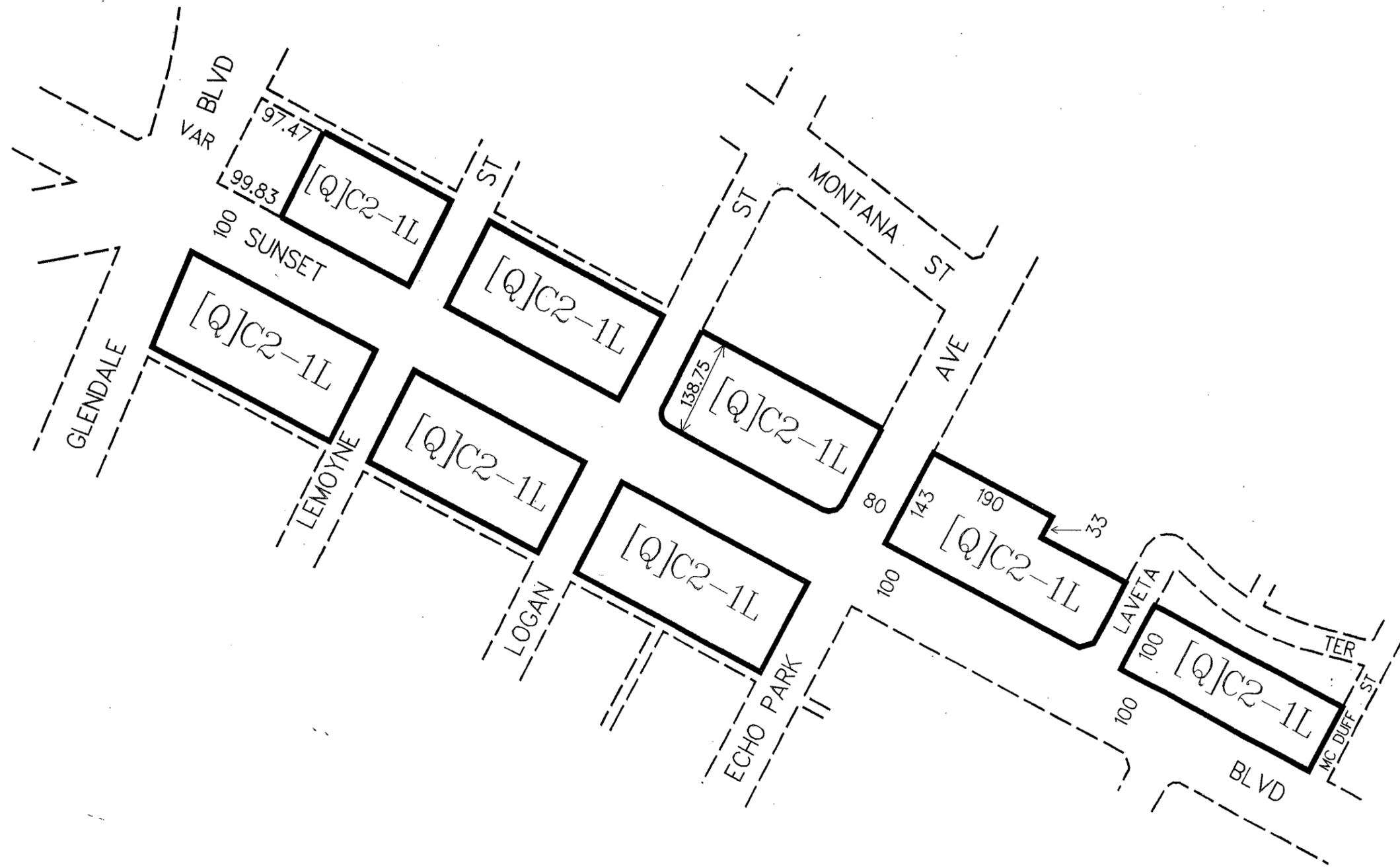


NOT TO SCALE

SILVERLAKE CPU	CPC 1995-0357-CPU
C.M. 139.5 A 209	SUBAREA 13B

LCOB/AE

09/17/04



WARNING
 CPU ZONE CHANGE CREATES
 NEW ZONE BOUNDARY LINES.

↑
 NOT TO SCALE

SILVERLAKE CPU	CPC 1995-0357-CPU
C.M. 139.5 A 209	SUBAREA 14A

LCOB/AE

09/17/04

Section 2. The intent of this Ordinance is to change the zones and height districts of property as part of the City's Community Plan Update Program. Because of the numerous parcels affected by this update in the Silver Lake-Echo Park-Elysian Valley Community Plan area, the City Council has approved this form of ordinance which utilizes subarea designations, tables, and a map to establish the location of the affected properties and to make the necessary changes.

Each subarea listed in the attached Table for Section 1 is shown on the attached maps. Reference is made on each map to "CM" (Cadastral Map), a map maintained on file by the Department of Building and Safety.

References in the Table for Section 1 under the column "Existing Zone and Height District" are to the zoning classification and height district classification prior to the adoption of this ordinance and are for informational purposes only, to assist in the updating of the zone map.

In the Table for Section 1, the column "New Zone and/or Height District" sets forth the change of zone and/or height district effectuated by this ordinance.

If this ordinance effectuates a height district change for a subarea, or a portion thereof, and if such a subarea, or portion thereof, is already subject to existing "Q" Qualified Conditions limiting the height or floor area, then as between the requirements of the new height district classification and the existing "Q" Qualified Conditions, the more restrictive limitations shall control.

1 **SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN UPDATE**

2 **TABLE I - ZONE AND HEIGHT DISTRICT CHANGES**

3 **SUBAREA EXISTING ZONE NEW ZONE**
4 **NO. AND HEIGHT DISTRICT AND/OR HEIGHT DISTRICT**

5

6 13b	C2-1VL	[Q]C2-1VL
7	P-1L	[Q]C2-1L
8 14a	C2-1L	[Q]C2-1L
9	P-1L	[Q]C2-1L
10	C2-1VL	[Q]C2-1VL

11

Section 3. Pursuant to Section 12.32 K of the Los Angeles Municipal Code, and any amendment thereto, the following limitations are hereby imposed upon the use of that property described in Section 1, which is subject to the "Q" Qualified Classification or "D" Development Limitation.

Limitations imposed upon the use of property subject to the permanent "Q" Qualified Classification or "D" Development Limitation are imposed pursuant to Section 12.32K and 12.32G, respectively, of the Los Angeles Municipal Code. The "Q" Qualified Conditions are indicated by the symbol "Q" in brackets proceeding the proposed zoning designation (for example, [Q]C2). The "D" Development Limitations are indicated by a "D" following the height district designation (for example, C2-2D).

Section 4. Each affected subarea, or portion thereof, listed in the Table for Section 3, is also described in the attached Ordinance Maps and the Table for Section 1. In the Table for Section 3, the column "New Zone and/or Height District," sets forth the change of zone or height district effectuated by the ordinance. Where the zone symbols of the new zoning designation are preceded by the symbol "Q" in brackets, (for example, [Q] C2) or a "D" follows the height district designation (for example, C2-2D), the conditions and limitations imposed by the new "Q" Qualified Classification or "D" Development Limitation are set forth in the Table for Section 3 under the column "Conditions and Limitations."

SILVER LAKE-ECHO PARK-ELYSIAN VALLEY COMMUNITY PLAN UPDATE

TABLE FOR SECTION III

SUBAREA NO.	NEW ZONE AND/ OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
13b, 14a	[Q]C2-1VL [Q]C2-1L	<p>1. The following uses shall be prohibited:</p> <p>Automotive Display Room, Automotive Repair; Automobile Dismantling Yard, Automobile and Trailer Sales; Automotive Fueling and Service Station uses as defined by Section 12.03 of the LAMC; Recyclable Material Deposit and drive-through windows.</p> <p>2. All new structures shall be built to the front property line, and vehicular access shall be taken from the side or the rear of the lot. A break in the building wall may be permitted for a distance not to exceed the linear feet required for driveways and other vehicular access when vehicular access cannot be obtained from the side or rear, as determined by the Department of Transportation. Buildings may be setback when the setback area is used for landscaping, plazas, courtyards, outdoor dining or other publicly accessible, open space uses.</p>

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

1
2
3
4
5

3. Parking shall be located to the rear of the lot
or underground.

Section 5. Urgency Clause. The City Council finds and declares that this Ordinance is required for the immediate protection of the public peace, health and safety for the following reasons: The City Council has already approved the attached zone changes in concept with its adoption of the Silver Lake-Echo Park-Elysian Valley Community Plan Update on August 11, 2004. The subject properties are located in a commercial area that is a well-established, pedestrian-oriented area. The proposed ordinances are intended to preserve the pedestrian orientation of the area by prohibiting additional driveways and drive-through windows. Drive-through windows particularly are becoming more prevalent in retail, and this use has deleterious effects on the pedestrian environment, the preservation of which is one of the main objectives of the recently adopted Community Plan, in part implemented by this Ordinance. Prohibiting future auto-oriented uses in the area is also essential to reducing the safety hazards in an area with heavy pedestrian traffic; ensuring an environment conducive to the Mixed Use Boulevard designation of Sunset Boulevard; and generally maintaining the character of the neighborhood, also fundamental goals of the Community Plan. For the aforementioned reasons, this Ordinance needs to become effective immediately to prohibit these uses from being developed prior to the effective date of this Ordinance. Therefore, this ordinance shall become effective upon publication pursuant to Charter Section 253.

Section 6. The City Clerk shall certify to the passage of this ordinance and cause the same to be published by posting of said ordinance for ten days in three public places in the City of Los Angeles with: one copy on the bulletin board located at the Main Street entrance of City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance of the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Hall of Records in said City.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By: _____
Deputy

Approved _____

By: _____
Mayor

Approved as to Form and Legality:

ROCKARD J. DELGADILLO, City Attorney

By: _____
Deputy

Pursuant to Charter Section 559, I approve
This ordinance and recommend
Its adoption on behalf of the City Planning
Commission.....

10/28/04
See attached report

Con Howe
Director of Planning

File No. CF-00-2217

CITY OF LOS ANGELES

CALIFORNIA



JAMES K. HAHN
MAYOR

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

When making inquiries
relative to this matter
refer to File No.

00-2217

Office of the
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - (213) 978-1043
General Information - (213) 978-1133
Fax: (213) 978-1040

HELEN GINSBURG
Chief, Council and Public Services Division

CDs 1, 4 & 13

PLACE IN FILES

AUG 18 2004

g

August 12, 2004

DEPUTY

Councilmember Reyes
Councilmember LaBonge
Councilmember Garcetti
Planning Commission,
Attn: Gabriele Williams
Director of Planning
Department of Building & Safety,
c/o Zoning Coordinator
City Administrative Officer
Councilmember Parks

Planning Department,
Attn: Patricia Diefenderfer
cc: Community Planning Section
cc: Geographic Planning Section
Attn: Fae Tsukamoto
Bureau of Engineering,
Land Development Group
Department of Transportation,
Traffic/Planning Sections

RE: PROPOSED AMENDMENTS TO THE SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE
TEXT AND MAP WITH ASSOCIATED ZONE AND HEIGHT DISTRICT CHANGES

At the meeting of the Council held August 11, 2004, the following
action was taken:

Attached report adopted as amended.....	<u> X </u>
Attached motion (Reyes - Parks) adopted.....	<u> X </u>
Attached motion (Garcetti - Reyes) adopted.....	<u> X </u>
Attached resolution adopted.....	<u> X </u>
Motion adopted to approve attached report.....	<u> </u>
Motion adopted to approve attached communication.....	<u> </u>
To the Mayor FORTHWITH.....	<u> </u>
Mayor failed to act - deemed approved.....	<u> </u>
Findings adopted.....	<u> X </u>
Mitigated Negative Declaration adopted.....	<u> X </u>
Generally exempt.....	<u> </u>

J. Michael Carey
City Clerk
dng
PG



AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste

#19

**PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/Communication for Signature**

Council File Number: 00-2217

Committee Meeting Date: 7-14-04

Council Date: 8-11-04

COMMITTEE MEMBER	YES	NO	ABSENT
Councilmember Ed Reyes, Chair	✓		
Councilmember Tony Cardenas	✓		
Councilmember Jack Weiss	✓		

Remarks Silver Lake - Echo Park CPU.

Barbara Greaves, Legislative Assistant ----- Telephone (213) 978-1068

19
TO THE COUNCIL OF THE
CITY OF LOS ANGELES

FILE NO. 00-2217

Your **PLANNING AND LAND USE MANAGEMENT** Committee

reports as follows:

Public Comments Yes No
XX —

MITIGATED NEGATIVE DECLARATION, PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT and RESOLUTION relative to the proposed amendments to the Silver Lake-Echo Park Community Plan Update text and map with associated zone and height district changes.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. FIND that this project will not have a significant effect on the environment, pursuant to the City's Environmental Guidelines and in compliance with the California Environmental Quality Act; that the Mitigated Negative Declaration reflects the independent judgment of the lead agency City of Los Angeles; that the documents constituting the record of proceedings in this matter are located in Council file No. 00-2217 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section; and ADOPT the Mitigated Negative Declaration [ENV 2003-7281 MND].
2. ADOPT the FINDINGS of the City Planning Commission as the Findings of the Council.
3. ADOPT the accompanying RESOLUTION as recommended by the Mayor, the City Planning Commission and the Director of Planning APPROVING the proposed Community Plan Text and Map (Exhibit B and C) amending the Silver Lake-Echo Park Community Plan as part of the General Plan of the City of Los Angeles.

Applicant: City of Los Angeles

CPC 1995-0357 CPU

4. ADOPT the staffing and funding for a new City Planning Associate position in order to work on the implementation of the Silver Lake-Echo Park Community Plan.
5. INCLUDE Elysian Valley in the name of the Community Plan.
6. INSTRUCT the Planning Department to implement the following:
 - a. Amendments to the plan map and associated zone changes described in the change matrices (Exhibit D and E). These amendments to the Silver Lake-Echo park Community Plan were necessary to respond to changes in land use and policies that have occurred in the community since the existing plan was adopted.
 - b. Amendments to the Citywide General Plan Framework to extend the general boundaries of the Mixed Use Boulevard on 1) Sunset Boulevard to include the segment from Echo Park Avenue to Silver Lake Boulevard and 2) Temple Street to include the segment from Rampart Boulevard to Silver Lake Boulevard and 3) to combine the three discrete Community Centers at Sunset Boulevard/Echo Park Avenue, Sunset Boulevard/Glendale Boulevard and Alvarado Street into one Community Center.

- c. Amendments to the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify streets as outlined in the staff report to the City Planning Commission (Attachment II) and identified in the Street Redesignation Matrix (Exhibit G).
 - d. Implement the community plan by preparing the recommended overlay districts, as outlined in the staff report to the City Planning Commission (Attachment II).
 - e. Instruct the Planning Department to prepare the necessary ordinances changing the zones as shown on the zone change map and matrix (Exhibits C and D).
7. AMEND the Planning Department staff report to include the following future plan implementation programs, as submitted by Council Districts One and 13:
- a. DIRECT the Planning Department to amend the Central City West Specific Plan to include the design guidelines developed in the recommended Temple Street Community Design Overlay District to be applied to proposed developments on Temple Street from Glendale Boulevard to the Harbor Freeway.
 - b. DIRECT the Planning Department to establish an Interim Control Ordinance (ICO) for the Angelino Heights Historic Preservation Overlay Zone (HPOZ) "expansion area", as shown on the attached map, generally bounded by Bonnie Brae on the west, 101 Freeway on the southwest, Sunset Boulevard on the north, the south side of Allison Avenue (and the commercial frontage on Sunset Boulevard east of Sunset Boulevard and Allison Avenue) on the south and westside of Victor Street and Bellevue Avenue on the east, excluding the future site for the convent at intersection of Beaudry/Sunset/Bellevue.
 - c. DIRECT the Planning Department to prepare a zone change and plan amendment changing the 800 and 900 block on the east side of Hyperion; the 900 block of Sanborn Avenue; 800 and 900 block Manzanita Street, Venango Street, Venango Circle and Rector Place from R3-1VL to RD1.5-1VL and change the community plan category from Medium Density Residential land use to Low Medium II Residential land use. Also evaluate the 800 block of Dillon and Vendome for a similar density reduction.
8. ADD the following instructions and directives to be included in the Plan immediately, as submitted by Council Districts One and 13:
- a. INSTRUCT the Planning Department to revise "Map Footnote 1" to read:
 - 1. Height District 1-VL, exists throughout the entire district, except where designated in the Echo Park Avenue/Sunset Boulevard Community Center and as indicated in Footnotes 2 and 3. When a discretionary Floor Area Ratio (FAR) bonus is requested, building height should substantially conform to the 1-VL height district limitation.
 - b. DIRECT the Planning Department to extend the proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District to the Harbor/Pasadena Freeway.
 - c. DIRECT the Planning Department to promote community revitalization and neighborhood character through the establishment of a Special Study Area in Elysian Valley for the area generally bounded by Altman Street to the east, Blake Avenue to the south, the Glendale Freeway to the west and the LA River to the north. The purpose of the Special Study Area is to consider additional land use modifications and the creation of a neighborhood commercial center.

- d. DIRECT the Planning Department to remove the second bullet point at Chapter III page 47 which states the following language: "Reconfigure and/or add double turn lanes to accommodate southbound traffic at the Off-set intersection of Stadium Way and Academy Road to add capacity and deter traffic from commuting through adjacent residential streets. [Transportation Improvement and Mitigation Program]

Fiscal Impact Statement: None submitted by the Planning Department. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statements:

The Silver Lake Neighborhood Council, on behalf of the more than 40,000 stakeholders of Silver Lake, recommends five revisions to the Silver Lake Echo Park Community Plan Update as follows: (1) extension of "Sunset Junction" Overlay District to Coronado Street; (2) an FAR increase on Sunset Boulevard to 2:1; (3) change of height district designation to 1XL in interior business districts; (4) Development of an Implementation Plan; and (5) Development of Specific Area Plans to address block-by-block issues.

The Greater Echo Park Elysian Neighborhood Council reported passing four motions to modify the proposed update as follows: (1) The Plan must provide additional infrastructure (including parks and school rooms) for families in proposed mixed-use residential developments along Sunset Boulevard and Alvarado Streets; (2) The Plan should designate the intersection of Sunset Boulevard and Alvarado Street as the focus of a single Community Centers serving a population of 100,000 persons rather than the proposed overlapping Community Centers that would serve 300,000 persons; (3) The Plan should include a Design Overlay Zone that includes Echo Park Lake and its adjacent neighborhood; and (4) The Plan should maintain the current 1.5:1 FAR along Sunset Boulevard and Alvarado Street rather than the proposed 3:1 FAR.

TIME LIMIT FILE - SEPTEMBER 14, 2004

(LAST DAY FOR COUNCIL ACTION - SEPTEMBER 14, 2004)

Summary:

At its meeting held July 14, 2004, the Planning and Land Use Management Committee considered the reports from the Mayor, the City Planning Commission, and Director of Planning relative to proposed amendments to the Silver Lake-Echo Park Community Plan Update (Plan) text and map with associated zone and height district changes in an area generally bounded by Temple Street on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.

Planning Department staff provided an overview of the Plan.

Several speakers, including representatives from the Silver Lake Echo Park Neighborhood Council, the Greater Los Angeles Echo Park Elysian Neighborhood Council, Echo Park Historical Society, the Silver Lake Resident Association, and others spoke in support of the Community Plan Update. The Silver Lake Echo Park Neighborhood Council and The Greater Los Angeles Echo Park Elysian Neighborhood Council discussed submitted Community Impact Statements that are noted in the Community Impact Statements portion of this Committee report (See statements noted above). The Echo Park Historical Society recommends that the 3:1 FAR should not be proposed for Alvarado Street north of Sunset Boulevard made other recommendations in a letter dated July 14, 2004 (attached to Council file No. 00-2217).

Two speakers expressed concerns related to excess density, parking and the height permitted.

Planning Deputies from Council Districts One, Thirteen and Four (speaking on behalf of the Councilmembers of the subject Districts), provided testimony in support of the Plan. Planning Deputies from Council District One and Thirteen provided recommendations for modifications to the Plan which have been incorporated into this Committee report.

After careful review of the documents on file and testimony provided, the Committee recommended that Council approve the Silver Lake-Echo Park Community Plan Update (Plan) text and map with associated zone and height district changes in an area generally bounded by Temple Street on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east, as recommended by the Planning Department and as amended by Council Districts One and Thirteen.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
REYES:	YES
CARDENAS:	YES
WEISS:	YES

BG:ys
7-28-04
Enc: CPC 1995-0357 CPU
CDs 1, 4 & 13
Attachment: Resolution
Proposed Interim Control Ordinance Map

#002217

Findings & Resol #
Rot
ADOPTED
AUG 11 2004
** AS Amended*
LOS ANGELES CITY COUNCIL
mnd Approved
See Attached Motions

RESOLUTION

WHEREAS, the Silver Lake-Echo Park Community Plan was adopted by the City Council on February 17, 1984, and amended in September 1989 through the General Plan/Zoning Consistency Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Community Plan Update Program consists of amendments to the Silver Lake-Echo Park Community Plan map and text with associated zone and height district changes; and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission held a public hearing on the preliminary plan on October 20, 2003; and

WHEREAS, a notice of public hearing was published in the "Los Angeles Daily Journal" on September 26, 2003, mailed to property owners and distributed through the Council Offices in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a limited public hearing on April 8, 2004 regarding changes to the original staff recommendations in the Preliminary Plan; and

WHEREAS, a notice of limited public hearing was published in the "Los Angeles Daily Journal" on March 15, 2004 and mailed to all interested parties and property owners, in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid public hearing, including but not limited to a staff report, exhibits, appendices and public testimony; and

WHEREAS, the amendments to the Silver Lake-Echo Park Community Plan reflect changes in land use and policies that have occurred in the community since the current plan was adopted; and

WHEREAS, the majority of the zone changes are recommended to promote uses and land use development patterns that are more compatible with their surroundings; and

WHEREAS, the proposed Mitigated Negative Declaration No. 2003-7281 for the plan amendments and zone changes determined that this project would not have a significant impact on the environment; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations;

NOW THEREFORE BE IT RESOLVED, that the Silver Lake-Echo Park Community Plan with associated zone and height district changes be amended.

BE IT FURTHER RESOLVED that the Citywide General Plan Framework, an element of the City's General Plan, be amended in accordance with the Silver Lake-Echo Park Community Plan Update Program to extend the general boundaries of the of Mixed Use Boulevard on (1) Sunset Blvd. to include the segment from Waterloo St. to Silver Lake Blvd. and (2) Temple St. to include the segment from Rampart Blvd. to Silver Lake Blvd. and (3) to combine the three discreet Community Centers at Sunset Blvd./Echo Park Ave., Sunset Blvd./Glendale Blvd. and Alvarado Street into one Community Center.

BE IT FURTHER RESOLVED that the Highways and Freeways Maps of the Transportation Element of the City's General Plan be amended in accordance with the Silver Lake-Echo Park Community Plan Update Program to reclassify the following streets: (1) Silver Lake Boulevard from Van Pelt Pl. to Armstrong Ave. from a Secondary Highway to a Modified Secondary Highway; (2) Bellevue Ave. from Glendale Blvd. to Echo Park Ave. from a Local Street to a Collector Street; (3) Beaudry Ave. from Sunset Blvd. to Temple St. from a Secondary Highway to a Major Highway Class II; and (4) Academy Rd. from the Dodger Stadium entrance to Stadium Way from a Local Street to a Collector Street and a Scenic Byway.

BE IT FURTHER RESOLVED that the Mitigated Negative Declaration has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines related thereto and that the City council hereby adopts the Mitigated Negative Declaration and instructs that a "notice of Determination" be filed with the Los Angeles County Clerk and the Los Angeles City Clerk, in accordance with Article VI, Sections 11b and 11 d of the City of Los Angeles Guidelines for the implementation of the California Environmental Quality act of 1970, as amended.

I CERTIFY THAT THE FOREGOING
RESOLUTION WAS ADOPTED BY THE
COUNCIL OF THE CITY OF LOS ANGELES
AT ITS MEETING OF AUG 14 2004
BY A MAJORITY OF ALL ITS MEMBERS.



J. MICHAEL CAREY,
CITY CLERK

BY [Signature]
DEPUTY

MOTION

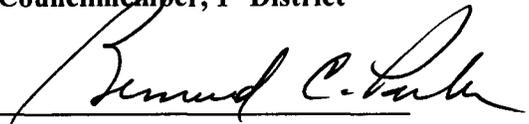
I THEREFORE MOVE that item No. 19 on today's Council Agenda, Wednesday, August 11, 2004, CF 00-2217, Recommendation No. 4 of the Planning and Land Use Management Committee Report, requesting that the Council "Adopt the staffing and funding for a new City Planning Associate position in order to work on the implementation of the Silver Lake-Echo Park Community Plan", be AMENDED as follows:

1. REFER recommendation No. 4, as delineated above, to the Budget and Finance and Personnel Committees, for their consideration and review.
2. INSTRUCT the City Administrative Officer (CAO) to prepare a report on this matter.

PRESENTED BY:


Ed P. Reyes
Councilmember, 1st District

SECONDED BY:



AP

Motion
ADOPTED

AUG 11 2004

August 11, 2004

LOS ANGELES CITY COUNCIL

VERBAL MOTION

I HEREBY MOVE that Council AMEND the Planning and Land Use Management Committee Report (Item No. 19, CF 00-2217) relative to the proposed amendments to the Silver Lake-Echo Park Community Plan Update text and map with associated zone and height district changes, as follows:

INSTRUCT the City Planning Department to correct Figure 5, consistent with the Planning Commission action, to remove one block on the north side of Sunset Boulevard, between Portia Street and Sutherland Street from the area where the Map Footnote allowing a discretionary mixed use floor area bonus will apply.

PRESENTED BY _____
ERIC GARCETTI
Councilmember, 13th District

SECONDED BY _____
ED. P. REYES
Councilmember, 1st District

August 10, 2004

CF 00-2217
CDs 1,4 & 13

Motion
ADOPTED

AUG 11 2004

LOS ANGELES CITY COUNCIL

COUNCIL VOTE

Aug 11, 2004 11:17:41 AM, #19

ITEM NO. (19)
Adopt as Amended

CARDENAS	Yes
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
LABONGE	Absent
LUDLOW	Yes
MISCIKOWSKI	Yes
PARKS	Yes
PERRY	Yes
REYES	Absent
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Yes
ZINE	Yes
*PADILLA	Yes

Present: 13, Yes: 13 No: 0

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 00-2217

sign

Applicant/Appellant/Owner	Representative

See attached

Council Member(s) Reyes, LaBong & Sirelli

Office of the Mayor (w/file) - Section _____

City Attorney (w/blue slip) - Attn: _____

City Administrative Officer (CAO)

Chief Legislative Analyst (CLA)

City Planning Department - Attn: Patricia Diefenderfer

City Planning Commission - Attn: Gabriele Williams (w/copy of Ordinance)
(ZC; HD; BL; HE; HPOZ; GPA; SPE; CPU; CPR; CA; ICO; TOD; SP; CDO)

Director of Planning (same as Commission)

Office of Zoning Administration - (all ZA cases; CU; ZV)

Advisory Agency - (PM; TT; CPU; CPR; CA; ICO; TOD; SP; CDO)

Community Planning Section - (DRB; CPU; CPR; CPE; TT; PM; CA; ICO; CDO; HE)

Geographic Information Section - Attn: Fae Tsukamoto - (same as Commission)

Information Technology Agency - (large projects)

Bureau of Engineering, Land Development & Mapping Division - (generally most cases)

Department of Transportation, Traffic/Planning Sections - (generally most cases)

Department of Building & Safety c/o Zoning Coordinator - (generally most cases)

Residential Inspection Unit - Mail Stop 115 - (SPE; HE; CU; ICO; ZC; generally most cases)

Bureau of Street Lighting, "B" Permit Section - (all zoning cases)

Department of Water and Power - (DB & large projects)

Fire Department - (all zoning & hillside cases)

Police Department - (beer & wine; adult entertainment, revocations)

Community Development Department

Los Angeles County Assessor - (CU appeals & large projects)

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

When making inquiries
relative to this matter
refer to File No.

00-2217

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - (213) 978-1043
General Information - (213) 978-1133
Fax: (213) 978-1040

HELEN GINSBURG
Chief, Council and Public Services Division

August 6, 2004

ALL COUNCILMEMBERS:

The attached copy of a Mitigated Negative Declaration, in connection with Council File No. 00-2217 is being sent to you for your information and review before it is considered by the City Council on August 11, 2004, as Item No. 19, Council District Nos. 1, 4 and 13.

J. Michael Carey

City Clerk
dng

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

DOCUMENT FILED
 CITY CLERK'S OFFICE
 Exhibit No. 91534-03
 Certified by [Signature]
 DATE 1 7 2003

LEAD CITY AGENCY LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL-DISTRICT 1, 4 and 13
---	--

PROJECT TITLE Silver Lake-Echo Park Community Plan Update	CASE NO. ENV-2003-7281-MND
---	--------------------------------------

PROJECT LOCATION

The Silver Lake-Echo Park Community Plan Area which is generally bounded by Temple St. on the south, Hoover Street and Hyperion Avenues on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.

PROJECT DESCRIPTION

(SEE PAGE 2)

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

FINDING:

The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.

(CONTINUED ON PAGE 3)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Patricia Diefenderfer	TITLE CITY PLANNING ASSOCIATE	TELEPHONE NUMBER (213)978-1478
ADDRESS 200 N. Spring Street, Room 667 Los Angeles, CA 90012	SIGNATURE (Official) Charles J. Rausch, Jr., Senior Planner <i>Charles Rausch Jr.</i>	DATE 10/10/03

ENV-2003-7281-MND

PROJECT DESCRIPTION

The Silver Lake-Echo Park Community Plan Update program is designed to:

1. Initiate plan amendments and zone changes to implement the Citywide General Plan Framework Element (Framework); and
2. Implement land use policies and programs adopted in the Framework by revising the Community Plan Text and General Plan Land Use Map using a change matrix; removing Plan Text language and Plan Map designations that are inaccurate, out-of-date or otherwise no longer valid; implement zone changes when necessary to achieve consistency with the City's General Plan; add language to the Plan Text as needed to reflect changes in the Plan area; amend the Map Legend to correspond with all Map and Text revisions; and amend and revise the Plan footnotes; and
3. Identify and designate Neighborhood Districts, Community Centers and Mixed Use Boulevards where new development should be concentrated and identify the boundaries for future recommended Supplemental Use Districts, including Mixed Use Districts, Pedestrian Oriented Districts, Commercial and Artcraft Overlay Districts and Community Design Overlay Districts; and
4. Amend the General Plan Land Use Map to reflect revisions, additions and/or deletions to Service Systems and their Map Symbols (Symbols), expansion or improvements to existing fire and police stations, school sites, libraries, park sites, etc.; and to revise and add symbols to identify and reflect changes to public services and resources and new community resources such as symbols for public facilities, house of worship, cultural and historical monuments, municipal buildings, Metrorail stations, maintenance yards, power stations and privately owned land, facilities and structures reserved for public use; and
5. Amend the General Plan Land Use Map and Text to reflect Periodic Plan Review (Batching) cases approved by City Council, which have not been reflected on the Map; and
6. Amend the General Plan Land Use Map to indicate adopted Transit facilities and corridors and to reflect recommendations of the Transportation Improvement Mitigation Program for the Plan area; and
7. Amend the Plan Text and General Plan Land Use Map to incorporate the Silver Lake Reservoir Master Plan, and
8. Amend the Plan Text and General Plan Land Use Map to reflect the designation of Sunset Boulevard, Temple Street and Fountain-Hyperion Avenues as Mixed Use Boulevards; and
9. Amend the Plan Text and the General Plan Land Use Map to designate the area of Silver Lake and Glendale Boulevard as Neighborhood District; the area of Sunset Boulevard and Echo Park Avenue, Alvarado Street from Sunset Boulevard to Temple Street and the area of Sunset and Glendale Boulevards as Community Centers; and
10. Amend the Plan Text and General Plan Land Use Map to re-zone certain industrial properties in the Plan area to [Q] CM to limit noxious uses and to impose requirements that improve compatibility between abutting residential and industrial uses; and
11. Amend the General Plan Land Use Map to change areas designated as Neighborhood and Office Commercial, Highway Oriented Commercial and Community Commercial to Neighborhood Commercial, General Commercial and Community Commercial, as shown on the attached Change Map and Matrix (Exhibits B and C, respectively).

**SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE
INITIAL STUDY CHECKLIST AND EXPLANATION ATTACHMENT**

The Silver Lake-Echo Park Community Plan Update program is intended to set land use goals, objectives, policies and programs for the Community Plan Area in accordance with Citywide land use goals and policies. The Plan further intends to allocate a distribution of land uses that serves the needs and accommodates the range of uses required by the community. It especially aims to allow a dwelling unit capacity that will accommodate growth projected in the Plan area through the year 2010 as a means to preserve the Plan area's stable single and multiple family neighborhoods, in conformance with Citywide policy. This update generally aims to designate areas where growth and development can be concentrated, allowing a functional mix of residential and commercial development along designated Mixed Use Boulevards and in designated Neighborhood Districts and Community Centers where existing service and infrastructure can support such growth and permit an orderly and efficient pattern of land use development that serves the general public welfare and exhibits good zoning practice.

The following explains the potential impacts and mitigation of identified impacts of the proposed Community Plan Update as required by the California Environmental Quality Act of 1970.

I AESTHETICS

c. *Substantially degrade the existing visual character or quality of the site and its surroundings? (Less than Significant Impact)*

A mixed use floor area ratio bonus is recommended in the Plan Map footnotes for designated areas which may result in increased floor area and height, subject to future discretionary actions. Permitting potential increases in floor area and height could alter existing views in the Plan area; however, in many cases natural topography and existing zoning that transitions from commercial frontage to multiple family residential and then to single family minimizes the impact of more intense mixed-use (commercial/ residential) development on abutting residential uses as well as on the views of abutting residential development. Community Plan Policies 2-3.1, 2-3.3, 2-4.1, 2-4.2 and 2-4.3 require new commercial development to be compatible with adjacent uses, character and scale. Policy 2-4.3 and associated programs further requires any project utilizing the mixed use floor area bonus to obtain discretionary approval, outlines the criteria under which the Plan supports such proposed mixed-use projects and requires decision-makers to find that proposed projects are compatible with surroundings and generally promote neighborhood character and identity. Since the proposed mixed use floor area bonus will require discretionary action (is not by-right), each project will undergo its own environmental review in which environmental impacts will be studied and appropriate mitigation measures will be imposed. The Plan recommends that Temple St. from Benton Way to Robinson St. be rezoned to the RAS 3 zone to allow by-right mixed use projects in this location identified as being particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, the impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the General Plan Framework Environmental Impact Report. In addition, existing commercial zoning already permits residential uses at the R4 density and mixed use.

Community Plan land use policies that promote mixed-use development in transit-served corridors in the urban core are consistent with and promote Citywide planning goals and policies outlined in the General Plan Framework (GPF) to preserve stable residential neighborhoods (GPF Goal 3B and Objective 3.5), concentrate development in identified Neighborhood Districts, Community Centers and Mixed Use Boulevards (GPF Objective 3.4, 3.8, 3.9 and 3.13) and allow for a mix of uses that will reduce vehicle trips and result in improved air quality (GPF Objective 3.2). Given the many goals that such a policy promotes, the concentration of new residential and commercial development along corridors that the public infrastructure and transportation system will support will help preserve character and integrity of surrounding stable single family and multiple family residential neighborhoods which do not have the transportation and public infrastructure due to the substandard nature of the existing public streets.

III AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less than Significant Impact)*

The intensification of certain commercial corridors recommended in the proposed Plan may generate more traffic (see VI a.) but in the long term will help alleviate traffic and reduce vehicle trips by locating within walking distance neighborhood retail and services near residential development (Community Plan Policies 2-2.2 and 2-4.3), make more efficient use of land already served by public services, infrastructure and mass transit and create the kind of concentration of population that increasingly makes mass transit viable. The Sunset-Santa Monica Blvd. Corridor (encompassing the portion of Sunset Blvd. located in the Plan area) is already slated for Metropolitan Transportation Authority (MTA) RAPID Bus Service. Alvarado Street also meets the criteria as a Transit Priority Street Segment that will make it eligible for funding for various transit-related improvements. Other designated Mixed Use Boulevards and main thoroughfares in designated Neighborhood Districts and Community Centers may additionally become candidates for improved and expanded transit service as demand necessitates. Air Quality is also expected to improve as new development is encouraged to locate in the metropolitan area, allowing more people to reside in close proximity to employment centers such as Downtown Los Angeles and the Wilshire Boulevard corridor. It is consequently anticipated that potential adverse impacts to air quality will be mitigated by the implementation of General Plan Framework (GPF) land use policies that promote a distribution of land uses and development that concentrate new development in centers and mixed-use corridors, improving quality of life, conserving neighborhoods, reducing traffic congestion and improving air quality (GPF Goal 3A, Objective 3.2 and Objective 8.3). Additionally, Transportation Improvement Mitigation Program (TIMP) mitigation measures included as policies and programs in the Community Plan (Goals 10-14) and as mitigations under section XV of this document will further mitigate traffic impacts. Policy 2-4.3 and associated programs encourage mixed use along certain commercial corridors but also require any project utilizing a recommended mixed use floor area bonus to obtain discretionary approval. Since projects seeking to take advantage of recommended floor area bonuses for mixed use would only be permitted by a discretionary action, they would require a project-specific environmental review for which environmental impacts will be assessed and appropriate mitigations imposed. The Community Plan Update does not anticipate nor recommend any other intensification of commercial, industrial or residential uses.

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard? (Less than Significant Impact)*

The Community Plan Area is located in the South Coast Air Basin (Basin), a non-attainment area for Federal Clean Air Standards (Standards). The South Coast Air Quality Management District and the State Air Resources Board have prepared a Clean Air Plan for the Basin which prescribes control measures in order to improve regional air quality to attain the Standards. Potential future, mobile Reactive Organic Gases (ROG), Nitrogen Oxide (No_x), Sulfur Oxide (So_x), and other air emissions are anticipated to be reduced through implementation of General Plan Framework (GPF) land use policies and the Transportation Improvement Mitigation Program (TIMP) mitigation measures included as policies and programs in the Community Plan (Goals 10-14) and as mitigations in Section XV of this document. These measures are all consistent with the Basin's Clean Air Plan.

The Community Plan land use policies are consistent with GPF goals (Objective 3.4, 3.8, 3.9 and 3.13) to designate Community Center, Neighborhood Districts and Mixed Use Boulevards where new development should locate and where intensification of development (mixed commercial/residential) along commercial corridors served by mass transit and located near employment centers promotes more efficient use of land and public services and infrastructure (Community Plan Policy 2-4.3). They also promote a mix of uses which encourage the development of new housing within walking distance of neighborhood-serving commercial uses, potentially contributing to a reduction in vehicle trips and pollution which could be caused by these trips (GPF Objective 3.2). Additionally, project-specific mitigation would continue to be achieved for projects requiring discretionary actions by Area and City Planning Commissions and Zoning Administrators. Future air emission levels are expected to be lower than

1990 air emissions.

V CULTURAL RESOURCES: would the project:

- a. *Cause a substantial adverse change in significance of a historical resource as defined in state CEQA Section 15064.5 (Less than Significant Impact)*

The proposed Plan may potentially have impacts on historic resources in certain commercial areas where a proposed mixed use floor area bonus applies. In this Plan area, most designated Historic-Cultural Monuments are located in residential areas and would not be affected by the proposed mixed use floor area bonus recommended exclusively on specific commercial corridors. Policies and programs which promote more intensive uses in specified commercial areas and corridors (Community Centers and Mixed Use Boulevards) could result in the alteration or demolition of existing structures if developers choose to take advantage of a proposed mixed use floor area bonus. The areas affected by the recommended mixed use floor area bonus are generally limited to auto-oriented commercial corridors where virtually no designated monuments are located and significant architecture is minimal. Community Plan policies furthermore advocate and promote preservation of valuable historic, cultural and architectural context and resources of the Community Plan Area. Community Plan Policies 2-3.1, 2-3.3, 2-4.1, 2-4.2 and 2-4.3 require new commercial and mixed-use development to be compatible with adjacent uses, character and scale and outline the criteria under which more intense mixed-use projects are supported by the Plan. Individual developments seeking to take advantage of recommended mixed use floor area bonuses will be required to complete an environmental assessment in which the projects' individual and cumulative environmental impacts will have to be identified and mitigated, including impacts on historic resources (Community Plan Policy 2-4.3).

Outside of affected commercial corridors, the Plan supports preservation, recommending, among other preservation measures, a study area in Echo Park (Community Plan Policy 16-1.1) to explore the need for future historic preservation overlay zones or other tools and measures to preserve architectural resources and conserve unique neighborhood characteristics and features. The Plan moreover includes exhibits listing the location of designated Historic-Cultural Monuments (Appendix A) and significant Modern-era structures in the Plan area (Appendix B) and encourages that independent historic status be sought for these structures. The Plan identifies and inventories the Plan area's public staircases (Exhibit I), proposes the designation of staircases as a public facilities zone and recommends the preparation of a "streetscape" plan where goals, policies and programs can be established to ensure the preservation of the public staircases that contribute to the unique character and history of the Plan Area.

VI GEOLOGY AND SOILS

- a. i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology special Publication 42. (Less Than Significant Impact)*

As is common in the Southern California region, there will be continued risks of human injury and property damage because of potential regional earthquakes. No Alquist-Priolo Special Study Zone Areas, designated by the State of California Division of Mines and Geology, are located within the Plan area. However, the Santa Monica Fault, a potentially active fault, is thought to run more-or less parallel to and south of Los Feliz Boulevard from the vicinity of La Brea/Fountain Avenues to the vicinity of Hyperion Avenue/Riverside Drive. Another potentially active fault is thought to run through the northeast portion of Griffith Park.

- ii *Strong seismic ground shaking? (Less Than Significant Impact)*

Structures built in the Plan area would continue to be subject to City Department of Building and Safety standards and regulations, which pertain to the structural integrity of buildings. While some potential exists for geologic hazards due to geologic and seismic conditions in the Plan area, the Plan proposes no changes that would significantly alter these conditions. The Plan implementation would not be anticipated to result in the exposure of people or property to significantly increased geologic hazards.

iii *Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)*

Certain portions of the Plan area—Elysian Valley, between the Golden State Freeway and the Los Angeles River, the area of the Silver Lake Reservoir and neighborhoods surrounding the reservoir on the east and land along Silver Lake Boulevard going south and west from the Reservoir to Temple St.—are in state-identified liquefaction areas. Structures built in liquefaction or exposed erosive soil areas would continue to be required by the City Department of Building and Safety to be engineered to resist liquefaction damage, include erosion control measures and be subject to individual soil stability studies prior to the approval of individual project development plans.

iv *Landslides (Less Than Significant Impact)*

Most of the Plan area with the exception of Elysian Valley is located in a designated hillside area. There is a landslide threat in a localized site in Elysian Park (5 -100 acre bedrock landslide site) in the southeast corner of the Plan area. The Plan area is an urbanized area and the majority of the land is developed; land use policies in this proposed update would provide the potential to intensify development conservatively, encouraging more efficient use of land through mixed-use development and the infill and reuse of vacant or underused land near the urban core and taking advantage of existing infrastructure, services and transit opportunities, predominantly in the flatter commercial corridors. The Plan proposes no significant land use changes in hillside areas that would result in changes in topography or surface relief features beyond what would occur under the existing plan. Infill development of the relatively few vacant hillside lots will have to comply with Department of Building and Safety building and grading requirements. Further, more effective seismic building standards help alleviate any potential upset as new growth occurs.

XII **POPULATION AND HOUSING**

a. *Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure? (Potentially Significant Unless Mitigation Incorporated).*

The proposed Plan increases the potential intensity of development and potentially increases the capacity of housing along designated Mixed Use Boulevards and in designated Neighborhood Districts and Community Centers through incentives such as the mixed use floor area ratio bonus (Community Plan Policy 2-4.3 and Plan Map footnotes). These Community Plan objectives are consistent with the General Plan Framework Element, which offers as mitigations for population growth, the following policies:

- Policy 3.3.1 expresses City policy to accommodate projected population and employment growth and to ensure that it is evenly distributed throughout the City;
- Policy 3.4.1 encourages conservation of existing stable residential neighborhoods by directing new development in centers (Neighborhood Districts, Community Centers and Regional Centers) and along major boulevards served by transit.
- Policy 3.13.1 encourages mixed-use along identified Mixed Use Boulevards to add housing capacity and intensify development along major corridors;
- Policy 4.1.2 encourages location of affordable housing Citywide to avoid overconcentration in certain areas;
- Policy 4.1.5 requires monitoring of housing development to ensure distribution Citywide and the generation of unit type and cost that is accessible to all income levels;
- The Framework also expresses intent to offer incentives for affordable housing in mixed-use developments (Policy 4.1.2) and to develop family-sized units to reduce overcrowding (Policy 4.1.4), to offer priorities in permit processing for low and very-low income housing developments (4.1.6), to promote adaptive reuse of structures for housing by reducing regulatory barriers and creating incentives (4.1.8), and generally to locate new multiple family near transit or in transit corridors (obj. 4.2)

In conformance with the above policies found in the General Plan Framework Element, the proposed project aims to concentrate development in those areas that have the infrastructure to support growth and that have access to

mass transit.

This policy to concentrate development at such locations, especially underutilized commercial corridors, will implement several Citywide goals, including to preserve the character and identity of stable single and multiple family neighborhoods and reduce vehicle trips. The Plan encourages infill and more efficient use of either vacant or underused commercial land to absorb growth. Doing so reduces the likelihood that single family neighborhoods will have to be upzoned in the future to accommodate projected population growth. Creating functional mixed-use neighborhoods will not only help reduce the number of vehicle trips residents will make by providing day-to-day neighborhood retail and services within walking distances but will also create population centers that make mass transit more feasible and economical. Fewer vehicle trips will alleviate traffic congestion, improve air quality (permitting the City to comply with state and federal air quality legislation and standards), improve quality of life and promote sustainability. The potential increase in dwelling units resulting from proposed land use policies may additionally increase housing supply and consequently help contain housing costs and the displacement of low-income residents. (The Housing element cites many studies and data that document the unavailability of low-income units in the City, attributable, in part to the reduced level of building activity over a number of years, that has not allowed housing supply to keep up with demand.) Furthermore each individual development proposal, particularly where recommended mixed use floor area bonuses are sought, will be required to complete an environmental assessment in which the projects' individual and cumulative environmental impacts will have to be identified and mitigated (Community Plan Policy 2-4.3). The Plan recommends that Temple St. from Benton Way to Robinson St. be re-zoned to the RAS 3 zone to allow by-right mixed use projects in locations identified as particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, their impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the GPF Environmental Impact Report. It is thus anticipated that potential adverse impacts of any resulting intensification of development are mitigated by the implementation of the General Plan Framework (GPF) land use policies, the Housing Element and transportation mitigations recommended in the Silver Lake-Echo Park Community Plan Update Transportation Improvement Mitigation Program (TIMP), included as mitigations in the Community Plan (Goals 10-14) and in Section XV of this document.

XIII Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

a. ***Fire protection? (Potentially Significant Unless Mitigations Incorporated).***

Fire protection *may* potentially be impacted if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update (Community Plan Policy 2-4.3) or implemented by future Supplemental Use District overlay zones.

Mandatory environmental review of individual proposed projects will assess individual and cumulative impacts and impose mitigations. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

Community Plan Objective 9-1 and Policy 9-1.1 ensure that fire facilities and protective services are sufficient for existing and future population and land uses and require review of and coordination with the Fire Department for significant developments and General Plan Amendments to assess and plan for impacts on service demands. Additionally, the General Plan Framework Environmental Impact Report (EIR) finds that land use patterns consistent with GPF are in themselves mitigations by virtue of their promotion of the efficient use of land and

public resources. Consequently development consistent with its land use policies such as those found in the Community Plan lessen impact on public services (such as fire protection, police protection and schools). Another mitigation requires monitoring of infrastructure and public service capacities. Policy 3.3.2 of the General Plan Framework directs monitoring of infrastructure and public service capacities to determine the need and to establish programs for infrastructure and public service investments to accommodate development in growth areas. The Framework EIR additionally (also Policy 3.3.2) conditions new development on the ability to provide services and infrastructure and directs the establishment of programs for infrastructure and public service improvements to accommodate additional development by type, amount and location. GPF Policy 7.10.1, also encourages focusing available implementation resources for public services and infrastructure on areas targeted for growth, as recommended by the Community Plan policies which encourage mixed use in centers and along designated boulevards, to ensure that infrastructure and services keep pace with growth. And finally GPF Policies 9.17.4 and 9.18.1 require that discretionary actions take into consideration Fire Department concerns about the provision of fire and emergency services.

b. Police Protection? (Potentially Significant Unless Mitigations Incorporated)

Police protection *may* potentially need to be upgraded if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update or implemented by future Supplemental Use District overlays zones.

Mandatory environmental review of individual proposed projects will assess individual and cumulative impacts and impose mitigations. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

Community Plan Objective 8-1 and Policy 8-1.1 ensures that protective services are sufficient for existing and future population and land uses and require review of and coordination with the Police Department for significant developments and General Plan Amendments to assess and plan for impacts on service demands. Additionally, the General Plan Framework Environmental Impact Report (EIR) finds that land use patterns consistent with GPF are in themselves mitigations by virtue of their promotion of the efficient use of land and public resources. Consequently development consistent with its land use policies such as those found in the Community Plan lessen impact on public services (such as fire protection, police protection and schools). Another mitigation requires monitoring of infrastructure and public service capacities. Policy 3.3.2 of the General Plan Framework directs monitoring of infrastructure and public service capacities to determine the need and to establish programs for infrastructure and public service investments to accommodate development in growth areas. The Framework EIR additionally (also Policy 3.3.2) conditions new development on the ability to provide services and infrastructure and directs the establishment of programs for infrastructure and public service improvements to accommodate additional development by type, amount and location. Policy 7.10.1, also encourages focusing available implementation resources for public services and infrastructure on areas targeted for growth, as recommended by the Community Plan policies which encourage mixed use in centers and along designated boulevards, to ensure that infrastructure and services keep pace with growth. Policy 9.14.1 through 9.15.7 address the need to identify and monitor conditions that would require additional police services and facilities.

c. Schools? (Potentially Significant Unless Mitigations Incorporated)

Community Plan Policies 6-1.1 and 6-1.2 and the General Plan Framework both encourage a monitoring program to assess the impact of land use on public services, including schools, through policies guiding site selection and streamlining of the development process. The Community Plan also encourages the location of schools in community centers and as a part of joint-use, mixed-use developments in areas served by transit. Community Plan policies that create land use patterns that support more functional community centers and mixed use boulevards help support these broader Citywide General Plan objectives.

All new residential and commercial projects are required to pay school fees which are assessed at the time that a building permit is issued. Combined with current bond funding programs of the Los Angeles Unified School

District (LAUSD) (already financing a large-scale, District-wide new construction program), funds will be available to develop new or expand existing schools to keep pace with any population expansion resulting from the Plan update.

d. *Other governmental services (including roads)? (Potentially Significant Unless Mitigations Incorporated)*

Fire protection, police protection, schools, parks and other public services *may* potentially need to be upgraded if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update or implemented by future Supplemental Use District overlays zones.

Discretionary review and mandatory environmental clearance of individual proposed projects seeking a mixed use floor area bonus will ensure that individual and cumulative impacts are assessed and appropriate mitigations imposed (Community Plan Policy 2-4.3). The Plan recommends that Temple St. from Benton Way to Robinson St. be re-zoned to the RAS 3 zone to allow by-right mixed use projects in locations identified as particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, their impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the GPF Environmental Impact Report. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

In many cases existing regulations and fees including special assessment districts, Quimby fees and school fees, already require new development to pay for its share of impact on public services, which may, effectively allow new development to finance improvements to services and infrastructure that might not otherwise occur in the urban core.

Community Plan Goals 10-14 incorporate mitigations measures for impacts on City streets and transportation facilities, through transportation improvements identified in the Transportation Impact Mitigation Program completed for the Community Plan Area (Final TIMP dated June 2003), which also aims to enhance circulation within the Community Plan area through a combination of street and freeway improvements and mass transit and non-motorized transit enhancement and options as well as land use patterns that reduce single occupant vehicle trips and make public investments in transit systems cost effective.

d. *Parks? (Potentially Significant Unless Mitigations Incorporated)*

The proposed Plan mitigates potential impacts on parks, open space and recreational facilities by encouraging the preservation and acquisition of parkland and strategies to develop greenways that link existing and future open spaces (Community Plan Goals 4 and 5). In an effort to restore the Los Angeles River (just outside of the boundaries of the Plan area) to a more natural state and to improve it as a recreational resource, parcels of land have been purchased by land trusts and other private nonprofit organizations and developed (or with future intent to develop) as open space and parks for public use. The proposed Plan recommends Plan Amendments and Zone Changes to designate and rezone these properties as open space to ensure their preservation for this use (Community Plan 5-1.2 and related programs). The Community Plan (Community Plan Policy 4-1.4 and Chapter 5 guidelines) redesignates streets to enable the future implementation of the Silver Lake Reservoir Master Plan (SLRMP) which expands its potential as a recreational resource in the community and also incorporates SLRMP gateway, streetscape, landscape etc. guidelines for enhancing the public realm. The Plan also incorporates policies to encourage the City to acquire land. The Plan also requires decision makers to condition approval of projects on providing public access and rights-of-way on properties that would complete greenways or link major parks and open space, particularly linkages between Elysian Park and Griffith Park, thus promoting Citywide policies. The Plan recognizes the existing public staircases as potentially integral links in greenways and pedestrian paths and as open space and recreational facilities. It additionally recommends that the staircases be designated public facility and that a "streetscape" plan be developed to integrate the staircases in the larger

recreational and open space network as a means of expanding the open space and recreational facilities in the Plan area's urban environment.

The GPF Policy 9.23.3 promotes joint-use agreements with the LAUSD to contribute to the availability of recreational facilities and the Framework EIR also includes as mitigation measures (many promoted the land use policies in the proposed Plan) the use of public school playgrounds as parks; to replace asphalt areas with turf play fields; to evaluate public school playground share-use potential for after-school hours, holidays, school breaks and summer recreation programs; to develop small urban parks and open spaces within mixed-use developments (GPF 3.13.6) and to acquire additional City and private properties for recreation uses. The Community Plan land use policies, such as those stated above (Community Plan Goals 4 and 5 and Policies 2-1.1 and 2-4.3), mitigate the potential impacts of proposed land use policies by implementing and supporting many of these Citywide objectives.

XV Transportation/Circulation

- a. *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections. (Potentially Significant Unless Mitigations Incorporated)*

The potential intensification of development along designated Mixed Use Boulevards and Community Centers may result in some increase in traffic. However, encouraging mixed-use development where neighborhood retail and services are located within walking distance of new and existing residential development will reduce vehicle trips and mitigate traffic impacts, as will encouraging infill development along major bus routes in the urban core and proximate to employment centers such as Downtown Los Angeles and the Wilshire Corridor (Community Plan Policy 2-4.3) and preserving and enhancing the pedestrian environment (Community Plan Goal 2, particularly Policies 2-2.1 and 2-2.2). These Community Plan policies promote land use patterns supported by the Citywide General Plan Framework (Chapter 8, particularly Objectives 8.3 to support development in identified neighborhood districts, community centers and mixed use boulevards and 8.4 to maintain pedestrian-oriented environments). These policies are additionally consistent with the City's Land Use/Transportation Policy and Transportation Element, which in and of themselves mitigate the effects on transportation and circulation by encouraging a pattern of development that minimizes auto dependency.

A Transportation Improvement Mitigation Program (TIMP) has been completed which analyzes impacts of the proposed Plan on traffic and circulation based on 2010 population and employment forecasts. The TIMP makes recommendations for transportation, mass transit and nonmotorized transportation programs and improvements that will cumulatively maintain acceptable levels of service in street circulation and provide alternative transportation opportunities that will accommodate projected growth, mitigating potential adverse impacts on transportation and circulation. Implementation of TIMP recommendations will mitigate traffic impacts resulting from land use patterns proposed in the Plan.

The following mitigations, among others, are incorporated in the Community Plan under Goals 10-14. The streets that are either being designated as Mixed Use Boulevards or which are main thoroughfares in designated Community Centers have been identified in part because they have appropriate levels of transit service and can accommodate growth. Sunset Boulevard, designated in the Transportation Element as a Transit Priority Street is slated to receive RAPID Bus Service in the next phase of implementation, which will mitigate potential impact on the street system created by new development. Alvarado Street also meets the criteria for a Transit Priority Street Segment which entitles it to funding for various transit-related improvements. Two transportation projects, The Glendale Boulevard Corridor Improvement Project and Glendale Freeway Terminus project are intended to alleviate long-standing traffic problems, also mitigating potential impacts of future development. Furthermore development along the proposed Sunset Boulevard Mixed Use Boulevard will provide a mix of uses within walking distance of residential and commercial development on Sunset Blvd., surrounding residential neighborhoods and potentially concentrate new residential development in close proximity to major employment centers and access to transit. In addition the land use patterns promoted by the Community Plan and the transportation improvements described above, a variety of regional freeway improvements and enhanced bikeway facilities, particularly along the Los Angeles River, collectively have been found to mitigate the impacts of infill development that might result

from Community Plan land use policies. Following is a list of transportation mitigations recommended in the TIMP:

1. Provide Metro Rapid Bus service on the Santa Monica-Sunset Boulevard corridor from Union Station to Downtown Santa Monica as part of the planned Phase II implementation of Metro Rapid Bus service expected by 2010.
2. Establish "DASH" shuttles to transport residents from hillside neighborhoods to centers and nearby rail stations, especially from a) the residential areas to Chinatown with access to the Gold Line to Pasadena, the City's transit hub, Union Station, and beyond to Downtown and b) to link residential areas with Community Centers and nearby Red Line stations.
3. Require Transportation Demand Management (transit use, modified work schedule, van/car pools, telecommuting, etc.) programs as a condition of approval of larger developments.
4. Implement the second phase of signalization improvements called Adaptive Traffic Control System which is expected to add a 3% increase in roadway capacity in the Plan area.
5. Make physical and operational improvements to several intersections, including: Glendale Blvd./Alavardo St. (part of the Glendale Boulevard Improvement Corridor Project), Sunset Blvd./Hollywood Blvd./Hillhurst Ave. and Silver Lake Blvd./Temple St./Beverly Blvd./Virgil Avenue, two of which (the later two) lie just outside the area and contribute to traffic congestion and delays.
6. Implement recommended street redesignations (see Plan text).
7. Implement a variety of regional capital improvements that would alleviate the impact of commuter traffic on and improve internal circulation in the Plan area as follows:
 - a. Glendale Freeway Terminus improvements
 - b. Improvements to the I-5/Glendale Freeway interchange (a "priority freeway improvement project" earmarked to be funded by 2010)
 - c. Construction of the Alameda Street By-Pass, also a high priority project
 - d. Improvement to the Route 110/I-5 connection between the two freeways
 - e. Addition of auxiliary/merge lane between I-110 and Glendale Blvd. to facilitate traffic connecting from the I-110 to the I-101
 - f. Potentially signalize the intersection with Riverside Dr. of the southbound I-5 off-ramp at Glendale Blvd.
8. Develop and implement Neighborhood Protection Plans for areas that are or will be impacted by changes, namely, Solano Canyon and Echo Park, east and west of Glendale Blvd. from Scott Ave. to Berkeley Ave and west to Benton Way.
9. Implement and develop nonmotorized transportation facilities including pedestrian friendly streets, particularly in centers and on designated Mixed Use Boulevards, sidewalks in pedestrian-oriented areas and planned bicycle facilities, including closure of identified gaps in the planned bikeway network, namely, Silver Lake Blvd. south of Sunset Blvd. to make a connection with bicycle facilities on First Street.

f. ***Would the project result in inadequate parking capacity? (Potentially Significant Unless Mitigations Incorporated)***

Potential infill development along designated Mixed Use Boulevards and in Community Centers may impact demand for parking. Mixed-use projects will have to meet parking standards for their residential use and appropriate parking ratios for the commercial uses in the commercial component. While shared-use and mixed-use parking reductions are encouraged, the proposed mixed use policies and Mixed Use Boulevard designation for Sunset Boulevard encourages the construction and recommends a possible funding mechanism for centralized parking facilities that would mitigate any parking reductions that individual projects would obtain as a result of

their proximity to transit stations, major bus routes, centralized parking facilities and other shared parking arrangements or development incentives permitting parking reductions (Community Plan Goal 15). Furthermore many of the policies promoting mixed use and more efficient use of existing transit-served commercial corridors and centers promote many of the GPF goals and policies that encourage pedestrian-oriented, mixed-use development that reduces auto dependency and enables residents to live within walking distance of basic goods and services, and are consistent with the City's Land Use/Transportation Policy, which are intended mitigations to impact on parking availability.

The TIMP includes mitigation measures that involve increased transit service. The above mitigations, combined with recommended transit improvements and an enhanced pedestrian environment, foster conditions that will reduce vehicle trips and alleviate potential parking problems. In addition parking impacts for residential and mixed-use projects entitled through required discretionary approvals for future mixed use projects will be required to mitigate individual projects impacts; for example, guest parking at a ratio of 1/4 to 1/2 space per dwelling unit is imposed on projects in designated parking congestion areas.

XVII Mandatory Findings of Significance

b. *Does the project have impacts which are individually limited, but cumulatively considerable? (Potentially Significant Unless Mitigations Incorporated)*

Development as envisioned through policy language, zone changes and development incentives could result in more intense development of designated Mixed Use Boulevards and designated Neighborhood Districts and Community Centers which may have a cumulative impact. However, the mitigations noted in this document, especially in the Community Plan's TIMP, will ensure that impacts will be mitigated to the point of insignificance. Generally the proposed Plan conforms to Citywide policy and is consistent with and implements the Citywide General Plan Framework, the Housing Element, Transportation Element and Land Use/Transportation policy. Designated Mixed Use Boulevards and Neighborhood Districts and Community Centers have been identified in the Framework as appropriate areas where growth should be concentrated and where existing services and infrastructure could support such growth in a way that exhibits sound planning, houses projected population growth and allows an adequate distribution of land for the various uses required by the community.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST (Article IV - City CEQA Guidelines)

LEAD CITY AGENCY Los Angeles Department of City Planning	COUNCIL DISTRICT 1, 4 and 13	DATE 10/10/03
--	--	-------------------------

RESPONSIBLE AGENCIES
Los Angeles Department of City Planning

PROJECT TITLE/NO. Silver Lake-Echo Park Community Plan Update	CASE NO. CPC-1995-0357-CPU
---	--------------------------------------

PREVIOUS ACTIONS CASE NO. CPC-23305 and CPC-1986-255-GPC	<input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
--	---

PROJECT DESCRIPTION:
See attached project description.

ENVIRONMENTAL SETTING:

The Silver Lake-Echo Park Community Plan Area (CPA) is comprised of approximately seven square miles consisting of single and multiple family residential, commercial, industrial, public facilities and open space land use designations. The CPA is predominantly a residential Plan area with commercial corridors, Neighborhood Districts and Community Centers that provide neighborhood-supporting retail and services. Most of the area is within designated hillside areas except for Elysian Valley, the neighborhood in the eastern portion of the Plan area which abuts the Los Angeles River. This particular area is predominantly residential and abuts industrial development that is located directly adjacent to the river.

West: The Hollywood and Wilshire Community Plan Areas
 South: Westlake, Central City and Central City North Community Plan Areas
 North and East: Northeast Community Plan Area

PROJECT LOCATION

The Silver Lake-Echo Park Community Plan Area which is generally bounded by Temple St. on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.

PLANNING DISTRICT Silver Lake-Echo Park Community Plan Area	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <u>February 17, 1984</u> <input checked="" type="checkbox"/> ADOPTED <u>date</u>
---	---

EXISTING ZONING Various	MAX. DENSITY ZONING R3	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> DOES NOT CONFORM TO PLA <input type="checkbox"/> NO DISTRICT PLAN
PLANNED LAND USE & ZONE Various	MAX. DENSITY PLAN R3	
SURROUNDING LAND USES Various	PROJECT DENSITY Various	

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

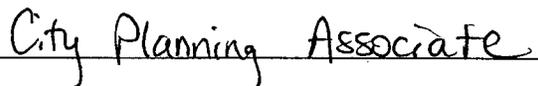
I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



SIGNATURE



TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of

and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Population/Housing | |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME City of Los Angeles/Department of City Planning	PHONE NUMBER 213/978-1478
PROPONENT ADDRESS 200 North Spring St., Rm. 667, Los Angeles, 90012	DATE SUBMITTED 04/14/03
AGENCY REQUIRING CHECKLIST Department of City Planning	
PROPOSAL NAME (If Applicable) Silver Lake-Echo Park Community Plan Update	

ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
-----------------------------------	---	---------------------------------	-----------

I. AESTHETICS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

This environmental impact assessment utilized official City of Los Angeles and other official government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, were used to identify potential future significant seismic events; including probable magnitudes, liquefaction and landslide hazards. Both the Initial Study Checklist and companion Worksheet, in conjunction with the City of Los Angeles's Adopted Thresholds Guide, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act.

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2003-7281-MND and the associated City Plan Case No. 1995-0357-CPU. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, Section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat
- Cause a fish or wildlife habitat to drop below self-sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number or restrict range of a rare, threatened, or endangered species
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

This document was prepared in compliance with Public Resources Code section 21082.2 and CEQA Guidelines sections 15063, 15064, 15065, 15070, and 15071.

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Community Planning Bureau, Room 667, City Hall.

For City information, addresses and phone numbers: visit the City website at www.lacity.org; City Planning - and Zoning Information Mapping Automated System (ZIMAS) www.lacity.org/pln or the Community Planning Bureau, City Hall, 2000 N. Spring St., Room 667.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY	TITLE	TELEPHONE #	DATE
Patricia Diefenderfer	City Planning Associate	213/978-1478	10/10/03

FISH AND GAME FEE (AB 3158)

Based on the Initial Study prepared by the Environmental Staff, it is recommended that the project be:

- Exempt from the Fish and Game Fee*
 Not Exempt from the Fish and Game Fee

Items checked on the Initial Study Checklist (circle when appropriate):

AIR QUALITY: III a III b III c III d

BIOLOGICAL RESOURCES: IV a IV b IV c IV d IV e IV f

GEOLOGY AND SOILS: VI ai-aiv VI b VI c IV d VI e

HAZARDS & HAZARDOUS MATERIALS: VII a VII b VII c VII d VII e VII f VII g VII h

HYDROLOGY & WATER QUALITY: VIII a VIII b VIII c VIII d VIII e VIII f VIII g VIII h VIII i

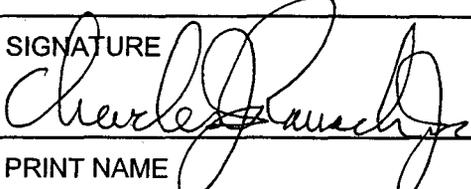
VIII j

MANDATORY FINDINGS: XVII a XVII b XVII c

* A Certificate of Fee Exemption will be prepared by the environmental staff

CALIFORNIA DEPARTMENT OF FISH AND GAME
CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE CPC NO. 1995-0357-CPU	MND NO. ENV-2003-7281-MND
PROJECT DESCRIPTION See Page 2 of MND	
PROJECT ADDRESS The Silver Lake-Echo Park Community Plan Area which is generally bounded by Temple St. on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east. <p align="center">COUNTY OF LOS ANGELES</p>	
APPLICANT NAME AND ADDRESS Department of City Planning City of Los Angeles 200 N. Spring St., Room 667 Los Angeles, CA 90012	
FINDINGS OF EXEMPTIONS Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on ___ it is determined that the subject project, which is located in Los Angeles County, WILL NOT have an adverse impact in wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because: <input type="checkbox"/> The Initial Study prepared for the project identifies no, potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned. <input checked="" type="checkbox"/> Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance. <input type="checkbox"/> The project site, as well as the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.	
CERTIFICATION I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.	
CHIEF PLANNING OFFICIAL	SIGNATURE 
DATE OF PREPARATION 10/10/03	PRINT NAME Charles J. Rausch, Jr

LEAD CITY AGENCY

LOS ANGELES CITY PLANNING DEPARTMENT, 200 N. SPRING STREET, ROOM 763, LOS ANGELES, CA 90012

COUNTY OF LOS ANGELES

(FORM 4/92)



Community Planning Bureau

City Hall • 200 N. Spring Street, Room [Room #] • Los Angeles, CA 90012



July 27, 2004

TO: To the File

FROM: Patricia Diefenderfer
Community Planning Bureau

SUBJECT: **Silver Lake-Echo Park Community Plan Update
PLUM Action at its July 14, 2004 meeting**

List of Future Work Program Items (Plan Implementation) - (all but items 1 through 3 were introduced at PLUM)

1. Establish 5 Community Design Overlay Districts, including streetscape plans, for the following areas (see Plan text and staff report for the recommended boundaries and the goals and objectives of each):
 - Sunset Blvd./Echo Park Ave.
 - Sunset Junction
 - Rowena Avenue
 - Silver Lake Blvd.
 - Temple St.
2. Conduct the necessary research to establish an HPOZ or other implementation tool as appropriate for residential areas in Echo Park to protect/preserve neighborhood character and identity; significant architecture; and Echo Park lake and other park facilities.
 - Boundaries of priority area: Angelino Heights expansion area with the further addition of the area generally bounded by Echo Park Ave. to the east, Sunset Blvd. to the North, the Hollywood Freeway to the south and Bonnie Brae St. to the west (these boundaries introduced at PLUM).
 - Properties with frontage on Sunset Blvd. that are omitted from the boundaries of an adopted Historic Preservation Overlay Zone should be included in the proposed Sunset Blvd./Echo Park Ave. CDO
3. Establish a Commercial and Artcraft Overlay District to encompass commercial and industrial portions of Glendale Blvd. and Alvarado St. to promote commercial revitalization and neighborhood character (See Plan text Figure 4)
4. Amend the Central City West Specific Plan to be consistent with any CDO established for Temple Street (to apply to proposed developments on Temple Street). (CD 1)

5. Prepare an ICO for the Angelino Heights HPOZ expansion area (per CD 1; see boundaries above).
6. Prepare plan amendments and zone changes from Medium Residential and R3 to Low Medium II and RD 1.5. for the following areas (and evaluate the 800 block of Dillon and Vendome for a similar change):
 - West side of Hyperion Ave.
 - 800 block
 - 900 block
 - Sanborn Ave.
 - 900 block
 - Manzanita St.
 - 800 block
 - 900 block
 - Venango Street
 - Venango Circle
 - Rector Place

Immediate Plan Changes/Corrections

1. Remove Plan text language on Page III-47 specifying improvements to Stadium Way.
2. Revise Map Footnote #1 with amended language per CD-13
3. Fix 3:1 FAR Plan text figure: Alvarado St. to Montana St.
4. Amend Plan text Figure 4 to Extend the Sunset Blvd./Echo Park Ave. CDO east to the Pasadena Freeway
5. Add Echo Park Historical Society list of architecturally significant structures to Appendix B in the Plan text.
6. Add a program in the Plan text to promote community revitalization and neighborhood character through the establishment of a Special Study Area in Elysian Valley for the area generally bounded by Altman Street to the east, Blake Avenue to the south, the Glendale Freeway to the west and the LA River to the north.

Other PLUM Actions

PLUM also approved the addition of Elysian Valley to the name of the Community Plan Area.

4 CD 13
7/17 submitted
in center
7-14-04

~~X~~

PLUM 7/14/04

Item #12 – Silver Lake-Echo Park Community Plan Update

CM Garcetti Requested Committee Action

Add the following instruction and directives to Committee Report:

INSTRUCT the Department of City Planning to revise “Map Footnote 1” to read:

1. Height District 1-VL, exists throughout the entire district, except where designated in the Echo Park Avenue/Sunset Blvd. Community Center and as indicated in Footnotes 2 and 3. When a discretionary FAR bonus is requested, building height should substantially conform to the 1-VL height district limitation.

DIRECT the Department of City Planning to prepare a zone change and plan amendment changing the 800 and 900 block on the east side of Hyperion; the 900 block of Sanborn Avenue; 800 and 900 block of Manzanita Street, Venango Street, Venango Circle and Rector Place from R3 – 1VL to RD1.5 – 1VL and change the community plan category from Medium Density Residential land use to Low Medium II Residential land use. Also evaluate the 800 block of Dillon and Vendome for a similar density reduction.

DIRECT the Department of City Planning to promote community revitalization and neighborhood character through the establishment of a Special Study Area in Elysian Valley for the area generally bounded by Altman Street to the east, Blake Avenue to the south, the Glendale Freeway to the west and the LA River to the north. The purpose of the Special Study Area is to consider additional land use modifications and the creation of a neighborhood commercial center.

*** CD1 Recommendations**

July 14, 2004

PLUM ITEM #12

Silver Lake Echo Park CPU

#12 *CDI
Submitted
for
Order
7-14-04

RECOMMENDATION: AMEND THE STAFF REPORT TO INCLUDE THE FOLLOWING:

1. DIRECT the Department of City Planning to amend the Central City West Specific Plan to include the design guidelines developed in the recommended Temple St. Community Design Overlay District to be applied to proposed developments on Temple Street from Glendale Bl. to the Harbor Freeway.
2. DIRECT the Department of City Planning to extend the proposed Sunset Bl./Echo Park Ave. CDO to the Harbor/Pasadena Freeway.
3. DIRECT the Department of City Planning to establish an Interim Control Ordinance for the Angelino Heights Historic Preservation Overlay Zone "expansion area," as shown on the attached map, generally bounded by Bonnie Brae on the west, 101 Freeway on the southwest, Sunset Boulevard on the north, the south side of Allison Avenue (and the commercial frontage on Sunset Bl. east of Sunset Bl. and Allison Ave.) on the south and westside of Victor St. & Bellevue Ave. on the east, excluding the future site for the convent at intersection of Beaudry/Sunset/Bellevue.
4. DIRECT the Department of City Planning to REMOVE the second bullet point at Chapter III page 47 which states the following language: "Reconfigure and/or add double turn lanes to accommodate southbound traffic at the Off-set intersection of Stadium Way and Academy Road to add capacity and deter traffic from commuting through adjacent residential streets. [TIMP]"

12

From: CIS@clerk.lacity.org
To: <CIS@clerk.lacity.org>
Date: 07/13/2004 11:05:44 AM
Subject: Community Impact Statement - City Council and Committees

Contact Information

Neighborhood Council: Silver Lake NC
Name: Jason Lyon
Phone Number: 323-663-3996
Email: jason@jasonlyon.com

Impact Information

Date: 07/13/2004
Update to a Previous Input: No
Directed To: City Council and Committees
Reference Number: #00-2217, CPC 1995-0357
Agenda Date: 07/14/2004
Item Number: 12

Brief Summary: The SLNC, on behalf of the more than 40,000 stakeholders of Silver Lake, recommends 5 revisions to the Silver Lake Echo Park Community Plan Update:

1. Extension of "Sunset Junction" Overlay District to Coronado Street
2. FAR increase on Sunset Blvd. to 2:1
3. Change of height district designation to 1XL in interior business districts
4. Development of Implementation Plan
5. Development of Specific Area Plans to address block-by-block issues

Additional Information: Please provide the following letter to all members of the PLUM and the relevant personnel in the Planning Department.

CC: <jason@jasonlyon.com>

CITY OF LOS ANGELES
CALIFORNIA

**SILVER LAKE
NEIGHBORHOOD COUNCIL
OFFICERS**

Jason Lyon, Rusty Millar
CO-CHAIRS
Salvador Sanchez
VICE-CHAIR
Charles R. Wiggington
TREASURER
Martin Hittelman
SECRETARY

**SILVER LAKE
NEIGHBORHOOD COUNCIL**

c/o Dept. of Neighborhood Empowerment
3516 N. Broadway
Los Angeles, CA 90031

TELEPHONE: (866) LA-HELPS
FAX: (323) 224-2312

SLNC TELEPHONE: (323) 663-3996
FAX: (323) 663-3311



Silver Lake
Neighborhood Council

July 13, 2004

Los Angeles City Council
Via Electronic Filing

Re: Council File #00-2217 Silver Lake Echo Park Community Plan Update

Honorable Councilmembers –

At its meeting of January 7, 2004, the Silver Lake Neighborhood Council Governing Board voted unanimously to recommend five revisions to the proposed Silver Lake Echo Park Community Plan. These recommendations followed months of public comment, including a Town Hall meeting co-hosted by the Silver Lake Neighborhood Council Coordinating Committee and the Greater Echo Park Elysian Neighborhood Council, and numerous public meetings of our Governing Board and subcommittees. We are confident our recommendations carry the fervent support of the community. As you will note in the Staff Report on the final Community Plan Update, two of our recommendations were incorporated into the plan, at least in part. The remainder were not.

The Silver Lake Neighborhood Council commends the work of City Planner Patricia Diefenderfer and others on the final Plan Update. The SLNC urges the City Council to adopt the Community Plan Update *with the following five (5) revisions*:

1. Extend the proposed Overlay District on Sunset Blvd. in Silver Lake East to Coronado Street (the eastern boundary of the SLNC)
2. Limit the proposed Floor-Area-Ratio (FAR) for mixed-use projects on Sunset Blvd. to 2:1 (the Plan Update proposes a 3:1 FAR for such projects); further, prior to approval of any proposed mixed-use project that includes a FAR bonus, guarantee adequate infrastructure is in place to support proposed project (especially parks and open-space).
3. Change the height district designation from 1-VL (45 ft. max) to 1-XL (30 ft. max) at the following locations: 1) Silver Lake Blvd. from Swan to Effie; 2) Hyperion from Landa to Rowena; and, 3) Rowena from Hyperion to Lakewood.
4. Provide an Implementation Plan that lays out a schedule of organizational milestones (e.g. establishment of Overlay Districts), that coordinates other elements of the General Plan, and that lists a schedule of actions that need to be taken by other City Departments.

5. Upon approval of the Plan Update, immediately follow up with Specific Area Plans to address block-by-block issues, including potential park sites, streetscape, cultural monuments, traffic mitigation, hillside development standards, potential sites for any proposed mixed-use or City sponsored projects.

Like our colleagues on the Greater Echo Park Elysian Neighborhood Council, we are most gravely concerned about the increased FAR on Sunset Blvd. While we wholeheartedly support the mixed-use concept for development, we oppose the "urban canyon"-ization of the boulevard. As Councilmember Garcetti has often pointed out, the 13th Council District is already the most densely populated region west of Manhattan island. We can not in good conscience support a large density increase entitlement until other areas of the city are bearing a proportionate burden. However, unlike the GEPENC, we have elected to allow for a small increase to the FAR as a gesture of understanding that Los Angeles is in the midst of a serious housing shortage.

Similarly vital to our vision for the community is maintaining a friendly, mom-and-pop feel to the development of Silver Lake Blvd., Hyperion Blvd., and Rowena Avenue. These are our internal business districts, walking distance from single family homes, if not in direct proximity to them. As indicated in Item 3, we request that you lower the height district designation on those streets to 1-XL to encourage the current character of the neighborhood. With the impending adoption of the Inclusionary Zoning ordinance, it is vital that existing policies be shored up to protect the character and livability of our neighborhoods, and that zoning loopholes be closed, to further encourage development along major transit corridors.

We ask that the Council allow for the necessary hiring freeze exemption to add a staff member to the Planning Department to oversee implementation of the Plan. The City has spent countless dollars on the creation of the Plan Update. It is only fiscally responsible to extend resources to see that the Plan is more fully developed. We recommend that detailed Overlay Zones be given particular attention, and that a more precise vision for neighborhood development be created in close consultation with the SLNC Urban Design & Preservation Advisory Committee.

The role of Neighborhood Councils is "to promote more citizen participation in government and make government more responsive to local needs." Our recommendations represent the culmination of a detailed process of gathering input over several months from our constituents. The citizens have done their part by participating in the process. We urge the council to do its part: respond to local needs by implementing the five minor revisions included here. A vote for the Plan Update as written would be a vote against local discretion and against the vital function of the Silver Lake Neighborhood Council in representing the stakeholders of Silver Lake.

Thank you for your consideration of this matter.

Sincerely,

Silver Lake Neighborhood Council
Governing Board

*Submitted in Cmte
7-14-04*

**CITY OF LOS ANGELES
CALIFORNIA**

**SILVER LAKE
NEIGHBORHOOD COUNCIL
OFFICERS**

Jason Lyon, Rusty Millar
CO-CHAIRS
Salvador Sanchez
VICE-CHAIR
Charles R. Wiggington
TREASURER
Martin Hittelman
SECRETARY



Silver Lake
Neighborhood Council

**SILVER LAKE
NEIGHBORHOOD COUNCIL**

c/o Dept. of Neighborhood Empowerment
3516 N. Broadway
Los Angeles, CA 90031

TELEPHONE: (866) LA-HELPS
FAX: (323) 224-2312

SLNC TELEPHONE: (323) 663-3996
FAX: (323) 663-3311

July 14, 2004

To: Planning and Land Use Management (PLUM) Committee of the Los Angeles City Council

**Re: Silver Lake –Echo Park Community Plan Update
Council File No. 00-2217
CPC-1995-0357-CPU
CD 1, 4 & 13**

Honorable Committee Members:

The Silver Lake Neighborhood Council Governing Board at its meeting of January 7, 2004 voted unanimously to approve 5 points of recommendations to the SL-EP Community Plan Update. The recommendations were submitted to the East Los Angeles Planning Commission for consideration. The SLNC in its less than a year existence has been a vocal advocate for its constituents. Since the most part of the recommendations were not implemented to the Community Plan Update, the SLNC is willing to discuss further the vital importance of this matter with this committee.

- 1. Extend the proposed Sunset Junction Community Design Overlay District to Coronado Street.**

Comment:

- By extending the CDO to the eastern boundary of the SLNC, the plan will provide for natural continuation of the valuable urban characteristics like specific scale and appearance, typical for Silver Lake area. It will assure a better urban planning and design approach for the connection with the proposed Community Center along Sunset Blvd. from Echo Park Ave. to Glendale Blvd.**
- 2. Limit discretionary mixed use FAR bonus to a 2:1 FAR; and guarantee that infrastructure can support approved projects (especially parks and open space).**

Comment:

- The SLNC is well aware of the need to increase density across the city and we are willing to bear a share of the burden. However, we, like the rest of the NCs, sharing Sunset Blvd. with us are gravely concerned about the increased FAR along the Boulevard. Keeping in mind that according to Councilmember Eric Garcetti, Silver Lake is the most populated urban area next to island of Manhattan..., we see a modest increase to 2.5: 1 FAR from the current 1.5:1 FAR as a generous and reasonable compromise to the proposed 3:1 FAR. 2.5:1 FAR will satisfy the economic need of developers by allowing for building mixed use development.**

- **In addition, we urge your attention to the proposed citywide Inclusionary Zoning Ordinance. Although this committee is engaged solely with the Community Plan Update, our great concern is that the proposed motion, as written, will undermined entirely the provisions of the Community Plan.**
- **According to the proposed Inclusionary Zoning Motion, there is a grave threat of erecting 66 feet high, respectfully 5 story tall buildings, not only along the major transit corridors, but on hillside substandard streets. And this is Bad Urban Planning. The City of Los Angeles Fire Department makes a good witness in favor of this argument!**
- 3. **Change height district from 1VL (45 feet max.) to 1XL (30 feet max) for specified areas to protect existing scale:**
 - a) **Hyperion Avenue – from Rowena Avenue to Landa Street**
 - b) **Rowena Avenue – from Lakewood Avenue to Hyperion Avenue**
 - c) **Silver Lake Boulevard – from Effie Street to Swan Place**

Comment:

- **A height of 45 feet along the above mentioned areas will block entirely the adjacent residential neighborhoods from natural light and ventilation. We speak about sustainability those days a lot... 45 feet height, respectfully 5 story development along these arteries will be a poor urban planning and irresponsible approach in terms of the California Environmental Quality Act (CEQA).**
- **Another big concern is that using 700 feet from a transit stop is a very low threshold. It opens up too many hillside substandard streets to being overrun with out of proportion development and exacerbates the existing parking crisis.**
- **The SLNC strongly opposes future lot ties. It triggers disproportionate development and undermines the established human scale neighborhoods. Recently we agreed to support such approach at one of the proposed development, due to specific characteristics of the site. It is considerate an absolute exception and such practice is not welcome, especially on hillside.**
- 4. **Provide an Implementation Plan that lays out a schedule of organizational milestones - Community Design Overlay Districts, coordinates other elements of the General Plan and lists a schedule of actions that need to be taken by other City Departments.**

Comment:

- **The amount of money spent already on the Community Plan Update justify that it will be fiscally responsible to provide for adequate implementation of the plan.**
- 5. **After adoption of CPU, follow-up with more fine-grained neighborhood planning.**

Comment:

- **The SLNC Urban Design & Preservation Committee is in place to actively work together with the City Planning Department by assuring discretionary approach and quality planning.**
- **The role of the Neighborhood Councils is: “to promote more citizen participation in government and make government more responsive to local needs”.**

We do not believe that it is in the best interest of Silver Lake or the City of Los Angeles to over burden limited areas, regardless of their proximity to the Down Town Center. Equally disbursing new development across Los Angeles will ultimately provide a greater benefit to the city. We are confident that our recommendations carry the fervent support of the community. We would like to believe that the SLNC recommendations as result of months of public participation are reasonable and acceptable.

Thank you for your consideration.

Cordially, 

**Elizabeth Bougart Sharkov, Assoc. AIA
SLNC Governing Board Member – Representative At-Large
Chair Urban Design & Preservation Advisory Committee**

**Cc: Councilmember E. Garcetti
Councilmember T. LaBonge
Councilmember E. Reyes**

Submitted in Council 7-14-04

ECHO PARK HISTORICAL SOCIETY



July 14, 2004

Planning and Land Use Management Committee
Los Angeles City Hall
200 N. Spring St.
Los Angeles, CA 90012

Re: Council File No. 00-2217

Dear Council members,

The Echo Park Historical Society is a 300-member organization devoted to promoting and protecting our neighborhood's history, architectural resources and natural spaces. The EPHS serves as a voice for residents who value the neighborhood's modest bungalows and cottages, its brick storefronts, its public staircases and walkable business district.

The EPHS applauds the planning department for identifying Echo Park as an area worthy of study for a historic resources survey. For years, residents have requested such a survey, which would assess our community's architecture and possibly result in historic preservation overlay zones or other city protections. We also are encouraged that the proposed 3-to-1 floor area ratio for mixed use projects has been scaled back to acknowledge the scale and historic value of structures on certain sections of Sunset Boulevard.

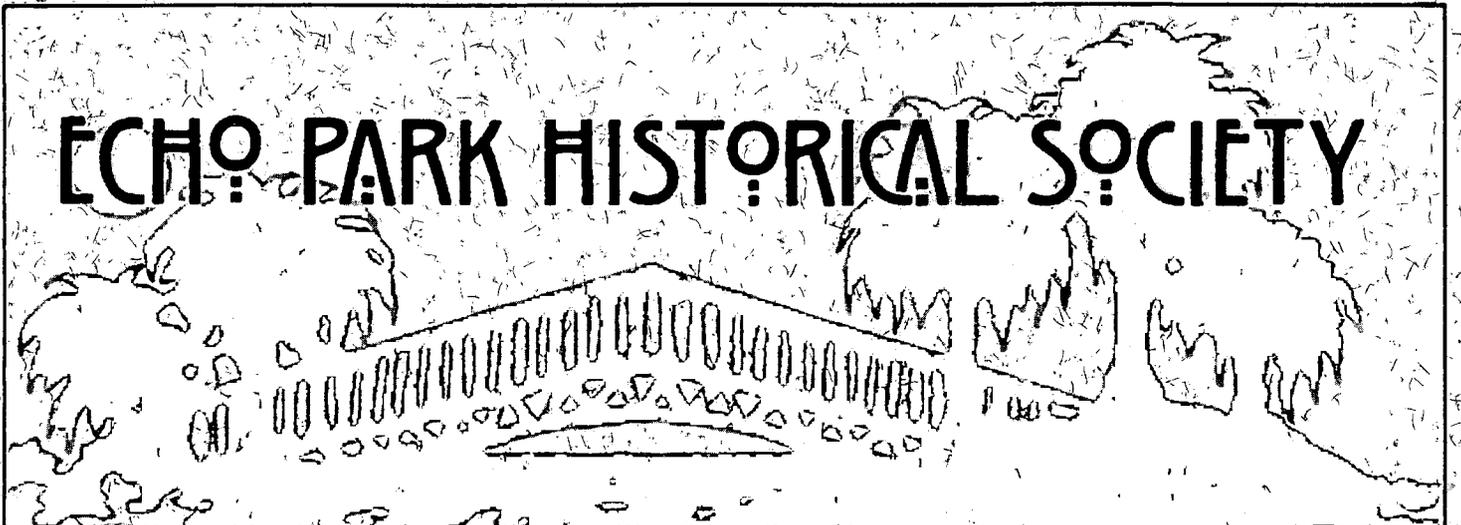
Nevertheless, the proposed plan must go further to protect our historic housing stock, commercial district and public spaces. Here are our recommended changes, which will go a long way toward achieving a consensus document for Echo Park.

** Although all of Echo Park is identified as a historic study area, the streets surrounding Echo Park Lake should be the top funding priority for a survey, either as part of an expansion of the Angelino Heights HPOZ or a stand-alone assessment. The area is bounded by Sunset Boulevard on the north, Laguna Avenue on the east, Alvarado Street on the west and the 101 Freeway on the south -- and includes the park itself, an extremely important neighborhood resource.

** 3-to-1 FAR should not be proposed for Alvarado Street north of Sunset Boulevard, particularly for the block occupied by a brick commercial building housing the Downbeat Cafe and by the Echo Park United Methodist Church (between Sunset and Reservoir). In addition, one block on the north side of Sunset, between Portia and Sutherland streets, would be a strong candidate for exemption from the 3-to-1, since it is largely occupied by brick 1- and 3-story storefronts from the 1920s.

P.O. BOX 261022 • ECHO PARK, CA 90026 • 323-860-8874

ECHO PARK HISTORICAL SOCIETY



Once this plan is approved by the City Council, work should begin immediately on the Pedestrian Oriented District planned for Sunset Boulevard and Echo Park Avenue. A POD would help us identify the best long term strategy for key corners, such as the block occupied by Pioneer Market, which has already signaled plans for shutting down. The plan will allow our neighborhood to seek in advance community-serving uses and design features that are compatible with the surrounding neighborhood.

** We are encouraged that 3-to-1 has been removed from two blocks of Sunset east of Elysian Park Avenue. We recommend that Council District 1 recognize the hillside courtyard architecture of this corridor by designating a courtyard district or other areas that outlines similar development styles on adjacent vacant parcels.

The EPHS is strongly encouraged by the progress that has been made by the city, the community and historic preservation advocates in making this a document that will achieve many of our neighborhood's top priorities. Please consider our final proposed changes and contact us with any questions at (323) 860-8874.

Sincerely,



Jesus Sanchez
President, Echo Park Historical Society

cc: Councilman Eric Garcetti
Councilman Ed Reyes
Senior Planner Patricia Diefenderfer

P.O. BOX 261022 • ECHO PARK, CA 90026 • 323-860-8874

*Submitted
w/ cover
7-14-01*

Architecturally Significant Structures in Echo Park

Ross House (1938)*

2123 Valentine St.
International-style house by Raphael Soriano

Southhall House (1938)*

1855 Park Drive
R.M. Schindler, architect

Atwater Bungalows (1931)*

1431 & 1433 Avon Park Terrace
Pueblo Revival style housing by Robert Stacy-Judd

Los Palos Apartments (1928)*

1650 Echo Park Ave.
Art Deco Moderne style structure

Angelus Temple*

1100 Glendale Blvd.
Architect A.F. Leicht
Listed on the National Register of Historic Places

Fellowship Park House (1935)

2311 Fellowship Parkway
Architect Harwell Hamilton Harris designed this house for his personal residence
Source: Harwell Hamilton Harris by Lisa Germany

McAllister Manor (1932)

1422 Echo Park Ave.
Spanish-Revival style apartment courtyard designed by Nathan Black
Source: Courtyard Housing in Los Angeles by Stefanos Polyzoides, Roger Sherwood and James Tice

Echo Park Clubhouse (1908)

1004 Echo Park Ave. (originally located at 1632 Bellevue Ave.)
This Craftsman-style building by Sumner P. Hunt (whose firm designed the Southwest Museum) was the city of Los Angeles' second oldest recreation center.
Source: Building permits, EPHS research

Echo Park Boathouse (1932)

731 Echo Park Ave.
Spanish-Revival style boathouse designed by Carl McElvy.

Echo Park Recreation Center (1925)

1632 Bellevue Ave.
This Spanish-Revival style building was designed by Allied Architects (architects of Los Angeles County--USC Medical Center). It was built on the site of the Echo Park Clubhouse, which was moved to its current location.
Source: Building permits and EPHS research.

* Source: Architecture in Los Angeles, David Gebhard & Robert Winter



SILVER LAKE RESIDENTS ASSOCIATION

Post Office Box 39587, Griffith Station, Los Angeles, CA 90039

SLRA Hotline: 323-668-2643, FAX: 323-665-2125

www.silverlake.org

*Submitted as Encls
7/12/04*

July 14, 2004

Good afternoon, my name is Maryann Kuk and I am here today as president of the SLRA. In my real life I am a real estate agent so I am addressing this body with two hats. The SLRA was formed over 35 years ago and one of the founding members, Alita Hanger (god rest her soul), fought hard to achieve the down zoning concessions that the City of LA made in Silver Lake when Community Plans were first written (actually mandated by the State). She also filed a law suit (using her own money) to force the City Council to adopt these Plans. Those councilmembers who shall remain nameless, then in the pocket of developers, were dragged kicking and screaming to the point we are now. I shudder to think what Silver Lake would look like today had all of the zoning been changed or even maintained at the level it was 20+ years ago. I would guess that we would have a lot of really big stucco box buildings that most people don't want to live in. In fact, in the 15 years that I have been working with tenants NO One, not one person has ever asked me to help them find a place to live in those big buildings that did get built. That is why Silver Lake is coveted by those who already live here and those who want to. We are not NIMBYs, we have always welcomed low income, small projects that are well designed.

Finally, after almost 4 years of work, countless hours of effort we are at the brink of approving this long over due revision. Most of the changes that have been made were made after thoughtful consideration of what the community wants their neighborhood to look like in 10 or 20 years. We have concerns that with the current escalation of land values and the agonizingly trendy reputation that Silver Lake has, that we are ripe for the taking. Without the safety of a Specific Plan or a Design Overlay Plan in place, we are apprehensive and skeptical. While the CP calls for these to plans to be developed, we are told over and over again that there is no money and there is not staff to do what we need to have done which will keep the monster building developers at bay, and will encourage the thoughtful, caring developers to work with not against Silver Lake.

To further discourage us, the City has launched the proposed Inclusionary Zoning change. When asked directly about "what would happen to our Community Plans", we were told they would be out the window. The proposed developer concessions mostly means bigger, taller, no additional parking and no open space in the most densely populated, park poor part of the city. The one size fits all aspect of the proposed IZ is horrible. Don't let this happen to Silver Lake. Don't let this happen to the City. There are other ways to solve the housing crises, like finding out why, according to the Gas Company, 50,000 units in this city are not occupied.

Please, pass this plan today. Insist that the Planning Dept find the money to prepare the appropriate overlay plans so that we can continue to help Silver Lake grow in the way that doesn't destroy it.

*Tolson Had to
Conclude 7-14-04
12*

The Greater Echo Park Elysian Neighborhood Council

Box 26514
Los Angeles, California 90026

Con Howe, Director of Planning
City of Los Angeles
Los Angeles City Hall, Room 763
200 North Spring Street
Los Angeles, California 90012

March 16, 2004

Re: Silver Lake / Echo Park Community Plan Update

Dear Mr. Howe,

More than one year ago, the Greater Echo Park Elysian Neighborhood Council (GEPENC) requested that it be actively included in the process to update the Silver Lake / Echo Park Community Plan. We sought this role not only because many of our Stakeholders share an active interest in our community, but also to honor our duty to the City Charter (Section 907) which states in part that

“The procedures shall include, but need not be limited to, notice to neighborhood councils as soon as practical, and a reasonable opportunity to, provide input before decisions are made. Notices to be provided include matters to be considered by the City Council, City Council Committees, and City boards or commissions.”

During the past year, the GEPENC Board of Directors, and its Planning & Land Use Committee have held numerous publicly noticed open meetings about the above-referenced Community Plan Update. We sponsored a community forum with the forming Silver Lake Neighborhood Council with more than 120 people in attendance. Staff from your Department of City Planning attended many of these meetings.

We provided testimony at the Department of City Planning's public hearing that summarized the concerns and recommendations of our Stakeholders

The Greater Echo Park Elysian Neighborhood Council Board, at duly noticed public meetings, has overwhelmingly passed four motions that would modify the proposed update to the Silver Lake / Echo Park Community Plan:

1. The Plan must provide additional infrastructure (including parks and school rooms) for families in the proposed mixed-use residential developments along Sunset Blvd. and Alvarado St. Passed 11/25/2003.
2. The Plan should designate the intersection of Sunset Blvd. and Alvarado St. as the focus of a single Community Center serving a population of 100,000 persons rather than the proposed three overlapping Community Centers that would serve 300,000 persons. Passed 11/25/2003.
3. The Plan should include a Design Overlay Zone that includes Echo Park Lake and its adjacent neighborhood. Passed 11/25/2003.

4. The updated Plan should maintain the current 1.5:1 Floor Area Ratio (FAR) along Sunset Blvd. and Alvarado St. rather than the proposed 3:1 FAR. Passed 1/27/2004.

The Greater Echo Park Elysian Neighborhood Council recognizes the need for affordable family housing, not only in our community but throughout the City of Los Angeles as well. We are of the opinion that affordable family housing is more than four walls and a door. There must be convenient safe places for children to play and to learn. There are no such provisions in the Plan Update.

Our Stakeholders favor the Community Center concept as a resource for the communities within the Silver Lake / Echo Park Community Plan boundaries. No Stakeholder favored a "triple" Community Center that serves as a destination for outlying areas with three times our population.

Echo Park Lake, the Echo Park Recreation Center and the adjacent neighborhood have a unique character and an historic significance. An overlay zone watched over by a Design Review Board will help protect this important Echo Park community asset.

The more our Stakeholders learned about the potential downsides to a 3:1 FAR the more they opposed it. Although the Plan provides for a 45 foot height restriction, we could not find a mixed-use residential model that would come close to the building mass that characterizes Echo Park. One floor of commercial-retail development will require one to two floors of parking on the relatively shallow lots along Sunset Blvd. and Alvarado St. Once garages, elevators, stairwells, utility closets, *et cetera* are included above the businesses, the most compact designs will reach six to seven stories. Should the developer include a courtyard or play area for the resident families, eight to nine stories is a quite predictable building size. Our motion to keep the 1.5:1 FAR does not close the door on mixed-use development in Echo Park; good projects will be built through the variance and conditional use permit processes.

We hope our recommendations will assist you to reach similar conclusions.

Sincerely,



Bennett Kayser, Vice President and Chair of the Planning & Land Use Committee.
(213) 413-5745

cc: Hon. Eric Garcetti, 13th CD
Hon. Tom LeBonge, 4th CD
Hon. Ed Reyes, 1st CD
Los Angeles City Planning Commission
East Los Angeles Area Planning Commission
Mike Carey, City Clerk

CITY OF LOS ANGELES SPEAKER BOARD

#12 ✓

Date 7-14-04

Council File No., Agenda Item, or Case No. 00 2217

I wish to speak before the PLUM
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? (✓) For proposal
() Against proposal
Name: CHRISTINE PETERS () General comments

Business or Organization Affiliation: ECHO PARK HISTORICAL SOCIETY / CITIZENS COMMITTEE

Address: 2327 VISTA GORDO DR LA CA 90026
Street City State Zip

Business phone: 323 662 1062 Representing: HISTORICAL SOCIETY

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD



Date
7-14-04

Council File No., Agenda Item, or Case No.
12

I wish to speak before the PLUM
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? For proposal
 Against proposal
 General comments

Name: MARYANN KULE (pro Cook)

Business or Organization Affiliation: Silver Lake Residents Assn

Address: 2011 W Silver Lake Dr LA CA 90039
Street City State Zip

Business phone: 323 6654145 Representing: group/self

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD

✓ # 12

Date 7/14/2004

Council File No., Agenda Item, or Case No.

I wish to speak before the PLUM
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda?
Name: Bennett Kayser

Business or Organization Affiliation: Greater Echo Park Elysian NC

Address: 1503 N. Benton Way LA 90026

Business phone: 213) 422-7022 Representing: GERENC

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: []

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER BOARD

Date
7-14-04

Council File No., Agenda Item, or Case No.
12

I wish to speak before the PLUM
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? For proposal
 Against proposal
Name: Glenn Gritzner (speaking as a resident) General comments

Business or Organization Affiliation: _____

Address: 2485 Lindsay Ln. LA CA 90039
Street City State Zip

Business phone: _____ Representing: _____

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD

#12

Date 07/14/04

Council File No., Agenda Item, or Case No. 00.2217

I wish to speak before the PLUM Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? () For proposal (X) Against proposal (X) General comments

Name: ELIZABETH BOUGART-SHARKOV

Business or Organization Affiliation: SILVER LAKE NC

Address: 3040 SILVER LEA TERR, LOS ANGELES CA 90039

Business phone: 323/662-4741 Representing: SLNC

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: []

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD ✓ #12

Date 7/14

Council File No., Agenda Item, or Case No. CPU 1995-0357

I wish to speak before the PLUM Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? () For proposal (x) Against proposal () General comments

Name: RUSTY MILLAR

Business or Organization Affiliation: SILVER LAKE NE

Address: PO Box 291581 LA 90029 Street City State Zip

Business phone: 323 662 3324 Representing: SLNE

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: []

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD

12 ✓

Date 7/14/04

Council File No., Agenda Item, or Case No. Agenda # 12.

I wish to speak before the PLUM. Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? () For proposal () Against proposal (X) General comments

Name: WES JOE

Business or Organization Affiliation: SILVER LAKE IMPROVEMENT

Address: 932 Maitman 12 LA 90026 Street City State Zip

Business phone: Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: []

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD



Date
7/14/04

Council File No., Agenda Item, or Case No.
12

I wish to speak before the PLUM
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? For proposal
 Against proposal
Name: DIANE EDWARDS General comments

Business or Organization Affiliation: COMMUNITY RESIDENTS' ASSOCIATION FOR PARKS

Address: 2630 CORRALITAS DR LA 90039
Street City State Zip

Business phone: 323 666 1392 Representing: _____

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

CITY OF LOS ANGELES SPEAKER CARD

#12

Date

Council File No., Agenda Item, or Case No.
CNC1995-0357R

I wish to speak before the _____
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? For proposal
 Against proposal
 General comments

Name: Ronnie Weitzer

Business or Organization Affiliation: Councilman Tom L. Bongers

Address: _____
Street City State Zip

Business phone: _____ Representing: _____

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

Client Name: _____ Phone #: _____

Client Address: _____
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.



12

STORM INVESTMENTS, INC.

July 9, 2004

Planning Land Use Management Committee
c/o Office of the City Clerk
City Hall, Room 395
200 N. Spring Street
Los Angeles, CA 90012

RE: Silver Lake-Echo Park Community Plan Update
File: 00-2217

Dear PLUM Committee:

As a current owner of an industrial zoned property located within the proposed Silver Lake-Echo Park Community Plan's jurisdiction area, Storm Investments Inc., formerly Western Raintrol Corporation, supports the proposed plan update and is in favor of its implementation. Additionally, Storm Investments Inc. would like the record to reflect that it strongly supports the updated plan's change matrix (Exhibit D) and the corresponding zone changes it describes.

Storm Investments Inc. feels that the land use amendments would significantly mitigate the existing incompatibility between the industrial and residential uses in Elysian Valley area. Finally Storm Investments Inc. concurs with Los Angeles City Planning Department's opinion that these amendments would ensure the accurate functions of future development patterns within Elysian Valley and Silver Lake.

Respectfully,



Kent Phillips
President
Storm Investments Inc.

RECEIVED
CITY CLERK'S OFFICE

2004 JUL 13 AM 10: 29

CITY CLERK

BY _____ DEPUTY

FC
4

Time limit file
9-14-04

LAST DAY FOR
CC ACT

9-14-04

PLUM
7-14-04

Maybe
SIL 8-7-04

TRANSMITTAL		
TO The Council	DATE JUN 15 2004	COUNCIL FILE No.
FROM Mayor	COUNCIL DISTRICT CDs 1, 4 & 13 ✓	
<p>General Plan Amendments for the Silver Lake-Echo Park Community Plan Update CPC No.1995-0357-CPU</p> <p>I herewith approve the above-entitled General Plan Amendments, and transmit this matter for your approval.</p> <p style="text-align: center;"> JAMES K. HAHN Mayor</p> <p style="text-align: right;">PLAN & LAND USE MGT.</p>		

RECEIVED
CITY CLERK'S OFFICE

JUN 1 8 5004

2004 JUN 16 AM 10:24

PLAN & LAND USE MET

CITY CLERK

BY x/m DEPUTY

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION

JOSEPH KLEIN
PRESIDENT

MABEL CHANG
VICE-PRESIDENT

JOY ATKINSON
DAVID L. BURG
ERNESTO CARDENAS
DORENE DOMINGUEZ
MITCHELL B. MENZER
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

 CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273

GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272

ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.lacity.org/PLN

Date: **MAY 26 2004**

Honorable James K. Hahn, Mayor
City of Los Angeles
Third Floor, City Hall
Mail Stop 370

Attn: June Lagmay

Dear Mayor Hahn:

**Re: GENERAL PLAN AMENDMENTS FOR THE SILVER LAKE-ECHO PARK
COMMUNITY PLAN UPDATE**

**MAYOR MUST ACT WITHIN 30 DAYS OF THE DATE OF TRANSMITTAL PER
SECTION 11.5.6 OF THE LAMC.**

Pursuant to Section 555 of the City Charter, transmitted herewith for your review and recommendation are the recommendation and findings for the Silver Lake-Echo Park Community Plan Update (CPU) as approved by the City Planning Commission on April 8, 2004. The Silver Lake-Echo Park CPU packet includes: the City Planning Commission recommendations and findings (Attachment I); Staff Report (Attachment II); and the proposed Resolution, Community Plan Text, Changes Matrices and Maps and the Mitigated Negative Declaration.

A Public hearing on the Community Plan Update was held on October 20, 2003 and a limited public hearing was held by the City Planning Commission on April 8, 2004. Evidence, both written and oral, was presented to the City Planning Commission. The City Planning Commission adopted the findings and approved the staff recommendations with minor modifications listed in their determination. At its meeting on April 8, 2004, the Commission recommended that the Mayor approve and the City Council adopt the plan amendments and associated zone changes, amending the Silver Lake-Echo Park Community Plan and portions of the General Plan of the City of Los Angeles.

The attached Silver Lake-Echo Park Community Plan Update reflects the changes to the Community Plan that were approved by the City Planning Commission on April 8, 2004.



THE CITY PLANNING DEPARTMENT RECOMMENDS

That the Mayor:

1. **Concur** in the action of the City Planning Commission relative to the Community Plan amendments and **recommend** that the City Council **adopt** by resolution the plan amendments of the Silver Lake-Echo Park Community Plan Update as set forth in the attached exhibits;
2. **Approve and Recommend** that the City Council **adopt** the attached findings of the City Planning Commission (Attachment I);
3. **Approve and Recommend** that the City Council **approve** in concept the proposed zone changes, as identified on the Land Use Change Map and Matrices (Exhibits C-H), and **instruct** the Department of City Planning to prepare the necessary ordinances;
4. **Recommend** that the City Council **direct** the Department of City Planning to revise the Community Plan in accordance with this action;
5. **Recommend** that the City Council **adopt** the Mitigated Negative Declaration (ENV-2003-7281-MND, Exhibit K), and **instruct** the City Clerk to process this action.

Sincerely,

CON HOWE
Director of Planning



ROBERT H. SUTTON
Deputy Director

Date MAY 26 2004

Attachments:

- | | |
|---------------|---|
| Attachment I | Determination of the City Planning Commission |
| Attachment II | Staff Report to the City Planning Commission with Findings |
| Exhibit A | Resolution |
| Exhibit B | Proposed Plan Text |
| Exhibit C | Proposed Land Use Change Map |
| Exhibit D | Proposed Land Use Change Matrix |
| Exhibit E | Proposed Symbol Change Matrix |
| Exhibit F | Proposed [Q] Qualified Conditions and "D" Development Limitations |
| Exhibit G | Proposed Street Redesignation Matrix |
| Exhibit H | Proposed General Plan Framework Matrix |
| Exhibit I | General Plan Land use Map (Adopted Feb. 17, 1984) |

Exhibit J
Exhibit K

Public Facilities: Staircase Map (Informational)
Mitigated negative Declaration, Case No. ENV 2003-7281-MND

in
DO Rubber
hood

ATTN:

MARK

310-473-7424

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION

JOSEPH KLEIN
PRESIDENT

MABEL CHANG
VICE-PRESIDENT

JOY ATKINSON
DAVID L. BURG
ERNESTO CARDENAS
DORENE DOMINGUEZ
MITCHELL B. MENZER
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273

GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272

ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.lacity.org/PLN

Date: **MAY 26 2004**

The Honorable City Council
City of Los Angeles
Room 395, City Hall
Los Angeles, CA 90012

Dear Honorable Members:

**Re: CITY PLAN CASE NO. 1995-0357 CPU
SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE
COUNCIL DISTRICTS 1, 4 and 13**

COUNCIL MUST ACT WITHIN 90 DAYS OF MAYOR'S TRANSMITTAL PER SECTION 11.5.6 OF THE LAMC.

Transmitted herewith are the recommendations of the City Planning Commission relative to the Silver Lake-Echo Park Community Plan Update plan amendments with associated zone changes including the Determination and Findings of the City Planning Commission (Attachment I), Staff Report with Findings (Attachment II), Resolution (Exhibit A), Plan Text (Exhibit B), Change Map (Exhibit C) Change Matrices (Exhibits D, E, G, and H), Recommended Permanent [Q] Qualified Conditions (Exhibit F), Recommended Permanent [Q] Conditions and "D" Limitations (Exhibit F), and the Mitigated Negative Declaration (Exhibit K). In accordance with Section 555 of the City Charter, a package has been transmitted to the Mayor for approval consisting of the Community Plan amendments and related documents.

A Public Hearing on the Community Plan Update was held on October 20, 2003 and a limited public hearing was held by the City Planning Commission on April 8, 2004. Evidence, both written and oral, was presented to the City Planning Commission. The City Planning Commission adopted the findings and approved the staff recommendations with the minor modifications listed in their Determination. Pursuant to Section 558 of the City Charter, the City Planning Commission recommended that the City Council adopt amendments to the Silver Lake-Echo Park Community Plan with associated zone changes.

The attached Silver Lake-Echo Park Community Plan Update reflects the changes to the Community Plan that were approved by the City Planning Commission on April 8, 2004.



THE CITY PLANNING DEPARTMENT RECOMMENDS

That the City Council:

1. **Concur** in the action of the City Planning Commission;
2. **Adopt** the attached findings of the City Planning Commission as the findings of the City Council;
3. **Adopt** by Resolution the proposed plan amendments;
4. **Approve** in concept the proposed zone changes as identified on the Land Use Change Map and Matrix (Exhibit C and D) and **instruct** the Department of City Planning to prepare the necessary ordinances;
5. **Adopt** the Mitigated Negative Declaration (ENV 2003-7281-MND).

Sincerely,

CON HOWE
Director of Planning



ROBERT H. SUTTON
Deputy Director

Date **MAY 26 2004**

Attachments:

- | | |
|---------------|---|
| Attachment I | Determination of the City Planning Commission |
| Attachment II | Staff Report to the City Planning Commission with Findings |
| Exhibit A | Resolution |
| Exhibit B | Proposed Plan Text |
| Exhibit C | Proposed Land Use Change Map |
| Exhibit D | Proposed Land Use Change Matrix |
| Exhibit E | Proposed Symbol Change Matrix |
| Exhibit F | Proposed [Q] Qualified Conditions and "D" Development Limitations |
| Exhibit G | Proposed Street Redesignation Matrix |
| Exhibit H | Proposed General Plan Framework Matrix |
| Exhibit I | General Plan Land use Map (Adopted Feb. 17, 1984) |
| Exhibit J | Public Facilities: Staircase Map (Informational) |
| Exhibit K | Mitigated negative Declaration, Case No. ENV 2003-7281-MND |



LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, CA 90012-4801 (213) 978-1300
www.lacity.org/PLN/index.htm

DETERMINATION OF THE CITY PLANNING COMMISSION

Date: **MAY 26 2004**

**City Plan Case No. 1995-0357 CPU
 Council District 1, 4 and 13**

Upon completion of the public hearing on the proposed amendments to the Silver Lake-Echo Park Community Plan text and map with associated zone and height district changes, at its meeting of April 8, 2004, the City Planning Commission adopted the recommendations and findings in the staff report of April 8, 2004, and directed staff additionally to include the recommendations from Council Districts 1 and 13, listed below. The Commission took the following actions:

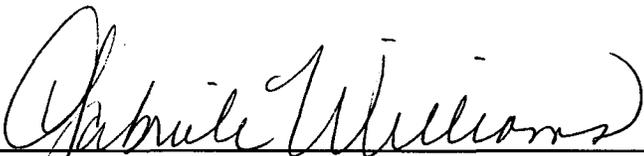
1. **APPROVED** amendments to the Community Plan text and map, as proposed, with the following minor modifications:
 - A. Reduce the areas along Sunset Blvd. where the Map Footnote allowing a discretionary mixed use Floor Area bonus will apply (see attached Exhibit 1);
 - B. Extend the eastern boundary of the future proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District to the Beaudry Avenue, as shown on the attached Exhibit 2, excluding those areas that will eventually be included in the boundaries of the Angelino Heights Historic Preservation Overlay Zone;
 - C. Add two designated Historic-Cultural Monuments to the list in Appendix A of the community plan text; and
 - D. Make corrections to the informational Staircase Map (Exhibit J).
2. **APPROVED** the Staff Report as the Commission Report.
3. **APPROVED AND RECOMMENDED** that the Mayor approve and that the City Council adopt the Resolution (Exhibit A) and attached Community Plan text and map (Exhibits B and C) amending the Silver Lake-Echo Park Community Plan as part of the General Plan of the City of Los Angeles. The amendments to the Silver Lake -Echo Park Community Plan are made in order to comply with the City Council instructions to update the plan and to respond to changes in the land use and policies that have occurred in the community since the existing plan was adopted on February 17, 1984.
4. **APPROVED AND RECOMMENDED** amendments to the plan map and associated zone changes described in the change matrix (Exhibit D). These amendments to the Silver Lake-Echo Park Community Plan were necessary to respond to changes in land use and policies that have occurred in the community since the existing plan was adopted.
5. **ADOPTED** the Mitigated Negative Declaration, Case No. ENV 2003-7281-MND, in its determination of approving the proposed Plan, and transmitted the environmental clearance to the City Council for consideration and appropriate action.
6. **APPROVED AND RECOMMENDED** amendments to the Citywide General Plan Framework to extend the general boundaries of the of Mixed Use Boulevard on (1) Sunset Blvd. to include the segment from Echo Park Ave. to Silver Lake Blvd. and (2) Temple St. to include the segment from Rampart Blvd. to Silver Lake Blvd. and (3) to combine

the three discreet Community Centers at Sunset Blvd./Echo Park Ave., Sunset Blvd./Glendale Blvd. and Alvarado Street into one Community Center.

7. **APPROVED AND RECOMMENDED** amendments to the Highways and Freeways Map of the Transportation Element of the General Plan (Council File No. 97-1387) to reclassify streets as outlined in the Staff Report to the City Planning Commission (Attachment II) and the recommended in the Street Redesignation Matrix (Exhibit G).
8. **DIRECTED** the Department of City Planning to implement the community plan by preparing the recommended overlay districts, as outlined in the Staff Report to the City Planning Commission (Attachment II).
9. **RECOMMENDED** that the City Council approve staffing and funding for a new City Planning Associate position in order to work on the implementation of the Silver Lake-Echo Park Community Plan.
10. **RECOMMENDED** that the City Council include Elysian Valley in the name of the Community Plan.
11. **AUTHORIZED** the Director of Planning to present the Resolution, plan text, and plan amendments to the Mayor and City Council, in accordance with Section 555 of the City Charter.
12. **INSTRUCTED** the Department of City Planning to prepare the necessary ordinances and changing the zones as shown on the zone change map and matrix (Exhibits C and D).

This action was taken by the following vote:

Moved: Schiff
Seconded: Mindlin
Ayes: Chang, Atkinson, Burg
Absent: Klein, Cardenas, Menzer, Dominguez
Vote: 5-0



Gabriele Williams, Commission Executive Assistant
City Planning Commission

Attachments: Exhibit 1
Exhibit 2
Findings



Silver Lake • Echo Park Community Plan Update
PROPOSED LOCATIONS OF DISCRETIONARY MIXED-USE FLOOR AREA BONUS





Legend:

Proposed Supplemental Use District Overlay Zones

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

Not to Scale

Silver Lake • Echo Park Community Plan Update PROPOSED OVERLAY DISTRICT BOUNDARIES

FINDINGS

ADOPT the following findings:

1. Geographic Area - The project area consists of the Silver Lake-Echo Park Community Plan Area located north of Downtown Los Angeles. The Community Plan Area consists of 7 square miles generally bounded by: Temple Street on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.
2. Charter Section 556 – In accordance with Charter Section 556, the proposed Silver Lake-Echo Park Community Plan text and map amendments are in substantial conformance with the purposes, intent of the provisions of the General Plan, including “the provision for an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the community, within the larger community framework of the City of Los Angeles” in that the Plan update allocates the range of land uses required to meet the needs of the community, including housing for the projected increase in population, and commercial and industrial uses that contribute to the economy of the community as well as the region, and take advantage of the Plan area’s strategic location near Downtown Los Angeles and all of the City’s mass transit opportunities while also providing safeguards to protect the quality of life in its residential neighborhoods.
3. Charter Section 558 – In accordance with City Charter Section 558, the proposed Plan update is related to other plans being prepared by the Department of City Planning in that it is substantially consistent with the restructuring of the General Plan which establishes the policies and standards used in updating the land use in all community plans. The Citywide General Plan Framework is a strategy for long term growth which sets a Citywide context to guide the update of community plans and Citywide General Plan Elements. The Framework incorporates a diagram that depicts the generalized distribution of centers, districts and mixed use boulevards throughout the City. The final determination about what land use is appropriate locally is made through the community plan and subsequent implementation programs.

The Silver Lake-Echo Park Community Plan Update (CPU) implements and refines centers designated by the General Plan Framework. The proposed Plan consolidates three separate overlapping Community Centers into one. It is located along Sunset Boulevard and includes its intersection with Echo Park Avenue, Glendale Boulevard and Alvarado Street, and extends along Alvarado Street to Temple Street (Please see Figure 1 in the Community Plan). Consistent with Framework recommendations, an area near the of intersection of Glendale Boulevard and Silver Lake Boulevard is designated as a

Neighborhood District. Likewise, Sunset Boulevard, Temple Street and the Rowena Avenue-Hyperion Avenue Corridor have been designated mixed use boulevards. They have been modestly expanded from Framework recommendations as shown on Figure 1 in the proposed Plan (Exhibit B).

The proposed update is in conformance with the public necessity, convenience, general welfare and good zoning practice in that one of the Plan's objectives is to promote economic well being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial and open space needs of the community.

4. Amendments to the Plan Text – The Department of City Planning is updating the community plan to reflect current planning policies and practices. The proposed Plan includes several new sections formatted as chapters in the Plan text, including demographics, community participation, function, purpose, urban design and organization of the community plan and its relationship to other plans and programs by clarifying the context and hierarchy of the community plan. (Exhibit B).
5. Amendments to the Plan Map – The General Plan Amendments and associated zone changes include those shown on the Land Use Change Map (Exhibit C), the Land Use Change Matrix (Exhibit D), the Symbol Change Matrix (Exhibit E) and the Street Redesignations Matrix (Exhibit G).
 - A. A total of 39 subareas are identified as plan amendments with zone changes, including: 1) 21 subareas in which commercial and industrial properties are designated to land use categories that more accurately reflect their function in the community and in which [Q] “Qualified” Conditions are imposed to improve design and encourage greater compatibility with surrounding land uses; 2) five subareas that redesignate and rezone to Open Space recently acquired park space; 3) two subareas in which publicly owned properties are redesignated and rezoned to Public Facilities; and 4) eleven subareas in which property is being redesignated and rezoned to reflect the use of the property.
 - B. A total of 11 subareas are identified as plan amendments with no zone change, 10 of which involve the redesignation of properties to commercial land use categories that more accurately reflect their function within the community and one of which changes commercially designated property to the Public Facility designation to more accurately reflect the use of the property.
 - C. A total of 16 subareas are identified as zone changes and include: 1) eight subareas in which both the zone was changed and [Q] “Qualified” Conditions were added to improve design and encourage greater compatibility with surrounding land uses, in accordance with objectives and policies stated in the

Community Plan; 2) seven subareas in which the only change was the addition of [Q] "Qualified" Conditions to improve compatibility with surrounding areas as described above; and 3) one (1) subarea in which the zoning was changed to better reflect the existing use.

- D. A total of 10 subareas are identified as either commercial or industrial name changes where the land use category is changed to be consistent with language changes instituted when the General Plan Framework was adopted.
 - E. A total of four (4) subareas are identified as commercial name changes and zone changes either changing the zone to better reflect existing and appropriate future uses or adding a [Q] "Qualified Condition to improve compatibility with surrounding areas.
 - F. A total of 18 subareas are identified as symbol changes, which include adding and deleting map symbols such as public parks, fire stations, schools and other public facilities.
 - G. A total of four (4) map changes (shown in Figure 8 of the Community Plan) are identified as changes to street classifications.
 - H. Changes to the General Plan Land Use Map include legend changes, which reflect several revised land use categories and new zones. They reflect the refinement of land use categories instituted with the adoption of the General Plan Framework and do not change existing land use or zoning. For example, the term "Highway Oriented Commercial has been phased out; the comparable land use category is now "General Commercial." In this update, properties designated as Highway Oriented Commercial have been renamed "General Commercial" or redesignated as "Neighborhood Commercial" or "Community Commercial," as appropriate.
 - I. Additions, deletion or revision to the Plan Map Footnotes are also proposed in this update; in most cases footnotes were added to provide descriptive or policy information.
6. Amendments to the General Plan Framework - The proposed Citywide General Plan Framework Element is a strategy for long term growth which sets a citywide context to guide the update of the Community Plans and Citywide elements. The Framework incorporates a Long Range Land Use Diagram that depicts the generalized distribution of centers, districts and mixed use boulevards throughout the City. It provides guidelines for updates of the City's community plans. As envisioned, the Silver Lake-Echo Park Community Plan Update program includes modifications and additions to the proposed Framework as detailed in the General Plan Framework Matrix (Exhibit H) and Figure 1 in the proposed Plan (Exhibit B).
7. Amendments to the Transportation Element - The Highways and Freeways Maps of the

Transportation Element of the General Plan was adopted on September 8, 1999. The Transportation Element will be revised to reflect the changes made as part of the Community Plan Update, as detailed in the Street Redesignation Matrix (Exhibit G) and Figure 8 of the proposed Plan (Exhibit B).

8. General Plan/Zone Consistency - The amendments and zone changes comply with State Law Government Code Section 6560 (d) in that the amendments shall become effective upon the adoption of the City Council resolution and the zone changes are approved. Further, the Director of Planning is instructed to show due diligence in preparing the zone change ordinances.
9. Fish and Game Government Code Section 711.2 of Title 14 - That in accordance with the State of California Government Code, the proposed Silver Lake-Echo Park Community Plan Update will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.
10. California Environmental Quality Act - In accordance with the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970, a Mitigated Negative Declaration (Case No. ENV-2003-7281-MND) was prepared for the proposed Silver Lake-Echo Park Community Plan Update, after the completion of an Initial Study, which found that there were no significant impacts on the environment that could not be mitigated to the level of insignificance. A Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis.

LOS ANGELES CITY PLANNING DEPARTMENT

RECOMMENDATION REPORT

CITY PLANNING COMMISSION

DATE: April 8, 2004
TIME: After 9:30 a.m.*
PLACE: City Hall
 200 N. Spring Street, 10th floor
 Los Angeles, CA 90012

PUBLIC HEARING COMPLETED: October 20, 2003

LIMITED PUBLIC HEARING REQUIRED

PROJECT: **Silver Lake-Echo Park Community Plan Update:** Silver Lake-Echo Park Community Plan Update is intended to identify and refine outdated land use issues and inconsistent zoning, review policies, and programs, as well as revise and update the General Plan Land Use Map and Plan text.

APPLICANT: City of Los Angeles

CASE NO. CPC 1995-0357 CPU

CEQA: ENV 2003-7281 MND

Location: The area generally bounded by Temple Street on the south, Hoover Street and Hyperion Avenues on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east. (As shown on attached map Exhibit "C")

Council District: 1, 4 and 13

Plan Area: Silver Lake-Echo Park

Certified Neighborhood Councils: Greater Echo Park Elysian; Silver Lake; Elysian Valley Riverside; Historic-Cultural and Greater Griffith Park

Plan Land Use: Various

Zone: Various

District Map: Various

RECOMMENDATION:

1. **Approve** the Staff Report as the Commission Report.
2. **Adopt** the Findings
3. **Approve and Recommend** that the Mayor approve and the City Council adopt the attached Silver Lake-Echo Park Plan Resolution, Silver Lake-Echo Park Plan Text, and Change map amending the Silver Lake-Echo Park Community Plan as part of the General Plan of the City of Los Angeles.
4. **Approve and Recommend** that the City Council adopt the re-zoning actions to effect changes of zone as identified on the Land Use Change Map (Exhibit C) and Land Use Change Matrix (Exhibit D).
5. **Adopt** the Mitigated Negative Declaration, Case No. ENV 2003-7281-MND, in its determination of approving the proposed Plan, and transmit the environmental clearance to the City Council for consideration and appropriate action

CONTACT INFORMATION:

Ron Maben, City Planner (213) 978-1179

Patricia Diefenderfer, Project Coordinator (213) 978-1478

Attachments

Recommendation to the City Planning Commission

Findings

Staff Report

Exhibit "A" Proposed Resolution

Exhibit "B" Proposed Plan Text

Exhibit "C" Proposed Land Use Change Map

Exhibit "D" Proposed Land Use Change Matrix

Exhibit "E" Proposed Symbol Change Matrix

Exhibit "F" Proposed [Q] Qualified Condition

and "D" Development Limitation Appendix

Exhibit "G" Proposed Street Redesignation Matrix

Exhibit "H" Proposed General Plan Framework Matrix

Exhibit "I" General Plan Land Use Map (Adopted Feb. 17, 1984)

Exhibit "J" Staircase Map (Informational)

Exhibit "K" Mitigated Negative Declaration, Case No. ENV-2003-7281 MND

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* [Phone No. (213) 978-1300]. While all written communications are given to the Commission for consideration, the initial packets are sent the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

	PAGE
SUMMARY AND RECOMMENDATIONS	
FINDINGS	5
STAFF REPORT	10
BACKGROUND	10
CITIZEN PARTICIPATION	10
COMMUNITY ISSUES AND OPPORTUNITIES	11
EAST LOS ANGELES AREA PLANNING COMMISSION COMMENTS	14
NEIGHBORHOOD COUNCIL RECOMMENDATIONS	14
SUMMARY OF PUBLIC HEARING: DISCUSSION OF KEY ISSUES	16
EXHIBITS (ATTACHED)	
EXHIBIT A - PROPOSED COMMUNITY PLAN RESOLUTION	
EXHIBIT B - SILVER LAKE-ECHO PARK COMMUNITY PLAN PROPOSED PLAN TEXT	
EXHIBIT C - SILVER LAKE-ECHO PARK COMMUNITY PLAN PROPOSED LAND USE CHANGE MAP	
EXHIBIT D - SILVER LAKE-ECHO PARK COMMUNITY PLAN PROPOSED LAND USE CHANGE MATRIX	
EXHIBIT E - SILVER LAKE-ECHO PARK COMMUNITY PLAN SYMBOL CHANGE MATRIX	
EXHIBIT F - SILVER LAKE-ECHO PARK COMMUNITY PLAN PROPOSED "Q" QUALIFIED CONDITION AND "D" DEVELOPMENT LIMITATION APPENDIX	
EXHIBIT G - SILVER LAKE-ECHO PARK COMMUNITY PLAN PROPOSED STREET REDESIGNATIONS MATRIX	
EXHIBIT H - SILVER LAKE-ECHO PARK COMMUNITY PLAN COMMUNITY PLAN GENERAL PLAN FRAMEWORK MATRIX	
EXHIBIT I - SILVER LAKE-ECHO PARK COMMUNITY PLAN EXISTING LAND USE MAP	
EXHIBIT J - SILVER LAKE-ECHO PARK COMMUNITY PLAN STAIRCASE MAP	
EXHIBIT K - SILVER LAKE-ECHO PARK COMMUNITY PLAN MITIGATED NEGATIVE DECLARATION, CASE NO. ENV 2003-7281	

Summary

The Silver Lake-Echo Park Community Plan Update Program (CPU) consists of General Plan Amendments and associated Zone Changes to the Silver Lake-Echo Park Community Plan. The Silver Lake-Echo Park Community Plan was adopted on February 17, 1984 by the City Council. It was subsequently amended by several actions related to the General Plan/Zoning Consistency Program in the late 1980s and early 1990s. Since then, there have been Citywide policy changes and changes in local development patterns that are not reflected in the existing Silver Lake-Echo Park Community Plan. As per City Council instruction to the City Planning Department to update the community plans to reflect current planning policies and practices, the implementation of the Community Plan Update Program includes plan amendments, zone changes and amendments to the Plan text and Plan map in order to bring the Plan up-to-date.

The Silver Lake-Echo Park Community Plan Update Program is designed to:

1. Remove language in the Plan text (Exhibit B) which is inaccurate, obsolete or no longer valid in relation to current land use policies or City programs and add language to the text as needed to reflect current planning policies and practices and other changes to the Plan area.
2. Amend the Plan Land Use Map (Exhibit C) and related zone changes on 98 subareas in the community described in detail in the Land Use/Zone Change Matrix (Exhibit D) and the Symbol Change Matrix (Exhibit E). These amendments include:
 - A. Plan Amendments without zone changes to redesignate a number of commercial properties to land use categories that more accurately reflect their function within the community.
 - B. Plan Amendments with corresponding zone changes on commercial and industrial properties to promote uses and land use development patterns that are more compatible with their surroundings.
 - C. Zone changes to modify zones or to impose [Q] Qualified Conditions (as detailed in Exhibit F) that implement objectives and policies of the Plan text providing for more compatible development in specific areas.
 - D. Plan Amendments and/or zone changes to implement the Public Facilities (PF) and Open Space (OS) designations either on recently acquired public property or such properties not included in previous PF and OS ordinances.
 - E. Symbol changes to reflect revisions, additions and/or deletions to service systems, public facilities and other community amenities and resources, such as public parks, fire stations, libraries, etc. (Exhibit E)
3. Legend changes on the General Plan Land Use Map (Exhibit C) which reflect several revised commercial land use categories and the addition of the newly adopted Residential/Accessory Services (RAS) Zone as a corresponding zone of the Plan's commercial designations and the Residential Zero Side Yard (RZ) Zone, as a corresponding zone of the Low Medium I Multiple Family Residential designation.

4. Amend the General Plan Land Use Map (Exhibit C) with footnote changes which were added to provide descriptive or policy information.
5. Amend the General Plan Land use Map (Exhibit C) and the Highways and Freeways Map of the Transportation Element of the General Plan to re-designate streets (as identified in Exhibit G) to classifications that are most compatible with current and future development patterns in the community.
6. Amend the Citywide General Plan Framework to reflect refinements and modifications to the Community and Neighborhood Centers and Mixed Use Boulevards (as detailed in Exhibit H).

RECOMMENDATIONS TO THE CITY PLANNING COMMISSION

ACTIONS RECOMMENDED BY STAFF: That the City Planning Commission:

CONDUCT a limited Public Hearing on the following items:

1. Proposed Zone Change from RD2-1VL to [Q] RD2-1VL on the west side of Morton Avenue from Avalon Street to Echo Park Avenue (Subarea 49).
2. Proposed Zone Change from C1-1VL to [Q]C1-1VL on commercially zoned land on Echo Park Avenue from Lucretia Avenue to Cerro Gordo Street (Subareas 50a, 50b and 50c).
3. Proposed Plan Amendment and Zone Change from Low Medium II Residential and RD1.5 to Neighborhood Commercial and C2 at the northeast corner of the intersection of Echo Park Avenue and Morton Avenue.

APPROVE the Staff Report as the Commission Report.

APPROVE AND RECOMMEND that the Mayor approve and the City Council adopt the attached Silver Lake-Echo Park Community Plan Resolution, Silver Lake-Echo Park Community Plan Text and Change Maps and Matrices (Exhibits B, C, D, E, F, G and H) amending the Silver Lake-Echo Park Community Plan as part of the General Plan of the City of Los Angeles.

APPROVE AND RECOMMEND that the City Council adopt the re-zoning actions to effect changes of zone as identified on the Land Use Change Map (Exhibit C) and Land Use Change Matrix (Exhibit D).

ADOPT the Mitigated Negative Declaration, Case No. ENV-2003-7281-MND, in its determination of approving the proposed Plan, and transmit the environmental clearance to the City Council for consideration and appropriate action. (Exhibit K).

AUTHORIZE the Director of Planning to present the resolution, Plan text and plan amendments to the Mayor and City Council, in accordance with Section 555 of the City Charter.

INSTRUCT the Department of City Planning to prepare the necessary ordinances changing the zones as shown on the Change Map (Exhibit C) and Change Matrix (Exhibit D)

AMEND the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the Silver Lake-Echo Park Community Plan as identified in the Street Redesignation Matrix (Exhibit G).

AMEND the Citywide General Plan Framework to reflect changes and modifications as detailed in the General Plan Framework Matrix (Exhibit H) and Figure 1 in the proposed Plan (Exhibit B).

DIRECT the Department of City Planning to implement the Design Guidelines and Standards for the Silver Lake-Echo Park Community Plan by adding to the work program five (5) Community Design Overlay Districts (CDOs), including streetscape plans, or other zoning actions, as appropriate. Where applicable, recommended overlay plans should impose design guidelines and development standards to regulate mixed-use developments, when discretionary increases in floor area are sought (as shown in Figure 6 of the proposed Plan and detailed in Footnotes to the Plan map). CDOs are recommended in the following areas (as shown in Figure 4 of the proposed Plan):

1. Echo Park Avenue and Sunset Boulevard,
2. Sunset and Santa Monica Boulevards,
3. Rowena Avenue,
4. Silver Lake Boulevard, and
5. Temple Street.

DIRECT the Department of City Planning to support efforts to promote commercial revitalization and neighborhood character through the establishment of a Commercial and Artcraft Overlay District along portions of Glendale Boulevard and Alvarado Street to encourage the activities of the Plan area's artistic community.

DIRECT the Department of City Planning to add to its work program the necessary research to establish an HPOZ or other implementation tool, as appropriate, for the residential areas in Echo Park to:

- A. Protect the character and identity of the neighborhood,
- B. Preserve the area's significant architecture,
- C. Preserve and enhance Echo Park (the lake and park facilities) as a significant open space and amenity in the community, ensuring that surrounding development preserves view sheds and maintains a scale that is compatible with existing development.

RECOMMEND that the City Council approve staffing, unfreeze, backfill and funding for new City Planning Associate position in order to work on the implementation of the Silver Lake-Echo Park Community Plan.

ADOPT the following findings:

1. Geographic Area - The project area consists of the Silver Lake-Echo Park Community Plan Area located north of Downtown Los Angeles. The Community Plan Area consists of 7 square miles generally bounded by: Temple Street on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.
2. Charter Section 556 - In accordance with Charter Section 556, the proposed Silver Lake-Echo Park Community Plan text and map amendments are in substantial conformance with the purposes, intent of the provisions of the General Plan, including "the provision for an arrangement

of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the community, within the larger community framework of the City of Los Angeles" in that the Plan update allocates the range of land uses required to meet the needs of the community, including housing for the projected increase in population, and commercial and industrial uses that contribute to the economy of the community as well as the region, and take advantage of the Plan area's strategic location near Downtown Los Angeles and all of the City's mass transit opportunities while also providing safeguards to protect the quality of life in its residential neighborhoods.

3. Charter Section 558 – In accordance with City Charter Section 558, the proposed Plan update is related to other plans being prepared by the Department of City Planning in that it is substantially consistent with the restructuring of the General Plan which establishes the policies and standards used in updating the land use in all community plans. The Citywide General Plan Framework is a strategy for long term growth which sets a Citywide context to guide the update of community plans and Citywide General Plan Elements. The Framework incorporates a diagram that depicts the generalized distribution of centers, districts and mixed use boulevards throughout the City. The final determination about what land use is appropriate locally is made through the community plan and subsequent implementation programs.

The Silver Lake-Echo Park Community Plan Update (CPU) implements and refines centers designated by the General Plan Framework. The proposed Plan consolidates three separate overlapping Community Centers into one. It is located along Sunset Boulevard and includes its intersection with Echo Park Avenue, Glendale Boulevard and Alvarado Street, and extends along Alvarado Street to Temple Street (Please see Figure 1 in the Community Plan). Consistent with Framework recommendations, an area near the of intersection of Glendale Boulevard and Silver Lake Boulevard is designated as a Neighborhood District. Likewise, Sunset Boulevard, Temple Street and the Rowena Avenue-Hyperion Avenue Corridor have been designated mixed use boulevards. They have been modestly expanded from Framework recommendations as shown on Figure 1 in the proposed Plan (Exhibit B).

The proposed update is in conformance with the public necessity, convenience, general welfare and good zoning practice in that one of the Plan's objectives is to promote economic well being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial and open space needs of the community.

4. Amendments to the Plan Text – The Department of City Planning is updating the community plan to reflect current planning policies and practices. The proposed Plan includes several new sections formatted as chapters in the Plan text, including demographics, community participation, function, purpose, urban design and organization of the community plan and its relationship to other plans and programs by clarifying the context and hierarchy of the community plan. (Exhibit B).
5. Amendments to the Plan Map – The General Plan Amendments and associated zone changes include those shown on the Land Use Change Map (Exhibit C), the Land Use Change Matrix (Exhibit D), the Symbol Change Matrix (Exhibit E) and the Street Redesignations Matrix (Exhibit G).
 - A. A total of 39 subareas are identified as plan amendments with zone changes, including:
 - 1) 21 subareas in which commercial and industrial properties are designated to land use

categories that more accurately reflect their function in the community and in which [Q] "Qualified" Conditions are imposed to improve design and encourage greater compatibility with surrounding land uses; 2) five subareas that redesignate and rezone to Open Space recently acquired park space; 3) two subareas in which publicly owned properties are redesignated and rezoned to Public Facilities; and 4) eleven subareas in which property is being redesignated and rezoned to reflect the use of the property.

- B. A total of 11 subareas are identified as plan amendments with no zone change, 10 of which involve the redesignation of properties to commercial land use categories that more accurately reflect their function within the community and one of which changes commercially designated property to the Public Facility designation to more accurately reflect the use of the property.
 - C. A total of 16 subareas are identified as zone changes and include: 1) eight subareas in which both the zone was changed and [Q] "Qualified" Conditions were added to improve design and encourage greater compatibility with surrounding land uses, in accordance with objectives and policies stated in the Community Plan; 2) seven subareas in which the only change was the addition of [Q] "Qualified" Conditions to improve compatibility with surrounding areas as described above; and 3) one (1) subarea in which the zoning was changed to better reflect the existing use.
 - D. A total of 10 subareas are identified as either commercial or industrial name changes where the land use category is changed to be consistent with language changes instituted when the General Plan Framework was adopted.
 - E. A total of four (4) subareas are identified as commercial name changes and zone changes either changing the zone to better reflect existing and appropriate future uses or adding a [Q] "Qualified Condition to improve compatibility with surrounding areas.
 - F. A total of 18 subareas are identified as symbol changes, which include adding and deleting map symbols such as public parks, fire stations, schools and other public facilities.
 - G. A total of four (4) map changes (shown in Figure 8 of the Community Plan) are identified as changes to street classifications.
 - H. Changes to the General Plan Land Use Map include legend changes, which reflect several revised land use categories and new zones. They reflect the refinement of land use categories instituted with the adoption of the General Plan Framework and do not change existing land use or zoning. For example, the term "Highway Oriented Commercial" has been phased out; the comparable land use category is now "General Commercial." In this update, properties designated as Highway Oriented Commercial have been renamed "General Commercial" or redesignated as "Neighborhood Commercial" or "Community Commercial," as appropriate.
 - I. Additions, deletion or revision to the Plan Map Footnotes are also proposed in this update; in most cases footnotes were added to provide descriptive or policy information.
6. Amendments to the General Plan Framework – The proposed Citywide General Plan Framework Element is a strategy for long term growth which sets a citywide context to guide the update of the

Community Plans and Citywide elements. The Framework incorporates a Long Range Land Use Diagram that depicts the generalized distribution of centers, districts and mixed use boulevards throughout the City. It provides guidelines for updates of the City's community plans. As envisioned, the Silver Lake-Echo Park Community Plan Update program includes modifications and additions to the proposed Framework as detailed in the General Plan Framework Matrix (Exhibit H) and Figure 1 in the proposed Plan (Exhibit B).

7. Amendments to the Transportation Element – The Highways and Freeways Maps of the Transportation Element of the General Plan was adopted on September 8, 1999. The Transportation Element will be revised to reflect the changes made as part of the Community Plan Update, as detailed in the Street Redesignation Matrix (Exhibit G) and Figure 8 of the proposed Plan (Exhibit B).
8. General Plan/Zone Consistency – The amendments and zone changes comply with State Law Government Code Section 6560 (d) in that the amendments shall become effective upon the adoption of the City Council resolution and the zone changes are approved. Further, the Director of Planning is instructed to show due diligence in preparing the zone change ordinances.
9. Fish and Game Government Code Section 711.2 of Title 14 – That in accordance with the State of California Government Code, the proposed Silver Lake-Echo Park Community Plan Update will not have an individual or cumulative adverse effect on fish and/or wildlife resources as defined by Fish and Game Code Section 711.2.
10. California Environmental Quality Act – In accordance with the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970, a Mitigated Negative Declaration (Case No. ENV-2003-7281-MND) was prepared for the proposed Silver Lake-Echo Park Community Plan Update, after the completion of an Initial Study, which found that there were no significant impacts on the environment that could not be mitigated to the level of insignificance. A Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis.

Based on the above findings, the recommended plan amendments, zone changes, and related amendments are consistent with the public necessity, convenience, general welfare, and good zoning practice.

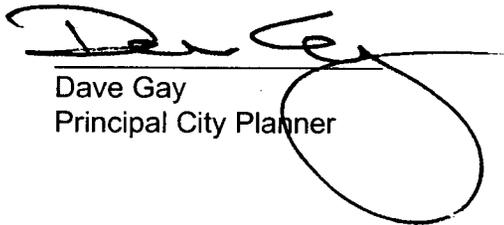
CON HOWE
Director of Planning



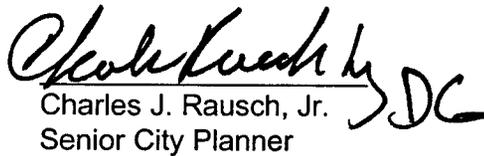
Robert H. Sutton
Deputy Director

Date 3/30/04

Approved by:

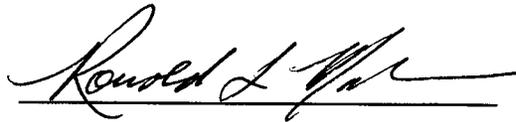


Dave Gay
Principal City Planner



Charles J. Rausch, Jr.
Senior City Planner

Reviewed by:



Ron Maben
City Planner

Prepared by:



Patricia Diefenderfer
City Planning Associate

STAFF REPORT

BACKGROUND

The Silver Lake-Echo Park Community Plan was adopted on February 17, 1984. It was subsequently amended by several actions related to the General Plan/Zoning Consistency Program in the late 1980s and early 1990s. The Silver Lake-Echo Park Community Plan Update program is intended to update the land use goals and policies in the area to reflect the Citywide principles and objectives articulated in the City's General Plan framework; to respond to changes and trends in land-use development in the area; and to promote a pattern of development that continues to allocate land for the variety of uses that are needed by the community. The updated Community Plan provides a vision for the location and pattern of future development in the community, promoting current planning policies and practices and incorporating policies, programs and amendments which contribute to the welfare and convenience of the community. The Community Plan Update includes plan amendments, zone changes and policy language changes to the text where necessary and appropriate.

CITIZEN PARTICIPATION

Focus Groups - In August of 2000, the Community Plan Update program began with a series of five focus groups held at five different locations throughout the community plan area for the convenience of residents and community stakeholders to invite public participation in the update process. Mailing lists were obtained from each of the Council offices which represent the area and approximately 250 notices were sent notifying prospective participants of meeting locations and encouraging them to share meeting dates and times with neighbors and other interested parties. Focus groups were intended to be small, representative groups that would help staff identify key issues, concerns and opportunities in the Plan area that should be addressed in the update of the community plan. They were attended by 83 people (some attended more than one). Feedback was subsequently summarized and sent to participants for further comment or clarification.

After being put on hold for many months at the request of the community, during a period when Council District 13 had no elected official, staff began formulating policies and meeting with various community groups to share and obtain feedback on key principles and programs being contemplated for the plan update. From September 2001 to May 2002, four presentations were made to community groups and various Neighborhood Council-in-Formation committees to present early plan proposals and ideas.

Public Workshop - On October 17, 2002 a public workshop was held on a draft Plan that was formulated from all of the community input and feedback obtained at the focus groups and subsequent community meetings. The workshop was attended by approximately 85 people. Public Workshop notices were sent to approximately 3,100 households, one in 10 households in the area and the list of interested parties (about 300 addresses) who had attended other meetings regarding the Plan update. Nearly 500 copies of the draft Plan were disseminated at the workshop and through subsequent inquiries. During this time the Certified Neighborhood Councils were in various stages of formation, and interested in having more concerted and coordinated participation in the community plan update.

Post Public Workshop - From October 2002 to July 2003, 15 meetings were held with various community groups and the Neighborhood Councils (or their formation committees) to obtain input on the draft Plan. During this time, the Neighborhood Councils were asked to give formal recommendations/input on the draft Plan. Comments were collected and together with extensive input

and meetings with the Neighborhood Councils, the Plan was revised. Concerns on the part of Neighborhood Councils which felt they still had not had adequate time to review and give informed comment on the draft Plan caused them to solicit input from the respective communities which they represent. In the case of Silver Lake and Echo Park, this led to a jointly sponsored Community Forum to hear from the people they represented. Planning Department staff was invited and attended the Community Forum to provide information and educate the community about the proposed Plan. This forum was held on October 4, 2003 and attended by nearly 150 people. The Neighborhood Councils organized and did outreach for this meeting.

Open House and Public Hearing – In coordination with Neighborhood Councils, the Open House was held on September 29, 2003 and the Public Hearing was held on October 20, 2003. The timing of the two meetings was chosen to allow people time to review the revised Plan in advance of both the Neighborhood Council-sponsored Community Forum and the Public Hearing, where the public would have the opportunity to give formal comment on the Plan. A single notice was sent to more than 31,000 households, comprised of County Assessor and City Clerk records and interested parties lists, to notify residents and property owners of the Open House and Public Hearing. The Open House was attended by approximately 150 people. The Public Hearing was attended by approximately 51 people and 19 people spoke. The Department of City Planning has also received 68 (some from duplicate authors) written comments since the Open House and Public Hearing.

Over the course of the meetings, focus groups, workshops and open house, the community identified the following issues and opportunities:

Community Issues and Opportunities

Residential

Issues

- Need to downzone residential areas that have architecturally significant structures as a means to alleviate potential pressure for redevelopment
- Desire generally to preserve the character, identity and scale of residential neighborhoods
- The increasing inaffordability of housing in the Plan area
- Limited parking and traffic congestion on residential streets
- Capacity of narrow hillside residential streets

Opportunities

- Ability to locate housing in close proximity to employment centers such as Downtown Los Angeles, the Wilshire District and Hollywood
- Ability to locate housing near mass transit, including the Plan area's major bus routes with proximity and connection to Red Line Stations and Union Station with access to light rail lines and commuter trains to promote sound planning and respond to Citywide housing shortages

Commercial

Issues

- Need to preserve the scale, walkability and distinct character of the Plan area's commercial districts
- Concern on how the proposed mixed use floor area ratio bonus will affect character and scale of commercial areas
- The capacity of public facilities and infrastructure to support additional residential and commercial development
- Limited parking and circulation in commercial areas
- Need to enhance the aesthetic quality of commercial areas through landscaping and design standards
- Preservation of existing height limits
- Extend recommended Sunset Junction CDO to Coronado Street

Opportunities

- To preserve and enhance commercial areas with a distinct character and identity
- To preserve and enhance the pedestrian orientation of commercial areas
- To promote mixed-use development in centers and along transit-served commercial corridors that contribute to the diversity and vibrancy of the community
- Use of design overlays and streetscape plans to enhance the aesthetic quality and functionality of the Plan area's commercial corridors

Industrial

Issues

- Incompatibility of areas where industrial and residential land uses abut
- The transition of the industrial area in Elysian Valley; how to encourage desirable uses and better harmonize existing and future industrial uses with adjacent residential development

Opportunities

- To create a pedestrian-oriented neighborhood in Elysian Valley with a neighborhood center that provides within close proximity necessary commercial uses and community services
- To develop residential and mixed-use projects in Elysian Valley that provide amenities to the community as well as continue to allow clean industrial uses that supply jobs

Transportation/Parking

Issues

- Traffic congestion throughout the Plan area including major thoroughfares and residential streets
- Narrow, hillside residential streets that cannot accommodate parking and traffic needs
- Designate Academy Way as a scenic byway

- Proposals for signs to direct Dodger Stadium traffic in Elysian Park on Stadium Way, a designated scenic highway
- Generally to protect Elysian Park and other open spaces from street widenings that will reduce parkland
- Impact of Dodger Stadium traffic on Solano Canyon Neighborhood
- Threat to pedestrians and recreationists on Silver Lake Boulevard in the vicinity of the Silver Lake Reservoir
- Proposals for resolving the challenges presented by the termination of the Glendale Freeway on Glendale Boulevard in Echo Park
- Traffic congestion on Glendale Boulevard and generally cut through commuter traffic throughout the Plan area by motorists avoiding freeway traffic while traveling to and from Downtown.
- Limited parking in the Plan area's commercial districts and the impact on business

Opportunities

- To maximize transit use in the Plan area because of its proximity to a variety of mass transit opportunities and employment centers
- Promotion of non-motorized transportation facilities such as bicycle paths, particularly existing and planned bicycle facilities along the Los Angeles River comprising the Plan area's northern and eastern boundary.
- Promote additional DASH shuttle lines to transport people among residential neighborhoods, shopping centers and transit stops.
- Establish centralized parking facilities to serve centers and districts and to improve signage to direct people to existing municipal parking lots

Open Space/Recreation/Public Facilities

Issues

- Need for park space and recreational facilities
- Need for passive as well as active park facilities
- Need for a library, community center and senior center and other social services in Elysian Valley

Opportunities

- To develop the Silver Lake Reservoir as an open space and recreational resource in the community
- Design and programming of recently purchased open space
- Ongoing redevelopment of the Los Angeles River as a recreational, non-motorized transportation and open space resource.
- Continued exploration of joint-use and multipurpose facilities

Other

Issues

- Proliferation of signs, particularly billboards, before the Citywide ban.

- The location and screening of wireless telecommunications facilities
- Enhancement and beautification of the public realm through landscaping and streetscape plans
- Preservation of the Plan area's mature urban forest, both on private property and in the public realm

Opportunities

- Identify and prepare appropriate implementation tools to achieve identified goals and objectives
- Development of pocket parks, public open space and amenities and other community services and facilities as part of mixed-use projects

The comments of the East Los Angeles Area Planning Commission, the recommendations of the Neighborhood Councils and public comment area summarized below.

EAST LOS ANGELES AREA PLANNING COMMISSION

The Silver Lake-Echo Park Community Plan Update was introduced to the East Los Angeles Area Planning Commission (APC) at its March 24, 2004 meeting. The role of the APC on the Plan update was to review the plan and make comments that can be forwarded to the City Planning Commission for their consideration.

Three of the five commissioners were present at the meeting. Staff gave a brief presentation, which was followed by a public comment period. Ten members of the public spoke. Subsequently, staff responded to comments made by the public and answered questions posed by the commissioners.

Generally, the commissioners supported community request for conducting and funding a historic resources survey for Echo Park and particularly for protecting the architectural resources adjacent to Echo Park Lake. They were interested in protecting historic resources and rehabilitating older housing stock with the end result of both historic preservation and conserving affordable housing.

They noted residents' concern about variances that potentially lead to increased density and impact traffic and public services and infrastructure. They were supportive of requests to ensure that services and infrastructure generally keep pace with development.

The commissioners also supported requests to include Elysian Valley to the name of the Community Plan. They further expressed concern about the displacement of affordable housing and the changes occurring in Elysian Valley, encouraging additional attention to and study of the area.

NEIGHBORHOOD COUNCIL RECOMMENDATIONS

From the time of the Public Hearing to January 2004, the Certified Neighborhood Councils (CNCs), through their committees and governing boards, have acted on and submitted their recommendations on the Plan. They are as follows:

Greater Echo Park Elysian Neighborhood Council

1. Decisionmakers should ensure that there is adequate infrastructure, including parks and school rooms for families, to support mixed-use projects seeking a Floor Area Ratio (FAR) bonus along Sunset Boulevard and Alvarado Street. (See discussion of Issue 1, Page 16 of this staff report.)
2. Combine the three discreet Community Centers into one. (See discussion of Issue 7, Page 26 of this staff report.)
3. Include Echo Park Lake and adjacent properties in the future proposed Sunset Boulevard/Echo Park Avenue Community Design Overlay District. (See discussion of Issue 3, Page 20 of this staff report.)
4. Discretionary mixed-use Floor Area Ratio (FAR) bonus: The Board of the Certified Neighborhood Council (CNC) voted against the discretionary 3:1 mixed use FAR bonus. (See discussion of Issue 1, Page 16 of this staff report.)

Silver Lake Neighborhood Council

1. Extend the proposed Sunset Junction Community Design Overlay District to Coronado Street. (See discussion of Issue 15, Page 29 of this staff report.)
2. Limit discretionary mixed use FAR bonus to a 2:1 FAR; and guarantee that infrastructure can support approved project (especially parks and open space). (See discussion of Issue 1, Page 16 of this staff report.)
3. Change height district from 1VL to 1XL for specified areas to protect existing scale: (See discussion of Issue 6, Page 25 of this staff report.)
 - a) Hyperion Avenue - from Rowena Avenue to Landa Street
 - b) Rowena Avenue - from Lakewood Avenue to Hyperion Avenue
 - c) Silver Lake Boulevard - from Effie Street to Swan Place
4. The need for an implementation Plan that a) lays out a schedule for the establishment of overlays, b) coordinates other elements of the General Plan and that c) lists the actions that need to be taken by other City departments. (See discussion of Issue 16, Page 29 of this staff report.)
5. After adoption of CPU, follow-up with more fine-grained neighborhood planning. (See discussion of Issue 16, Page 29 of this staff report.)

Elysian Valley NC

1. Rename the Plan to include Elysian Valley.
2. Oppose the language under the "Industrial Opportunities" section that identifies live/work, artisan uses as appropriate uses of industrial properties along the Los Angeles River. (See discussion of Issue 3, Page 20 of this staff report.)

3. The Neighborhood Council opposes language referring to developing a continuous greenway along the LA River or identifying Elysian Valley as a gateway or linkage between area parks. (See discussion of Issue 11, Page 28 of this staff report.)
4. Requests that the zone change of industrial properties to CM only apply to the area identified as a potential future neighborhood center and retain the M1 and M2 zoning in the rest of the Elysian Valley industrial area but identify it as a special study area. Revise Policy 3-2.1 and its programs to be consistent with this recommendation. (See discussion of Issue 3, Page 20 of this staff report.)

Solano Canyon Neighborhood - represented by the Historic-Cultural Neighborhood Council

1. Street Redesignations - Recommended that Amador Street and Solano Avenue not be redesignated to collector streets from local streets. (See discussion under Issue 8, Page 26 of this staff report.)

SUMMARY OF PUBLIC HEARING

DISCUSSION OF KEY ISSUES

Several topics are discussed below in detail.

ISSUE 1: Proposed discretionary mixed use floor area ratio (FAR) bonus

(Exhibit 1 attached)

Existing Condition

Sunset Boulevard, Alvarado Street and Temple Street are currently designated for commercial use and are zoned either C1-1VL or C2-1VL. Currently, on those corridors, a Floor Area Ratio (FAR) of 1.5 to 1 is permitted and residential densities of either R3 or R4 are permitted (in the C1 and C2, respectively). Mixed-use developments are also currently permitted in these zones. However, because residential and mixed use project typically require 2:1 to 2.5:1 FAR, an increase in FAR to above 1.5:1 is required for the construction of residential and mixed-use projects.

Issue

The community is concerned about the proposed Plan recommendation that would allow an increase in the permitted floor area, with appropriate discretionary approval, for mixed-use projects. The proposed Plan recommends that, on certain corridors, specifically Sunset Boulevard, Temple Street and Alvarado Street, mixed-use projects be eligible for an increase in floor area up to a maximum of 3:1, with proper discretionary approvals that would require appropriate environmental review and a public hearing.

Discussion

The proposed increase in floor area for mixed-use projects would not be permitted by-right or without the above-described environmental review and public process. Increases in floor area can be sought under the current Plan (as can be done throughout the City) with proper discretionary action. This

policy would simply identify those areas where an increase in floor area for mixed-use projects is supported as a matter of policy. The intent is to encourage mixed-use development along corridors served by transit and those which can otherwise support such development. The policy is proposed for the following reasons:

- Mixed use is typically infeasible in 1.5:1 FAR;
- There is a citywide housing shortage;
- There is a particular need for large multifamily units;
- The General Plan of the City, as a policy, and as it is implemented in the proposed Plan; encourages development to locate in centers and along mixed use boulevards which have access to transit and connect centers, as a means to preserve stable single and multiple family neighborhoods;
- Greater access to and use of transit is necessary to reduce traffic congestion and improve air quality; and,
- There is an opportunity to improve the City's jobs/housing balance by promoting housing in the Plan area, given its proximity to Downtown, a regional employment center and employment centers in Wilshire and Hollywood.

Public Comment - The community perceives that this proposal would:

- Represent an increase in height and/or density;
- Impact traffic and parking in the Plan area;
- Impact public services and infrastructure;
- Impact neighborhood character and scale; and,
- Impact quality of life.

Recommended solutions

The proposed increase in floor area will make more feasible the development of larger unit, multifamily developments that could provide housing to alleviate a well-documented housing shortage citywide. With increased floor area, larger family units can be developed. Since the zoning remains the same the number of units that would be permitted will not change. Likewise, since the existing height limits are being retained throughout the Plan area, the Plan is not permitting an increase in height. The increase in Floor Area Ratio is only included in a Footnote to the General Plan Land Use Map Legend. Individual Plan Amendments to allow increases in FAR would have to be filed by applicants. The following are ways to resolve the expressed community concerns.

1. Areas where the discretionary 3:1 FAR is permitted has been fine-tuned (see Exhibit 1 attached).

In the previous proposal, the mixed-use floor area bonus would have applied to the entire length of Sunset Boulevard. In response to public comment and concern about neighborhood character, architecturally significant structures and the potential displacement of affordable housing, specific segments of Sunset Boulevard were identified as appropriate for the proposed discretionary mixed-use FAR bonus, while other segments were eliminated.

Generally, portions of Sunset Boulevard are identified as eligible for a proposed FAR bonus because they are areas that: a) currently do not have an existing pedestrian friendly orientation and/or uses; b) exclude pockets that potentially have the higher concentrations of architecturally significant buildings; c) are currently developed with mini-malls and shopping centers that are potentially good opportunities for redevelopment. The areas that were excluded either: a) have an existing pedestrian friendly environment and contribute to the character and identity of the neighborhood (i.e. "Downtown" Echo Park, Sunset Junction); b) potentially have the higher concentrations of architecturally significant buildings; or c) have topographic constraints.

2. The proposed FAR increase is discretionary and would require environmental review and a public hearing to be approved.
3. Height districts are not being changed; existing height districts, predominantly 1-VL throughout the Plan area, are retained.
4. The density is not being increased. As is the case currently, the zoning along the commercial corridors will remain either C1 or C2, allowing the same residential densities currently permitted (the densities of the R3 or R4 zone, respectively).
5. Where C1 properties are being re-zoned to C2, the zoning is generally changed to permit uses desired in the community and compatible with surrounding development and character that are not permitted in the C1 such as art galleries, secondhand stores and restaurants with outdoor dining.
6. A [Q] Qualified Condition generally accompanies the C2 zoning to prohibit undesirable C2 uses such as auto-related uses, recycling and drive-through windows that detract from the pedestrian orientation and invite more vehicular traffic.
7. Recommended Community Design Overlay Districts and Streetscape plans overlap with areas where the discretionary FAR increase is proposed so that guidelines and standards can be devised to ensure new development is sensitive to neighborhood character and scale.
8. The Plan incorporates policies (Policy 2-4.3 and its programs) that identify the instances in which mixed-use projects seeking increased FAR are either supported or discouraged by the Plan. They are: encouraged when the project 1) entails the redevelopment of a shopping center/mini-mall, 2) does not displace affordable housing, and 3) does not replace architecturally significant structures.
9. The Plan also incorporates policies (Policy 2-4.3 and its programs) that require decision-makers to make findings of compatibility and consistency with Plan goals and objectives when approving projects requesting increased floor area.

ISSUE 2: Elysian Valley Industrial Zone Changes
(Exhibits C and D, Subareas 33A, 33B and 33C)

Existing Condition

Elysian Valley has long contended with conflict caused by abutting industrial and residential land uses. In this neighborhood, R2 and R1 zoning abuts M1 (primarily) and M2 zones. The result has been a residential area that has endured the pollution, noise, truck traffic and other conditions commonly associated with industrial land uses.

Issue

The proposed Plan recommends changing the existing industrial zoning to the CM zone to prohibit new noxious industrial uses in such close proximity to residential uses. Likewise, this zoning will permit the development of neighborhood-serving commercial uses to an underserved residential area, as well as housing, to allow the transition of the neighborhood to uses that are more compatible with existing residential development. The community, guided by the leadership of the Elysian Valley Riverside Neighborhood Council, is concerned about gentrification of the neighborhood and the pressure for upscale housing that the change to the CM zone could trigger, a condition that would spur the trend of higher property values in the area and the potential displacement of existing residents. This neighborhood has traditionally been a working class neighborhood, one in which housing and home ownership has been affordable to people of moderate incomes.

Discussion

The [Q] CM zoning is proposed as a means to address the long-standing conflict between land uses in the neighborhood. The [Q] Qualified Conditions impose design standards to improve compatibility between conflicting uses, limit residential density and put limits on where 100% industrial and 100% commercial uses can be developed, as a means of permitting a range of desirable uses, including: the potential development of a neighborhood center; mixed-use developments that provide housing and neighborhood-serving commercial uses; or 100% industrial projects that generate jobs but are limited to clean uses that are compatible with nearby residences. Public support, as expressed by the Elysian Valley Riverside Neighborhood Council recommendations, for retaining the existing M zones in industrially designated areas outside of the potential neighborhood center prolongs the exposure of residents to the impacts of heavy industrial uses and deters uses that could allow the area to transition into a functional neighborhood served by commercial establishments and community facilities, as well as one in which clean industrial uses can still provide needed jobs. Additionally, retaining the industrial zoning will promote loft, live/work housing over more traditional multiple family housing desired by the community, since the latter is the only type of residential use permitted in industrial zones. Conversely, the proposed zone change would permit traditional multiple family housing. The proposed zone change supports the community's desire for moderate income multiple family residential housing and ensuring a supply of such housing in the community as a means to retain its identity and character. In sum, the proposed zone change will make more feasible a range of housing options that may both contain housing costs in the area and help alleviate the Citywide housing shortage.

Public Comment

The following summarizes public comment on this issue:

- Allowing residential uses "by-right" in the industrial areas will spur already increasing property values and the displacement of existing residents.
- Loft and joint live/work developments do not provide housing for the moderate-income families who have historically lived in the area, nor do they promote the type of housing that retains the existing character of the neighborhood.

Recommended Solution

[Q] Conditions will be imposed to achieve the following:

- Impose various design standards intended to buffer and bring greater compatibility between industrial and residential uses.
- Prohibit 100% industrial development and allow 100% commercial development in an area identified as a potential neighborhood center (identified as Subareas 33B and 33C in the Proposed Land Use and Zone Change Map and Matrix, labeled Exhibits C and D) to encourage the development of a center where commercial uses and community services can be located.
- Outside this potential center, prohibit 100% commercial developments but allow 100% industrial development to promote clean, job-generating industrial uses or mixed-use projects that will provide housing and neighborhood-serving commercial.
- Limit the R3 residential density permitted in the CM zone to 1 unit/ 1,200 square feet of lot area (as opposed to the 1 unit/800 square feet of lot area) that would otherwise be permitted and impose design standards on residential development. The reduced density and residential design standards are intended to promote family housing while helping to retain the character and scale of the neighborhood.

ISSUE 3: Downzoning of Specified Residential Areas in Echo Park

(See Exhibits 2 through 5 attached)

Existing Condition

Most of Echo Park is zoned for lower density multiple family residential use, typically reflecting the actual densities to which the areas are predominantly developed. Residential areas in question are zoned RD1.5 at their most dense, a zone which permits one unit for every 1,500 feet of lot area or three units on a standard 5,000 square foot lot. Typically, the areas for which downzoning has been requested are zoned RD2, a zone which permits one unit for every 2,000 square feet of lot area or R2, which permits two units on a lot. Some areas are zoned for lower densities, such as RD3 which allows one unit for every 3,000 square feet of lot area or 1 unit on a standard 5,000 square foot lot.

Issue

Previous drafts of the Plan did not recommend changes to zoning of any residential properties, with the exception of three properties that represent a cleanup from the General Plan/Zoning Consistency Program of the late 1980s. However, community members are requesting a downzone of specific residential streets in Echo Park. Two reasons are typically cited for downzoning: 1) protection of the historic and architectural integrity of the neighborhood and structures or 2) the capacity of specific narrow hillside streets to accommodate traffic and parking needs, if additional housing is developed.

Discussion

Field surveys and analysis have revealed that existing zoning is generally appropriate. The areas that are subject to requests for downzoning are developed as multiple family neighborhoods. The challenge in determining the zoning for these neighborhoods is the great variety in terms of both existing development and lot sizes which are among the many factors used in determining the appropriate zoning. The concern is that the existing zoning makes it economically attractive for developers to assemble lots and replace existing development with new potentially more dense residential projects, resulting in 1) the loss of architecturally significant structures and 2) erosion of the character of the neighborhood by development that is incompatible in scale, massing and bulk to existing development. Because of the nature of existing development which in a single block can vary from 1 unit per lot to 14 units per lot and likewise lot sizes that can vary from 1,611 square feet to nearly 22,000 square feet, it is challenging to assign zoning that generally reflects existing development but does not result in significant numbers of nonconforming structures. Creating nonconforming structures can precipitate the disrepair of structures and neighborhoods because financial institutions tend not to give loans to rehabilitate structures that are inconsistent with zoning. The City is also experiencing a severe, well-documented housing shortage and increasingly unaffordable housing costs; consequently it is not sound policy to reduce the housing capacity of the Plan area. The recommended [Q] Qualified Condition which would prohibit lot ties in specified locations (see attached Exhibits 2 through 5) balances the prevalent need for housing with a measure that would encourage preservation.

Public Comment

Comments were received about the following areas and can generally be summarized as follows (see attached figures):

- North of Avalon Street and east of Glendale Boulevard - Narrow streets cannot support additional residents and their impact on traffic and parking. Additionally, development of the commercially zoned properties in the northern portion of Echo Park Avenue could potentially result in a project that is out of character and scale with the neighborhood (commercial zoning on Echo Park Avenue is addressed below).
- Echo Park Avenue east to Portia Street and Morton Avenue from Avalon Street to Sunset Boulevard - Concerns about neighborhood character and architecture.
- West of Glendale Boulevard and south of Sunset Boulevard – Concerns about neighborhood character and architecture.
- North of Echo Park Lake - Concerns about neighborhood character and architecture and impact of new development on the park.

Recommended Solutions

- Research and develop as necessary a Historic Preservation Overlay Zone or other appropriate implementation tool to protect and preserve the neighborhood character and architecture in Echo Park (see Plan Text).
- Add [Q] Qualified conditions to the West side of Morton Avenue from Avalon Street to Echo Park Avenue, zoned RD2, (see attached Exhibit 3) to prohibit lot ties. This recommendation is

made for this specified boundary area because the zoning and large lot sizes (14,500 is a common lot size) could encourage redevelopment since tying even two lots could result in densities that could make redevelopment viable.

Changes are not recommended for the areas specified below (see attached Exhibits 2-5) due to the following:

Echo Park Avenue

- South of Sunset Boulevard - included in the proposed Angelino Heights HPOZ expansion area;
- Sunset Boulevard to Scott Avenue - part of a designated Community Center that is zoned and designated commercial. Given its proximity and accessibility to transit, services and shopping and the role this area plays in the larger community, the existing zoning and land use designations are appropriate;
- North of Scott Avenue - the fact that Echo Park Avenue is served by a bus route makes it a sound location for multiple family development. The residential land on Echo Park Avenue is designated as low density multiple family residential (Low Medium I and Low Medium II); the zoning is predominantly RD2 and RD3 which reflects existing conditions and appropriate future use of the area (see the section titled Commercial land on Echo Park Avenue for further discussion).

<u>Morton Place</u>	R2
<u>Parmer Avenue</u>	RD2 west side of the street; R2 east side of the street
<u>Laveta Terrace</u>	R2 west side of the street; R2 and RD2 east side of the street
<u>Portia Street</u>	RD1.5 (to the north) and RD2 (to the South) on the west side of the street; RD2 on the east side of the street
<u>Sargent Place</u>	RD2 on the west side of the street and R2 on the west side north of Sargent Court and on the east side of the street.
<u>Vestal Street</u>	RD2 on the east side of the street (west side R1 excluded)
<u>Valentine Street</u>	RD1.5 on the west side of the street; RD2 on the east side of the street
<u>West of Glendale Boulevard and Sunset Boulevard</u>	RD2

- The zoning is appropriate for existing development (Portia Street and Laveta Terrace, Sargent Place).
- The existing zoning and lots sizes are such that assembling enough lots for a viable redevelopment project would require the purchase of several lots, each with different ownerships, a condition that makes such a scenario unlikely (all of the above).

- A combination of lot sizes and/or challenging topography make it unlikely that a prospective developer would attempt to assemble several lots for purposes of redevelopment (Parmer Avenue, Sargent Place).
- The zoning is RD2 or more restrictive permitting densities that generally do not permit large developments.
- With the exception of Morton Place and segments of Parmer Avenue and Sargent Place the streets meet the dimensions of standard local streets. The existing low density zoning on those streets (in most cases R2 or two units per lot) already takes into account the substandard streets, challenging topography and sometimes small lots while reflecting existing development.
- In some cases, particularly in the area west of Glendale Boulevard, a downzone would result in a significant number of nonconforming structures (typically 2-5 units on lots that range from 6,500-7,500 square feet).

ISSUE 4: Commercial lots on Echo Park Avenue

(see attached Exhibits 6A and 6B)

Existing condition

Commercial zoning currently exists on Echo Park Avenue, from Sunset Boulevard to its intersection with Lucretia Avenue and sporadically north of there to Cerro Gordo Street. These areas are developed with a mix of multiple family residential uses and occasional commercial uses. In the proposed Plan, the existing zoning would be retained, except C1 zoning from Scott Avenue to Lucretia Avenue is proposed to be rezoned to [Q]C2. The [Q] Qualified Condition prohibits uses that would not be neighborhood serving or pedestrian friendly but would allow galleries, outdoor dining and secondhand and antique shops which are currently prohibited. Further the Plan redesignates Highway Oriented Commercial properties to Neighborhood Commercial and adds the same [Q] Condition described above to make those properties more consistent and compatible with surrounding development.

Issue

Comment was received expressing concern about development of commercially zoned properties in a manner that is incompatible with the density and scale of the surrounding neighborhood. Some comments that were received suggested that commercial zoning, particularly on the northern section of the Echo Park Avenue corridor, such as the southeast corner of Echo Park Avenue and Cerro Gordo Street, is inappropriate and outmoded because the corridor is predominantly developed with residential uses.

Discussion

Echo Park Avenue, prior to the late 1980s General Plan/Zoning Consistency Program, had continuous commercial zoning, a zoning rooted historically in the fact that this arterial has always been served by mass transit, first by an electric car line and now with bus service. While predominantly residential, particularly to the north, the result of this history is a unique character and mix of commercial and residential uses as well as a mix of single and multiple family residential development. Intermittent commercial zoning allows the opportunity for stores for basic shopping within walking distance or a short drive of residents of the hillside neighborhood. Given the bus service on Echo Park Avenue, it is sound planning to allow the opportunity for mixed-use

development which would bring a certain amount of neighborhood-serving commercial uses in close proximity to residential uses, as well as multiple family development with access to transit. Commercial uses can increasingly become viable and an amenity to nearby residents. The result can be a better quality of life for existing residents who will derive benefits from living in a traditional neighborhood with access to transit and basic services within walking distance. Any new developments will also be required to provide code-required parking which should prevent new developments from impacting the limited street parking characteristic of older neighborhoods developed before current parking standards. [Q] conditions placing limitations on density and requiring guest parking (in specified locations, see attached figures) will deter developments that will be incompatible in scale to existing development and lessen potential pressures to demolish and replace existing development. The guest parking requirement will help alleviate any new developments' impact on parking in the area. These measures are intended to balance the realities of a citywide housing shortage with the goal of preserving neighborhood character, scale and the integrity of the area's architecture.

Public Comment

- Echo Park Avenue, particularly the northern portion, is primarily residential, and commercial zoning is inappropriate and outmoded;
- Densities permitted in commercial zones (R3 and R4 depending on the zone) exceed the densities of surrounding development;
- Existing zoning will permit development that is out of character and scale with the existing neighborhood and encourage the loss of potentially architecturally significant structures that currently exist on commercially zoned properties; and
- Some questioned the viability of commercial uses in a hillside area with limited residents.

Recommended Solutions

[Q] Qualified Conditions will be used to do the following:

1. Limit residential density on commercially zoned properties to 1 unit per 1,200 square feet of lot area.
2. Limit commercial uses to neighborhood-serving uses on the ground floor, with the exception of the commercial portion of joint live/work units, which may be located above the ground floor.
3. Require a 1/4 space of guest parking for each dwelling unit to address one of the major concerns which is inadequate parking in the neighborhood.

ISSUE 5: Downzone of the Silver Lake R3 South of Sunset Boulevard

Existing Condition

The zoning in limited areas of Silver Lake south of Sunset Boulevard is R3. No change for the area is recommended in the proposed Plan.

Issue

Comments were received requesting a downzone from R3 to RD1.5 to preserve the character of the neighborhood and for environmental considerations, particularly the impact of potentially more dense development on traffic and parking on specified residential streets.

Discussion

There are several reasons why no change is recommended for this area. It is not sound or responsible planning to decrease the capacity for housing in the current climate governed by a severe citywide and regional housing shortage and the increasing inaffordability of housing in the region, resulting from a market that does not supply enough housing units to meet demand. Existing development in this area varies tremendously from single family structures to large 28- to 50-unit apartment buildings. Changing the zone as requested would also result in nonconforming structures, a condition that could contribute to the disrepair of the structures and potentially the decline of the neighborhood, since financial institutions are reluctant to grant loans to rehabilitate structures not permitted by existing zoning. Additionally, the lots in the area typically range in size from 5,000 to 7,500 square feet which at the R3 density would permit 6 to 9 units on a lot, a number of units that is not uncharacteristic of the area. Moreover, the assembly of lots would be necessary to construct large developments that are out of character with the area. This would require the consent of several owners and would be difficult and unlikely. Finally, public comment has noted that the zoning on west side of Hoover Street is RD1.5 or half that of the area east of Hoover Street. In actuality, the character and pattern of existing development of this portion of Silver Lake substantially differs from and is more dense than the area on the other side of Hoover Street in the Hollywood Community Plan area. Furthermore, the streets in this area, with the exception of the Venango Circle meet standard local street standards.

Public Comment

One comment letter written on behalf of the Silver Lake Residents Association was received on this matter and cited the following reasons for the request: 1) character of the area built predominantly in the 1920s, 2) its resource as a stock of affordable housing, 3) narrow, hillside streets and 4) mature vegetation.

Recommended Solution

No change is recommended (see discussion above).

ISSUE 6: Height District Reduction

Existing Condition

Comment was received requesting that the height district along certain commercial corridors be changed from the existing 1VL, which permits 3 stories or 45 feet, to 1XL, which permits 2 stories or 30 feet. Those areas are: 1) Silver Lake Boulevard from Effie Street to Van Pelt Place, 2) Rowena Avenue from Lakewood Avenue to Hyperion Avenue; and 3) Hyperion Avenue from Rowena Avenue to Landa Street.

Issue

No change for the areas identified is recommended in the proposed Plan.

Discussion

The Rowena Avenue Segment - Rowena Avenue is located in a valley and the lots tend to slope upward as they go away from the street on both the north and south sides of the street. The topography reduces the likelihood that structures on the commercial frontage would obstruct existing development to the rear of Rowena Avenue. Furthermore the busy nature of this street and the dramatic mix of commercial and residential uses that already exist make it ideal for mixed-use projects or commercial developments that will serve the surrounding residential areas, including small office uses, as may be desirable in the future. For these reasons the existing 1VL height district, which would enable such developments to be viable, is appropriate for this corridor.

The Hyperion Avenue Segment - The proposed Plan recommends the designation of the Hyperion-Fountain Avenues corridor as a Mixed Use Boulevard, where as a general policy of the City, development, particularly, mixed-use development, is encouraged as a means to provide housing while preserving stable single and multiple family neighborhoods. In order for most development (particularly small-scale, mixed-use development) to be viable on this corridor the existing Height District 1VL is necessary, given the shallow lots on this corridor. Because of the predominance of automobile-oriented uses on this corridor and its central location, it provides opportunity for infill development that continues to better serve the surrounding community and contribute to the area's identity and sense of place.

The Silver Lake Boulevard Segment - most of the area in question is located in a proposed Community Design Overlay District (CDO). Once the CDO is established, projects will be subject to its development guidelines and standards and will undergo a review to ensure compatibility with surroundings.

Public Comment

The Silver Lake Neighborhood Council recommendation cites the need to protect existing neighborhood scale as the reason for the request.

Recommended Solution

No change is recommended (see discussion section on the previous page).

Other Comments

ISSUE 7: Combining the Plan's three recommended Community Centers (See Figure 1 in Exhibit B, proposed Plan)

The proposed Plan recommends the consolidation of three Community Centers identified in the General Plan Framework (GPF). There is consensus that the area encompassed in the three separate centers does serve as the focal point of the community. The Greater Echo Park Elysian Neighborhood Council, however, expressed concern, in its comments on the Plan, that the three separate Community Centers (defined as focal points in a community serving 25,000 to 100,000 people) implies the area would be expected to serve a surrounding population of potentially 300,000 people. The overlapping boundaries indicated that the centers had a common focal point but varying spheres of influence. Since it is not the intent of the Plan for this center to accommodate that kind of population, the three centers have been consolidated into one, encompassing the same geographic area.

ISSUE 8: Street Redesignations

(See Figure 7 in the proposed Plan, Exhibit B, and Exhibit G)

Amador Street and Solano Avenue - Earlier drafts of the Plan recommended the redesignation of these streets to Collector from the current designation of Local. Based on community input and coordination with the Department of Transportation, the proposed Plan recommends retaining existing street designations. These streets would be redesignated only if the areas are re-zoned to densities higher than the current R2 zone.

Bellevue Avenue - There were several comments expressing concern about the upgrade of Bellevue Avenue from Echo Park Avenue to Glendale Boulevard. The reasons cited are 1) loss of parkland if the street is widened and 2) the danger to pedestrians who cross the street to travel between park facilities on either side of the street.

The Silver Lake-Echo Park Transportation Improvement Mitigation Program (TIMP), a Plan-area wide traffic study revealed that this segment of Bellevue Avenue currently functions as a collector because it carries traffic from Glendale Boulevard to the 101 Freeway. The street will not require widening that would result in the loss of parkland. A standard collector requires a 64-foot right-of-way. This segment of Bellevue Avenue already has a 82.5 foot right-of-way and is currently built to Collector Street standards.

Stadium Way - Comments were received requesting a downgrade of Stadium Way from its current designation as a Secondary Highway. The Plan is not recommending a change at this time because Department of Transportation states that the current designation is necessary in light of traffic calming measures being taken on Glendale Boulevard at the Community's request. The Plan area has very few continuous north-south routes because of the topography. Traffic has no alternative but to travel down one of these two arterials. Furthermore, the TIMP identifies improvements to the off-set intersection of Stadium Way and Academy Road that would not result in loss of additional parkland, but would enhance circulation in the existing right-of-way which is expected to deter traffic from using residential streets to avoid congestion at that location.

Academy Road - Comments were received in opposition to the redesignation of Academy Road to a Collector street from a Local Street. Similar concerns about loss of parkland and degradation of the park setting were cited. The redesignation is being recommended to reflect the way in which this street currently functions in the community. It carries traffic from Dodger Stadium, Elysian Park, the Police Academy and the 110 Freeway. No widening would be required to meet the standards of this street designation since it already has a varying right-of-way width of between 76 and 84 feet and already exceeds Collector Street roadway standards. Furthermore, the proposed Plan recommends designating the street as a scenic byway to provide protections to the natural environment through which it traverses, in accordance with the Transportation Element.

ISSUE 9: Signage on thoroughfares in Elysian Park

Several comments were received in opposition to signs proposed for Stadium Way, the north-south arterial in Elysian Park, to direct Dodger Stadium traffic during games. This particular issue is an operational matter handled by the Department of Transportation. However, the existing designation of Stadium Way as a Scenic Highway and the recommended designation of Academy Way as a Scenic Byway are measures the Community Plan can take in preserving and protecting the natural park setting of these streets.

ISSUE 10: Silver Lake Boulevard and Effie Street Intersection - Zone changes to the commercial properties

(See Subarea 43 in Change Map, Exhibit C, and Change Matrix, Exhibit D)

Property owners (28) near the subject subarea signed a petition opposing the proposed "commercial center" at Silver Lake Boulevard and Effie Street in Silver Lake.

The Plan does *not* recommend a "commercial center" for that location. The proposed Plan recommends retaining the existing "Neighborhood Commercial" land use designation. It further recommends a zone change from the existing C1 and C2 zoning to [Q] C2. The zone change, the inclusion of a [Q] Qualified Condition, is intended to protect the unique character of this neighborhood-serving shopping district by imposing design requirements that will preserve and enhance the existing pedestrian-friendly character. The [Q] Conditions would prohibit automotive and recycling uses and drive-through windows and require new development to be built to the front property line and to locate parking in the rear. The changes are recommended to ensure that any new development maintain the area's prevailing pedestrian friendly uses and design and protect it from uses that invite vehicular traffic. The latter requirement is to protect against future development of mini-malls or shopping centers which break the building wall by locating parking in the front and detract from the pedestrian environment. Finally, the Plan recommends a future Community Design Overlay District and Streetscape Plan be prepared in a future planning process to set guidelines for private property and the public realm and a process for ensuring that any development preserves the area's character.

ISSUE 11: Plan references to the Los Angeles River and Elysian Valley

The Elysian Valley Riverside Neighborhood Council has opposed Plan language it perceives as describing the neighborhood and the Los Angeles River as a greenbelt or linkage between existing and future parks. The Plan does not refer to the Elysian Valley neighborhood as a link between parks. The Los Angeles River does however make up the eastern boundary of the Silver Lake-Echo Park Community Plan Area as well as the boundary of Elysian Valley. The Los Angeles River is a regional resource that cannot be overlooked by the Plan. It is accessible from Elysian Park and its path does flow adjacent to Griffith Park, another regional park in the neighboring Hollywood Community Plan Area. Furthermore the river is 51 miles in length and links not only various City neighborhoods (from Downtown to the northwest San Fernando Valley) but also several Cities from Long Beach to Los Angeles. It also meets the Arroyo Seco and Rio Hondo, a tributary of the San Gabriel River, connecting Los Angeles to cities in the San Gabriel Valley. As a result of the expansive geography this network of rivers cover, the Los Angeles River is a valuable regional resource and presents an opportunity for expanded regional non-motorized transportation and recreational facilities. Consequently, it is important that the Plan recognize and address the ways in which any future Los Angeles River projects should interface with and benefit area residents.

ISSUE 12: Discussion of Downzoning and Plan Area Zoning Capacity

The proposed Plan does not recommend residential downzoning primarily because of expected future population growth. While the Plan capacity is adequate for anticipated population growth to 2010, the Plan's horizon date, that date is less than 6 years away. The forecasted population growth for 2025 is 109,000. Current and proposed Plan capacity at this point is just over 95,000, falling almost 14,000 short of what will be needed to accommodate growth through 2025. As a result of this and the current citywide housing shortage, it is counter to General Plan goals and objectives to reduce the Plan area's zoning capacity at this time. Infill and redevelopment of commercial corridors is anticipated to provide

needed dwelling units and estimates for residential development in commercial areas have been included in the proposed Plan's capacity. Citywide, it is estimated that between 2 and 10% of commercially designated property (depending on the designation) will be developed with residential uses; this standard has been applied and already added to the estimated plan capacity of the proposed Silver Lake-Echo Park Community Plan.

ISSUE 13: Silver Lake Reservoir

The Department of Water and Power has revealed that it will de-commission the Silver Lake Reservoir from water operations. The result will be the need to plan for the future use and maintenance of the reservoir property. The proposed Plan still draws from and encourages the preservation of the reservoir as a community amenity and aesthetic resource and supports those aspects of the Silver Lake Reservoir Master Plan that may still be applicable in light of this change. Some of those are the development of the buffered pedestrian path and streetscape, gateway and other enhancements that continue to recognize the reservoir as a valuable community asset and a distinct source of the area's character and identity.

ISSUE 14: Coordination with other Departments

During the public participation process undertaken to date in updating the Silver Lake-Echo park Community Plan, members of the public, particularly, individuals elected to Neighborhood Councils, have expressed concern about the level of coordination among City department on the General Plan. The Department of City Planning, when embarking on a community plan update, coordinates with each department to learn about and incorporate any recent or planned changes to infrastructure, services or facilities in the geographic area. The Department coordinates extensively with the Department of Transportation on developing the scope and approving the methodology for the Transportation Improvement Mitigation Program (TIMP) or Plan-area wide transportation study to analyze traffic impacts of land use policies and development patterns on circulation for the life of the Plan. The Department continues to seek ways to better coordinate with City departments and other governmental agencies and has done so increasingly in recent years with public sector investment in public facilities, namely, new schools, parks, libraries and fire stations.

ISSUE 15: Extend the proposed Sunset Junction Community Design Overlay (CDO) District to Coronado Street

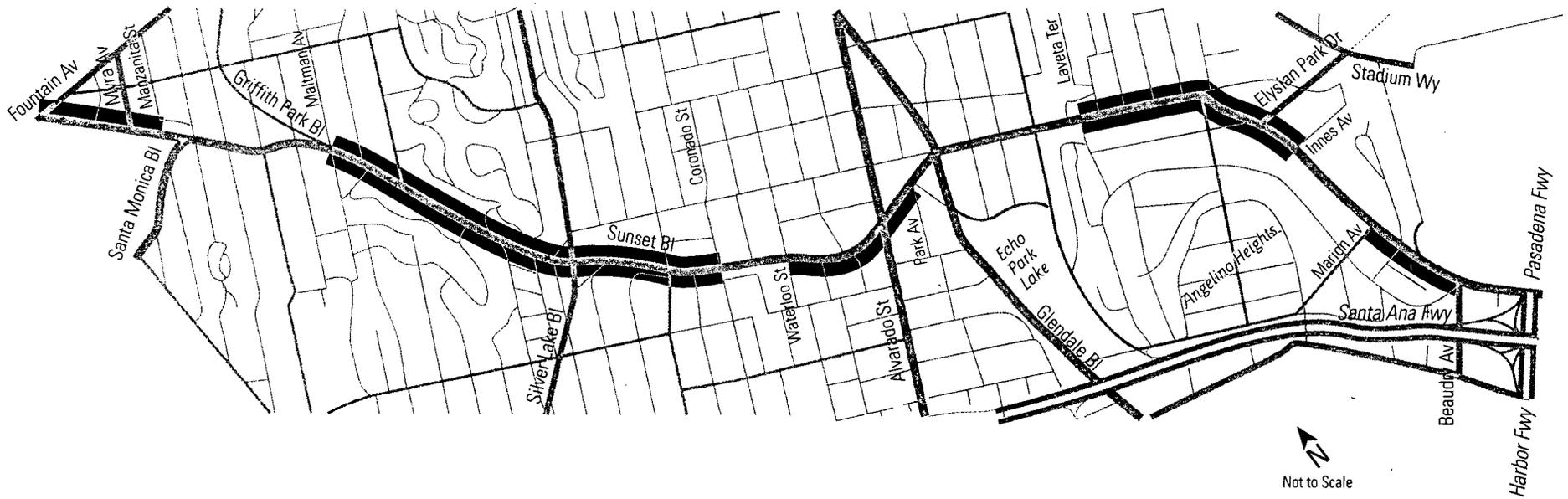
The proposed Plan recommends extending the proposed Sunset Junction CDO to Silver Lake Boulevard. The Silver Lake Neighborhood Council recommended that it be extended to Coronado Street. The proposed Plan recommends drawing the eastern boundary at Silver Lake Boulevard boundary for the following reasons: 1) the character of Sunset Boulevard varies greatly throughout the segment and 2) implementation of CDOs has been more successful when they have discreet boundaries and the area shares a common character. While there is still some variation in character west and east of Maltman Avenue, for example, there is benefit to extending the boundary enough to encompass and set development guidelines and standards for the segment from Maltman Avenue to Silver Lake Boulevard where the Plan recommends the discretionary mixed-use floor area bonus (see discussion under Issue 1 above).

ISSUE 16: Future Plan Implementation

Neighborhood Councils have further identified the need to follow the adoption of the Community Plan with the programs that implement Plan goals and policies, such as the establishment and preparation of recommended overlay plans. In their comments on the Plan, they have recommended an implementation plan that a) lays out a schedule for the establishment of overlays, b) coordinates other elements of the General Plan and that c) lists the actions that need to be taken by other City departments. They have also identified a need for more planning on a neighborhood level. The staff report requests that the City Council direct the Planning Department to add the recommended implementation programs in the proposed Plan to the work program to ensure Plan implementation. The staff report likewise requests that the City Planning Commission recommend that the City Council provide staff to carry out the implementation program. Ongoing coordination among relevant City departments, the Council District offices and community stakeholders, including the Certified Neighborhood Councils, will be required to define the priorities and schedule of the work program.

Silver Lake • Echo Park Community Plan Update
Sunset Boulevard Discretionary Mixed-Use Floor Area Bonus

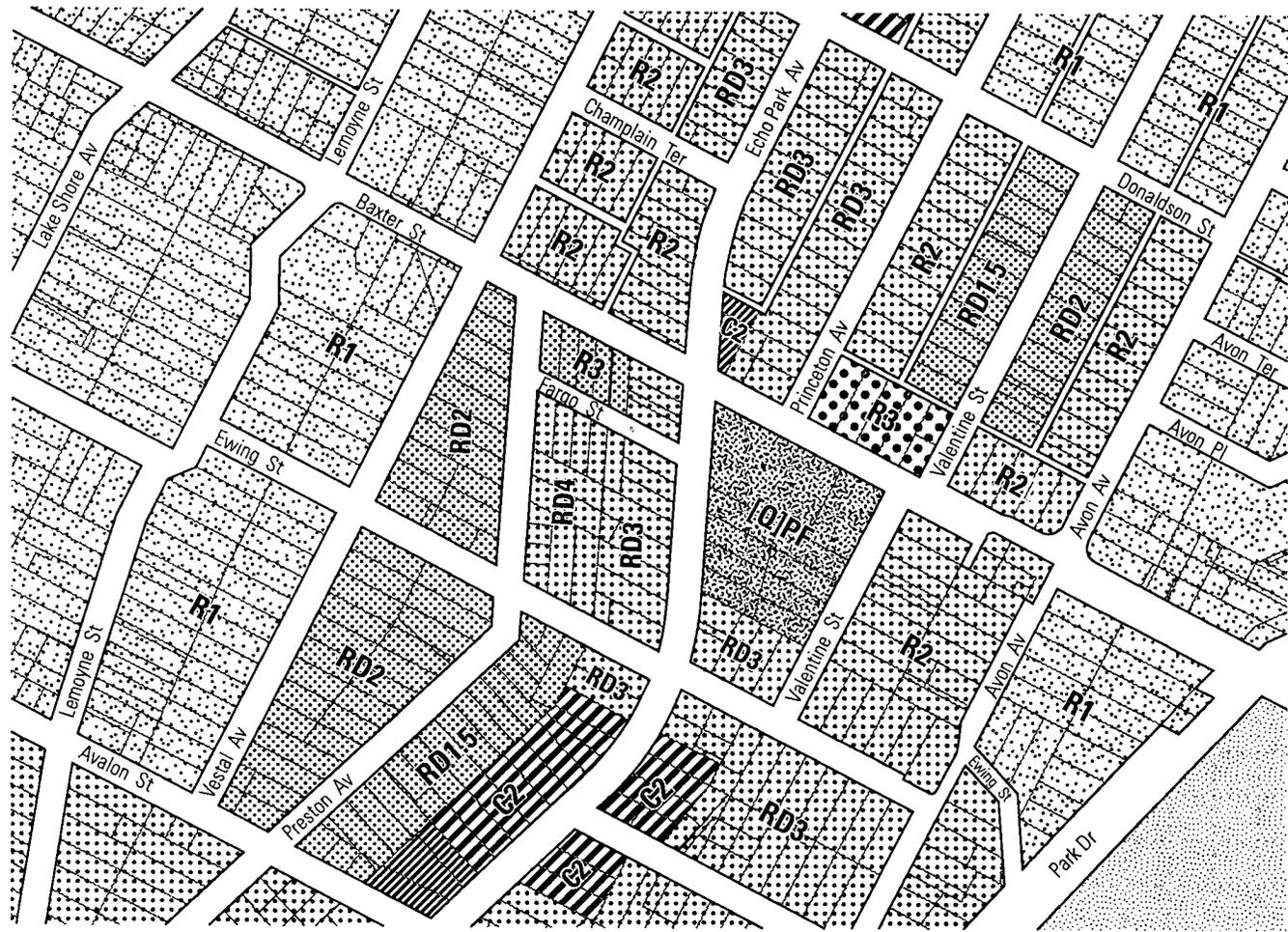
Exhibit 1



(See discussion of Issue 1, Page 16 of the attached Staff Report)

Echo Park Residential Areas
 North of Avalon St
Plan Land Use & Zoning (adopted February 17, 1984)

Exhibit 2



Land Use:		Corresponding Zones
Residential		
	Low	RS, R1, RD6, RD5
	Low Medium I	R2, RD3, RD4
	Low Medium II	RD2, RD1.5
	Medium	R3
Commercial		
	Highway Oriented	CR, C1.5, C2, C4, P
	Neighborhood & Office	C1, C1.5, P
Open Space, Public/Quasi-Public		
	Open Space	OS, A1
	Public Facilities	PF

Recommendation: No change
 (See discussion of Issue 3, Page 20 of the attached Staff Report)

Not to Scale

Echo Park Residential Areas
 South of Avalon St & East of Echo Park Av
Plan Land Use & Zoning (adopted February 17, 1984)



Land Use:

Residential

-  Low Medium I
-  Low Medium II
-  Medium

Corresponding Zones

- R2, RD3, RD4
- RD2, RD1.5
- R3

Commercial

-  Highway Oriented
-  Neighborhood & Office
-  Community

- CR, C1.5, C2, C4, P
- C1, C1.5, P
- CR, C2, C4, P, PB

Open Space, Public/Quasi-Public

-  Open Space

- OS, A1

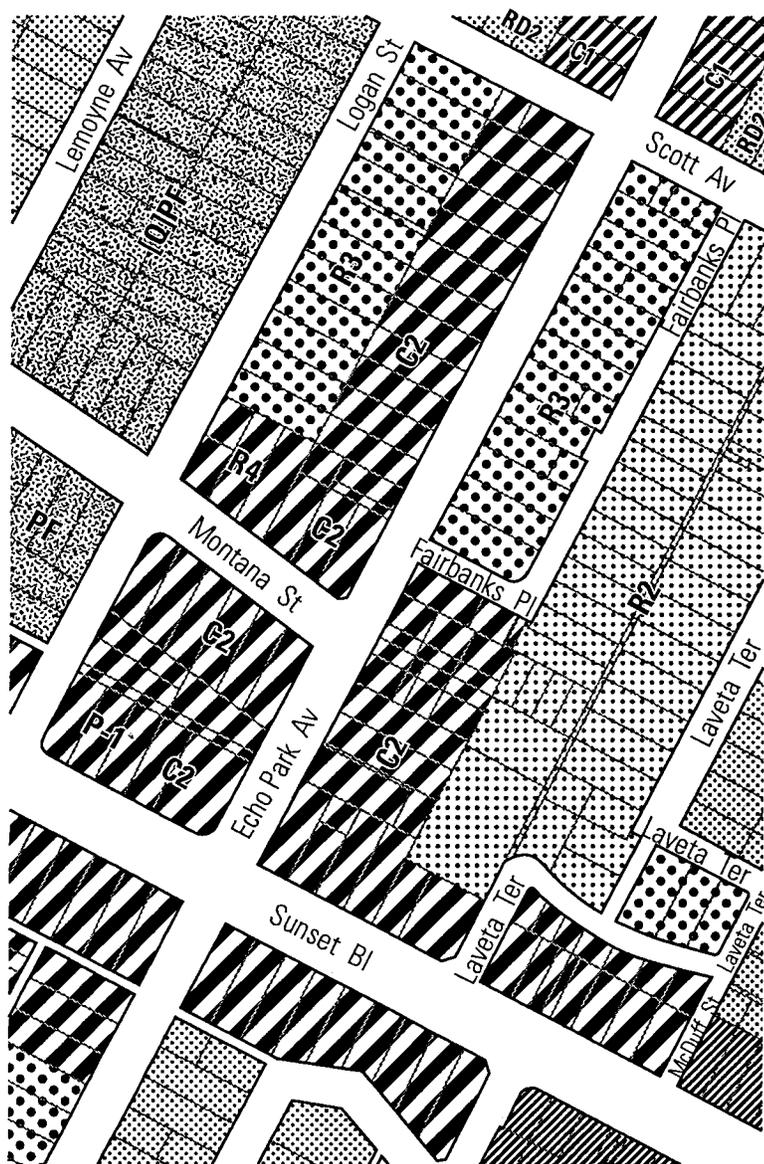
Recommendation:

 RD2-1VL to [Q]RD2-1VL to prohibit lot ties

(See discussion of Issue 3, Page 20 of the attached Staff Report)

Not to Scale 

Echo Park Av
 From Scott Av to Sunset Bl
Plan Land Use & Zoning (adopted February 17, 1984)



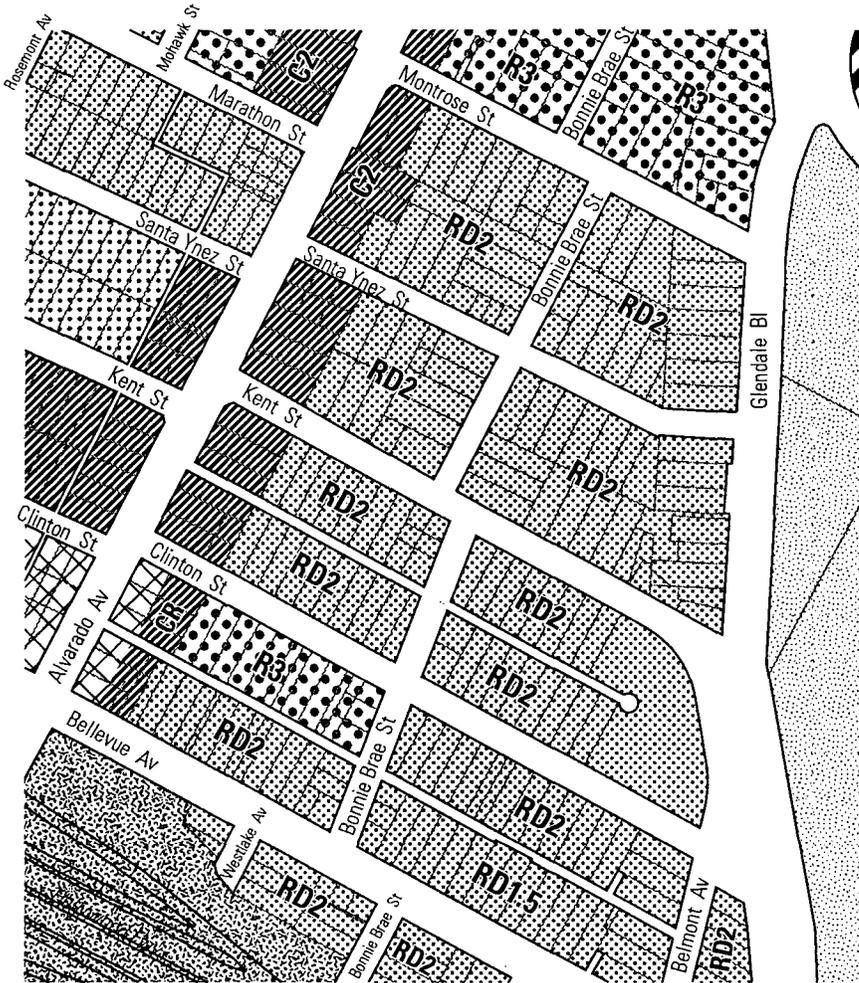
Land Use:

Residential		Corresponding Zones
	Low Medium I	R2, RD3, RD4
	Low Medium II	RD2, RD1.5
	Medium	R3
Commercial		
	Highway Oriented	CR, C1.5, C2, C4, P
	Neighborhood & Office	C1, C1.5, P
	Community	CR, C2, C4, P, PB
Open Space, Public/Quasi-Public		
	Public Facilities	PF

Recommendation: No change
 (See discussion of Issue 3, Page 20 of the attached Staff Report)

Not to Scale

Echo Park Residential Area
 West of Glendale Bl
Plan Land Use & Zoning (adopted February 17, 1984)



Recommendation: No change
 (See discussion of Issue 3, Page 20
 of the attached Staff Report)

Land Use:

Residential

-  Low Medium I
-  Low Medium II
-  Medium

Commercial

-  Highway Oriented
-  Community

Industrial

-  Commercial Manufacturing

Open Space, Public/Quasi-Public

-  Open Space
-  Public Facilities

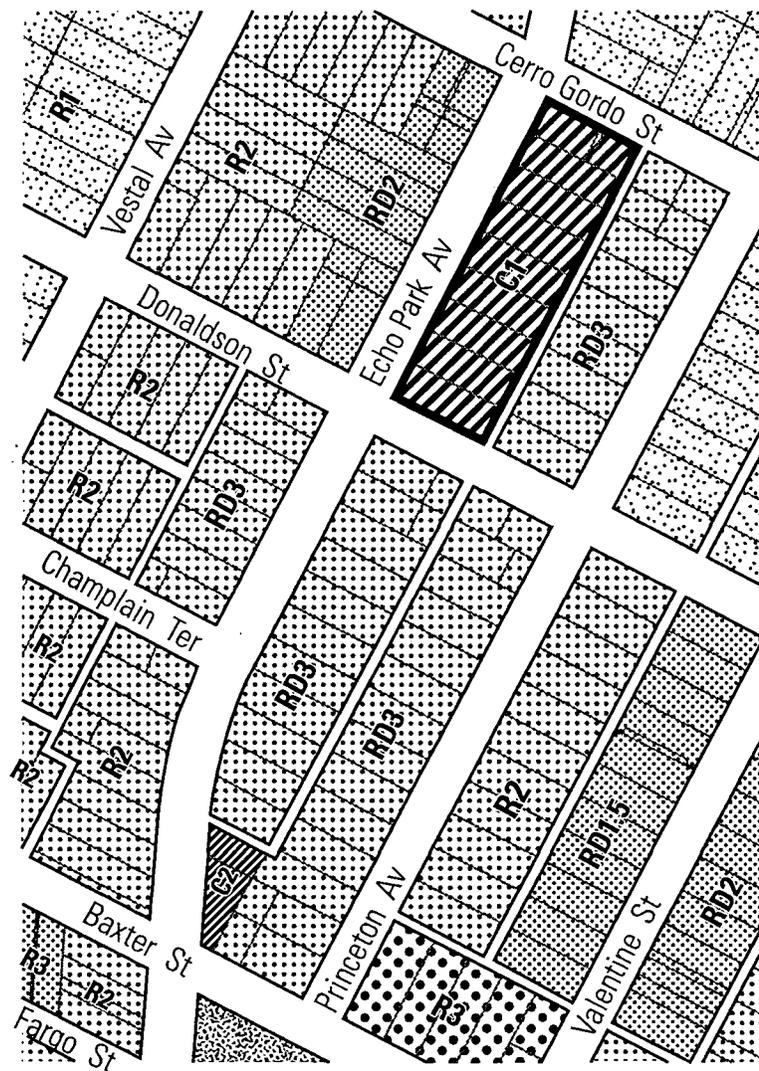
Corresponding Zones

- R2, RD3, RD4
- RD2, RD1.5
- R3
- CR, C1.5, C2, C4, P
- CR, C2, C4, P, PB
- CM, P
- OS, A1
- PF

Not to Scale 

Echo Park Av
 Commercial Lots North of Lucretia Av
Plan Land Use & Zoning (adopted February 17, 1984)

Exhibit 6a



Land Use:

Residential

- Low
- Low Medium I
- Low Medium II
- Medium

Commercial

- Highway Oriented
- Neighborhood & Office

Open Space, Public/Quasi-Public

- Public Facilities

Corresponding Zones

- RS, R1, RD6, RD5
- R2, RD3, RD4
- RD2, RD1.5
- R3
- CR, C1.5, C2, C4, P
- C1, C1.5, P
- PF

Recommendation:

C1-1VL to [Q]C1-1VL

"Q" Conditions (see full "Q" language in "Exhibit F")

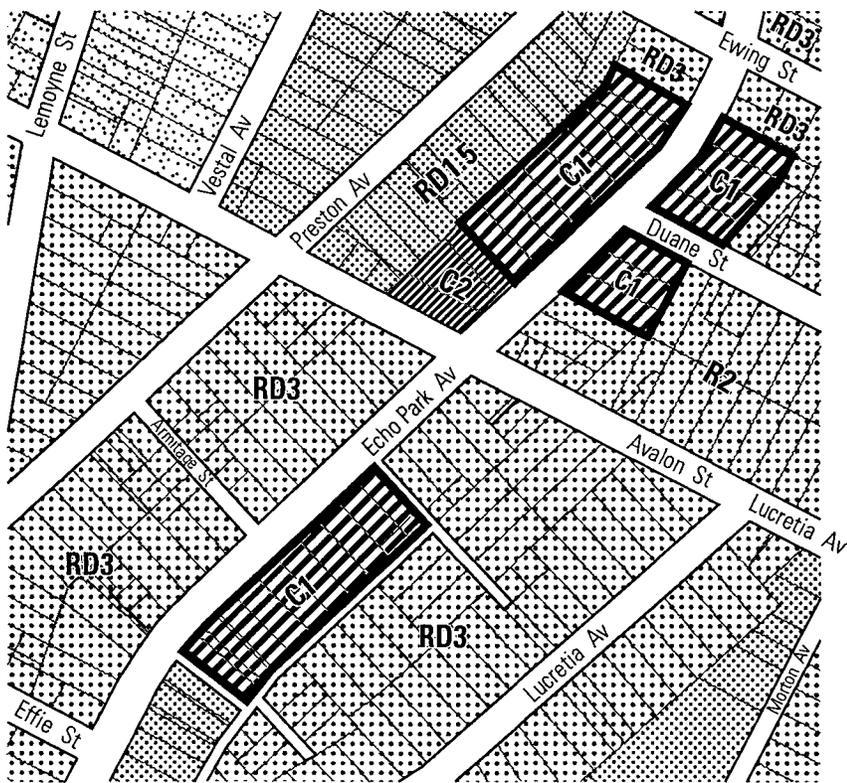
- 1) Limit residential density to 1 unit per 1,200 square feet of lot area
- 2) Limit commercial uses to the ground floor
- 3) Require additional 1/4 space per unit guest parking

(See discussion of Issue 4, Page 22 of the attached Staff Report)

Not to Scale

Echo Park Av
 Commercial Lots North of Lucretia Av
Plan Land Use & Zoning (adopted February 17, 1984)

Exhibit 6b



Land Use:

Residential		Corresponding Zones
	Low	RS, R1, RD6, RD5
	Low Medium I	R2, RD3, RD4
	Low Medium II	RD2, RD1.5
Commercial		
	Highway Oriented	CR, C1.5, C2, C4, P
	Neighborhood & Office	C1, C1.5, P

Recommendation:

C1-1VL to [Q]C1-1VL

"Q" Conditions (see full "Q" language in "Exhibit F")

- 1) Limit residential density to 1 unit per 1,200 square feet of lot area
- 2) Limit commercial uses to the ground floor
- 3) Require additional 1/4 space per unit guest parking

(See discussion of Issue 4, Page 22 of the attached Staff Report)

Not to Scale

RESOLUTION

WHEREAS, the Silver Lake-Echo Park Community Plan was adopted by the City Council on February 17, 1984, and amended in September 1989 through the General Plan/Zoning Consistency Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Community Plan Update Program consists of amendments to the Silver Lake-Echo Park Community Plan map and text with associated zone and height district changes; and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission held a public hearing on the preliminary plan on October 20, 2003; and

WHEREAS, a notice of public hearing was published in the "Los Angeles Daily Journal" on September 26, 2003, mailed to property owners and distributed through the Council Offices in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a limited public hearing on April 8, 2004 regarding changes to the original staff recommendations in the Preliminary Plan; and

WHEREAS, a notice of limited public hearing was published in the "Los Angeles Daily Journal" on March 15, 2004 and mailed to all interested parties and property owners, in accordance with Section 12.32-C4 of the Los Angeles Municipal Code; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid public hearing, including but not limited to a staff report, exhibits, appendices and public testimony; and

WHEREAS, the amendments to the Silver Lake-Echo Park Community Plan reflect changes in land use and policies that have occurred in the community since the current plan was adopted; and

WHEREAS, the majority of the zone changes are recommended to promote uses and land use development patterns that are more compatible with their surroundings; and

WHEREAS, the proposed Mitigated Negative Declaration No. 2003-7281 for the plan amendments and zone changes determined that this project would not have a significant impact on the environment; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations;

NOW THEREFORE BE IT RESOLVED, that the Silver Lake-Echo Park Community Plan with associated zone and height district changes be amended.

BE IT FURTHER RESOLVED that the Citywide General Plan Framework, an element of the City's General Plan, be amended in accordance with the Silver Lake-Echo Park Community Plan Update Program to extend the general boundaries of the of Mixed Use Boulevard on (1) Sunset Blvd. to include the segment from Waterloo St. to Silver Lake Blvd. and (2) Temple St. to include the segment from Rampart Blvd. to Silver Lake Blvd. and (3) to combine the three discreet Community Centers at Sunset Blvd./Echo Park Ave., Sunset Blvd./Glendale Blvd. and Alvarado Street into one Community Center.

BE IT FURTHER RESOLVED that the Highways and Freeways Maps of the Transportation Element of the City's General Plan be amended in accordance with the Silver Lake-Echo Park Community Plan Update Program to reclassify the following streets: (1) Silver Lake Boulevard from Van Pelt Pl. to Armstrong Ave. from a Secondary Highway to a Modified Secondary Highway; (2) Bellevue Ave. from Glendale Blvd. to Echo Park Ave. from a Local Street to a Collector Street; (3) Beaudry Ave. from Sunset Blvd. to Temple St. from a Secondary Highway to a Major Highway Class II; and (4) Academy Rd. from the Dodger Stadium entrance to Stadium Way from a Local Street to a Collector Street and a Scenic Byway.

BE IT FURTHER RESOLVED that the Mitigated Negative Declaration has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines related thereto and that the City council hereby adopts the Mitigated Negative Declaration and instructs that a "notice of Determination" be filed with the Los Angeles County Clerk and the Los Angeles City Clerk, in accordance with Article VI, Sections 11b and 11 d of the City of Los Angeles Guidelines for the implementation of the California Environmental Quality act of 1970, as amended.

SILVER LAKE-ECHO PARK

Community Plan

Proposed Plan

May 10, 2004

TABLE OF CONTENTS

COMMUNITY MAPS

COMMUNITY PLAN

- I. Introduction
 - II. Function of the Community Plan
 - III. Land Use Policies and Programs
 - IV. Coordination Opportunities for Public Agencies
 - V. Urban Design
- Footnotes
Appendix A: Designated Historic-Cultural Monuments
Appendix B: Architecturally Significant Modern-era Structures

SILVER LAKE-ECHO PARK

Community Plan

Chapter 1 INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

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

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

Several significant commercial corridors run through the Plan area serving as community centers and offering a wide range of neighborhood-supporting retail and services. Sunset Boulevard from the Harbor Freeway to Sunset Junction (Sunset's intersection with Santa Monica Boulevard) is a major east-west arterial that runs through the Plan area, in many ways, lending Echo Park and Silver Lake their distinctive and identifiable character and providing a prime opportunity for transit-oriented and pedestrian-friendly, mixed-use and infill development. Glendale Boulevard runs north and south, nearly splitting the Plan area in half. Commercial areas along Hyperion and Rowena Avenues, Silver Lake Boulevard and Alvarado Street each provide surrounding areas with eclectic shopping that not only draw shoppers from outside the Plan area but offer the range of goods and services required by area residents.

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

Echo Park

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

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

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

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

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

Silver Lake

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

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

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

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

Silver Lake, along with Echo Park, has historically provided a valuable mix of single and multiple family housing for the City's residents and

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

Elysian Valley

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

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

While both uses have co-existed for nearly 60 years, the residential areas are impacted by truck traffic that serves industrial uses in the interior lots adjacent to the riverbanks as they pass through narrow residential streets on their way to the major highways via Riverside Drive. Moreover, the residential neighborhoods are impacted by noise and environmental pollutants generated by existing industry. Often because of the compactness of the area and the narrowness of the lots, there is no buffer between the uses.

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

its demand on space and land and potentially force encroachment of other uses in Elysian Valley.

COMMUNITY ISSUES AND OPPORTUNITIES

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

RESIDENTIAL

Issues

- Need to continue to provide a diversity of housing that is affordable to residents of various socioeconomic backgrounds.
- Need to provide housing for larger families and low-income residents.
- Loss of existing affordable housing.
- Character, scale and identity of existing single family neighborhoods, especially in hillside areas.
- Inadequate protections for hillside areas designated for multiple family residential use where hillside ordinance and standards do not apply.
- Size, scale and design of new multiple family residential projects.
- Cumulative effects of new development and increasing density on infrastructure capacity and public services.
- Compatibility of industrial and residential uses.
- Aesthetic quality of multiple family developments particularly in older neighborhoods in which single and multiple family residences are mixed.
- Deterioration of housing stock and architecturally significant or historic structures due to neglect or inappropriate remodeling, particularly in Echo Park.
- Unsafe and overcrowded conditions of older housing stock.
- Residential development that is insensitive to or incompatible with the Plan area's unique natural, topographical, architectural, cultural and historic features.
- Assembly of lots to build large developments that are incompatible with size, scale and design of neighborhoods and which threaten existing affordable housing.
- Parking and circulation on substandard residential hillside streets.

Opportunities

- Institute planning and zoning actions that minimize incompatibilities between uses.
- Designate Mixed Use Boulevards that can provide needed housing and reduce the threat to single family neighborhoods.
- Develop guidelines for mixed-use development in designated areas that provides vision for design that is complementary to surrounding development and is pedestrian friendly.
- Maintain and rehabilitate the Plan area's existing diverse and affordable housing stock.
- Locate new residential development in the areas that are near and have good access to employment centers and neighborhood and community shopping districts.
- Promote the unique natural, historic and architectural resources of the community by encouraging development that complements these characteristics.
- Provide design guidelines for multiple family development that complements the rich and varied architectural styles represented in the Plan area and strengthens the existing urban character.
- Identify, preserve and rehabilitate historically and architecturally significant structures.
- Develop and implement regulations and incentives to promote identification and preservation of historically and architecturally significant structures.
- Protect public safety, health and welfare by improving enforcement of building and zoning codes.
- Support efforts of active neighborhood groups to preserve and rehabilitate local neighborhoods and strengthen neighborhood character and identity.
- Preserve the unique character and identity of distinct neighborhoods that exist within the Plan area.
- Use land use policies to support ongoing affordable home-ownership and rehabilitation programs in single and multiple family neighborhoods.

COMMERCIAL

Issues:

- The aesthetic quality of the Plan area's shopping centers and commercial corridors.

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

Opportunities:

- Institute zoning that permits a mix of uses and services that accommodates community needs and promotes the unique urban character and identity of the Plan area's neighborhoods.
- Develop design guidelines that retain and promote pedestrian friendly features and enhance the aesthetic quality and economic vitality of shopping areas. Guidelines should address streetscape, parking/access and maintaining solid building walls with retail frontage at the ground level.
- Promote community identity through distinctive development and design along the Plan area's commercial corridors.
- Establish and implement community-based design standards for new construction that is compatible with existing scale, architectural style and other desirable design elements.
- Support efforts to preserve and rehabilitate historic commercial structures.
- Integrate residential and commercial uses along commercial corridors to create functional, traditional neighborhoods which retain the area's urban character, increase housing capacity and improve the jobs-housing balance.
- Improve visual quality of shopping centers through sign controls.
- Concentrate development along transportation corridors.
- Establish guidelines for new construction that reinforces and enhances community and neighborhood identity.
- Establish guidelines for reuse of vacant and underused structures and infill of underused and vacant parcels of land along the plan area's commercial corridors, emphasizing innovative mixed-use projects.
- Encourage mixed-use development along all appropriate commercial corridors to provide needed housing and reduce

vehicular trips.

- Establish appropriate transitions between commercial and adjoining uses, especially residential.
- Develop regulations and incentives to reduce visual blight including open storage and sign clutter adjacent to residential neighborhoods and in neighborhood-serving commercial areas.

INDUSTRIAL

Issues:

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

Opportunities:

- Allow joint live/work uses as a means to preserve industrial lands in Elysian Valley to meet evolving needs of modern manufacturers and reconceptualize traditional industrial uses.
- Permit mixed-use development and neighborhood-serving commercial uses to better support and provide amenities for residents.
- Establish design guidelines for Elysian Valley that will help minimize the incompatibility between abutting residential and industrial uses.
- Develop guidelines for the reuse of unused industrial sites and linking redevelopment to uses in expanding sectors of the region's economy.
- Increase presence of desirable ("clean") industrial uses to minimize negative impacts and potential future incompatibilities with adjacent uses.

TRANSPORTATION

Issues:

- Major boulevards are used as thoroughfares by commuter traffic cutting through the Plan area to avoid freeway traffic en route to downtown.
- Residential neighborhood streets are being used to avoid traffic

on congested major thoroughfares, disturbing quality of life and making neighborhood streets unsafe for children and pedestrians.

- Traffic congestion and circulation issues in the Plan area that reflect regional transportation problems and Citywide deficiencies in multi-modal transit options.
- Limited access to mass transportation.
- Need to find long-term, workable solutions to congestion on Glendale Boulevard and the Glendale Freeway Terminus.
- Narrow and substandard residential streets in the hillsides that hinder circulation and create problems for parking and access by safety vehicles.
- Truck traffic on neighborhood residential streets, particularly in Elysian Valley where residential and industrial uses abut.

Opportunities:

- Identify and encourage the implementation of regional transportation solutions that will minimize the impact of commuter traffic on the Plan area.
- Establish non-motorized transportation alternatives which build on an existing network of bike paths
- Support the implementation of a continuous system of bike paths, greenways and pedestrian trails and linkages along the Los Angeles River, as envisioned in the Los Angeles River Master Plan and complementary efforts.
- Identify streets or street segments where street redesignations and/or traffic calming measures alleviate the impact of commuter traffic.
- Identify areas where Pedestrian Oriented Districts (PODs) would be appropriate to encourage pedestrian activity, slow traffic and reduce vehicle trips.
- Inventory and create a plan for staircases and paper streets in the Plan area's hillsides to maintain these public rights-of-way for public use and potentially to create or link greenway systems for non-motorized transportation and recreation.
- Reduce conditions that contribute to unsafe and congested local neighborhood streets that endanger children and pedestrians and diminish quality of life.
- Limit all but necessary truck traffic on local residential streets and, when unavoidable, regulate the hours that trucks can traverse such streets.

- Identify and recommend additional commuter bus routes such as DASH service to underserved areas such as Elysian Valley and to connect hillside residential neighborhoods to commercial centers, downtown and public transit systems including the Red Line and Gold Line.

RECREATION, PARKS, AND OPEN SPACE

Issues:

- Need for parkland and open space for a variety of uses, including passive and active recreation.
- Need for facilities that accommodate the range of uses that would appeal to various segments of the community, including children, youth and seniors.
- Need to preserve existing parkland and open space for park/open space uses and for public enjoyment.
- Need for community gathering space and facilities to strengthen civic participation and neighborhood identity.
- Better connect the parks and open space with a system of bike and pedestrian paths, particularly between Elysian and Griffith Parks.
- Impact of development on Elysian Park (private streets and public rights-of way), commuter traffic and other encroachments on park uses.
- Integration of new park facilities and green spaces into existing open space/ recreation network.
- Security and maintenance of small secluded pocket parks and other new park/open space facilities developed throughout the Plan area and along the Los Angeles River.
- Potential for development in the vicinity of Echo Park Lake that is out of character or scale with its surroundings or that blocks view sheds of the park and between the park and Downtown.

Opportunities:

- Support efforts to develop a continuous greenway along the Los Angeles River that would add, enhance and provide linkages between recreation and open space facilities, providing diverse recreational uses and viable non-motorized transportation alternatives.
- Initiate zone changes and plan amendments as necessary to designate newly acquired parkland as open space.
- Encourage, promote and facilitate the implementation of Silver

Lake Reservoir Master Plan concepts in ongoing planning of the reservoir as a valuable community and recreational asset.

- Identify opportunities for and encourage the acquisition of land that would link and complete greenways and pedestrian and bike paths throughout the plan area to key nearby open space/recreational resources including Elysian Park, the Los Angeles River, the Cornfield/Bull Ring property, Taylor Yards and Griffith Park.
- Institute measures to protect Echo Park Lake.

NEIGHBORHOOD CHARACTER

Issues:

- Preservation of the scale, density and character of single family neighborhoods and new multiple family housing developments in mixed single and multiple family residential neighborhoods.
- Preservation of the scale, density and character of housing in hillside neighborhoods.
- Promotion of design in hillside neighborhoods that is sensitive to topography and substandard hillside streets, compatible with existing development and protects scenic vistas.
- Infill commercial development that promotes the existing urban character and mix of uses.
- Loss of architecturally significant homes in Echo Park.

Opportunities:

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

Chapter II

FUNCTION OF THE COMMUNITY PLAN

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

STATUTORY REQUIREMENTS

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

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

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

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

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. The Plan guides decisions regarding land use, building design and character, open space, housing, conservation and development, provision of supporting infrastructure and public and human services, protection of environmental resources and protection of residents from natural and man-caused hazards.

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

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

PURPOSE OF THE COMMUNITY PLAN

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

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

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristics of existing development, such as scale, height, bulk, setbacks and appearance, and uses which together provide the foundation for community identity.

- Preserving and promoting the unique arts and cultural community.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

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

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

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

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

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

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

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework provides the following projections for year

2010 population, housing and employment levels for the Silver Lake-Echo Park Community Plan Area:

Population: 81,950
Employment: 21,037
Housing Units: 34,438

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

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

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

Neighborhood Plans involve the preparation of special more focused plans, such as Community Design Overlay Districts (CDOs), Pedestrian Oriented Districts (PODs), Historic Preservation Overlay Districts (HPOZs) and Specific Plans, which blend both policy and implementation functions for unique neighborhoods within a community plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to the specific neighborhood.

PLAN CONSISTENCY

Each plan land use category shows the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted

Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that residential densities and commercial and industrial intensities depicted on the Plan Map will not occur due to plan and zone regulations, economic conditions and design limitations.

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

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

PLAN MONITORING

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

Chapter III

LAND USE POLICIES AND PROGRAMS

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

RESIDENTIAL

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

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

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

PLAN POPULATION AND DWELLING UNIT CAPACITY

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

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

GOAL 1

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

Objective 1-1

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

Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Program: Enforce design guidelines and standards for

residential development that are included in the Urban Design Chapter of the Community Plan.

Objective 1-2

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

Policies

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

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

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

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

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

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

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

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

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

Temple Street:

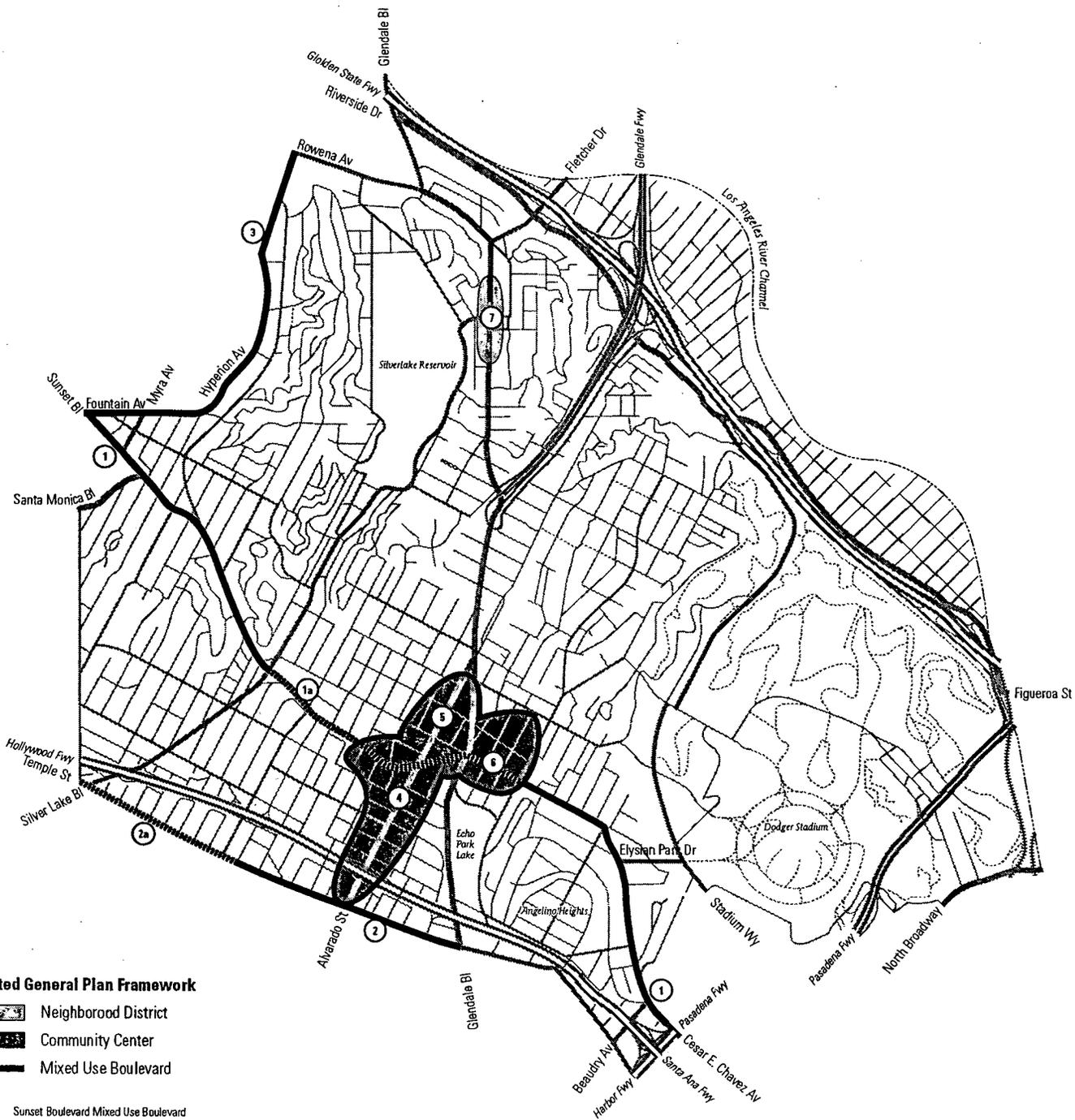
Community Centers, activity centers that serve a surrounding residential population of 25,000-100,000 people, should comprise community-supporting retail and services and office commercial, residential units, entertainment uses and larger cultural facilities and public facilities. Mixed-use development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

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

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

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

Figure 1



Adopted General Plan Framework

-  Neighborhood District
-  Community Center
-  Mixed Use Boulevard

- ① Sunset Boulevard Mixed Use Boulevard
- ② Temple Street Mixed Use Boulevard
- ③ Hyperion Avenue/Fountain Avenue Mixed Use Boulevard
- ④ Alvarado Street Community Center
- ⑤ Sunset Boulevard/Glendale Boulevard Community Center
- ⑥ Sunset Boulevard/Echo Park Avenue Community Center
- ⑦ Silver Lake Boulevard/Glendale Boulevard Neighborhood District

Proposed General Plan Framework Modifications

-  Mixed Use Boulevard
- ①a Extension of the Sunset Boulevard Mixed Use Boulevard
- ②a Extension of Temple Street Mixed Use Boulevard (Rampart Boulevard to Silver Lake Boulevard)
- ④⑤⑥ Combine into one, the Sunset Boulevard/Alvarado Street Community Center

Silver Lake • Echo Park Community Plan Update
GENERAL PLAN FRAMEWORK



Objective 1-3

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

Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective 1-4

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

Policies

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

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

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

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

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

Program: The Plan specifically identifies the following areas in which development of joint live/work buildings and units is particularly encouraged, including commercial areas identified as Mixed Use Boulevards, Community Centers and Neighborhood Districts (see Figures 1 and 2):

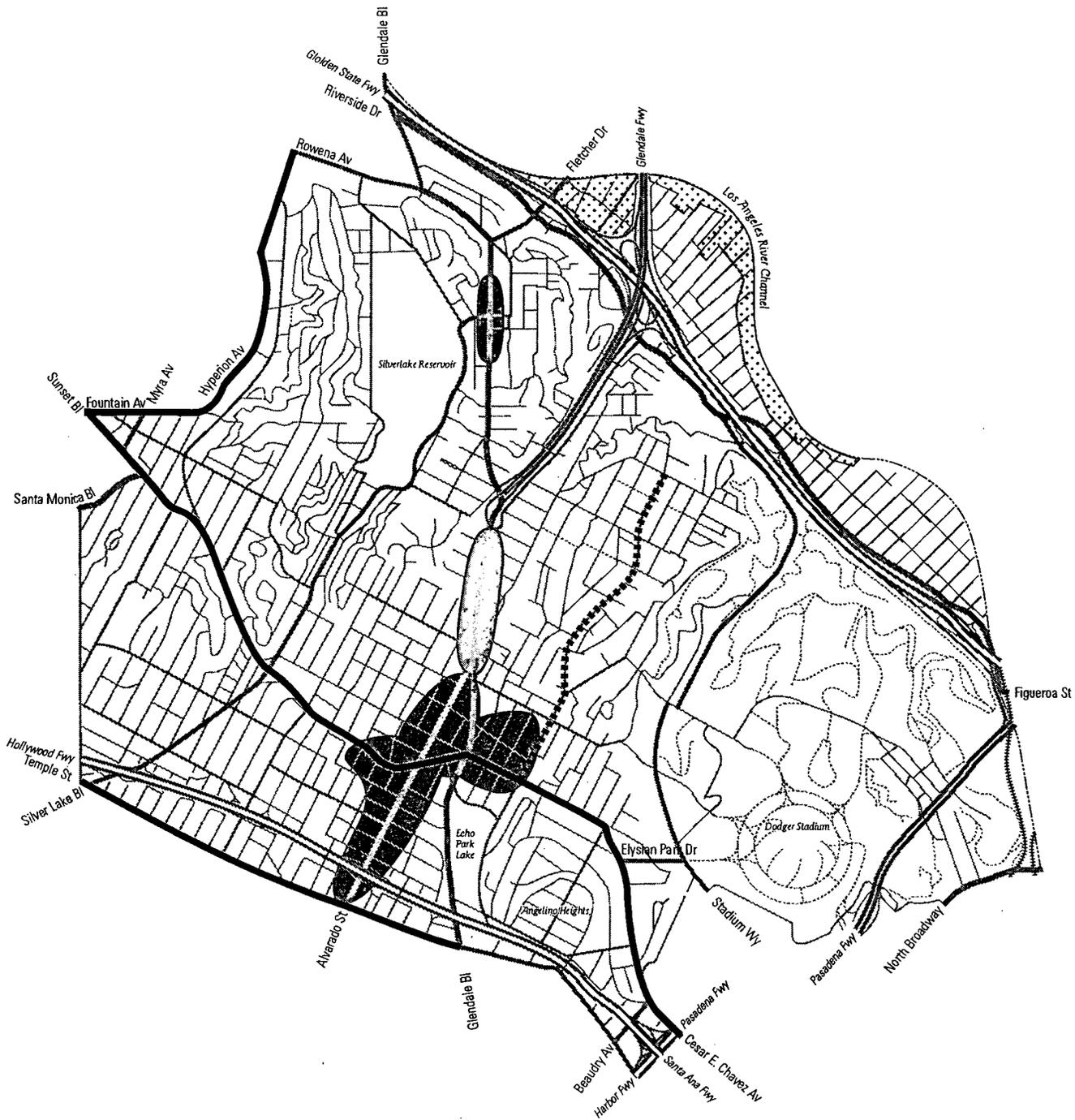
- Sunset Boulevard from the Pasadena Freeway to Fountain

Avenue.

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

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

Figure 2



-  Centers
-  Proposed Glendale Boulevard Commercial and Aircraft Overlay District
-  Elysian Valley Industrial Area
-  Mixed Use Boulevard
-  Commercial Lots on Echo Park Avenue


North

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

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

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

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

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

Objective 1-5

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

Policies

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

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

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

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

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

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

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

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

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

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

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

Objective 1-6

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

Policies

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

Program: Continue the implementation of the Citywide Hillside Ordinance.

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

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

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

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

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

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

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

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

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

COMMERCIAL

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

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

Several tools will be used to achieve these objectives, outlined below. The Urban Design guidelines in this document and proposed

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

GOAL 2

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

Objective 2-1

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

Policies

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

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

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

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

Program: To increase the viability of mixed-use projects, this Plan supports parking reductions attained by developing shared use parking facilities and resulting from proximity to transit corridors or

parking lots and structures available to the public (i.e. centralized parking facilities), as feasible and appropriate. Decision-makers should negotiate and grant requests for special parking arrangements and parking reductions whenever feasible.

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

Objective 2-2

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

Policies

2-2.1 Preserve existing pedestrian-oriented areas.

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

- Echo Park Avenue from Morton Avenue to Sunset Boulevard,
- Sunset Boulevard from McDuff Street/Laveta Terrace to Waterloo Street,
- Sunset Boulevard from Micheltorena Street to Santa Monica Boulevard,
- Glendale Boulevard from Deane Street to Fletcher Drive,
- Hyperion Avenue from Rowena Avenue to Griffith Park Boulevard,
- Rowena Avenue from Hyperion Avenue to Glendale Boulevard, and,
- Silver Lake Boulevard from Berkeley Avenue to Van Pelt Place.

Figure 3



Silver Lake • Echo Park Community Plan Update
PROPOSED PEDESTRIAN-ORIENTED AREAS



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

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

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

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

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

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

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

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

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

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

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

Program: Prepare the proposed Sunset Boulevard/Echo Park Avenue CDO, the proposed Sunset Junction CDO and the Rowena Avenue CDO (see Figure 4 for proposed boundaries) to regulate

uses and design individually tailored to these areas.

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

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

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

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

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

Objective 2-3

Enhance the appearance of existing commercial districts.

Policies

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

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

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

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

Program: Develop and implement the proposed Temple Street CDO and streetscape plan to improve design and the aesthetic

quality of the corridor (See Figures 2, 3 and 4).

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

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

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

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

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

Figure 4



Legend:

Proposed Supplemental Use District Overlay Zones

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

Not to Scale

Silver Lake • Echo Park Community Plan Update PROPOSED OVERLAY DISTRICT BOUNDARIES

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

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

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

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

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

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

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

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

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

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

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

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

Program: Preserve existing and encourage the development of new

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

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

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

Objective 2-4

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

Policies

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

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

Program: Rezone designated commercial properties fronting Sunset Boulevard (see map) to [Q] C2 (see [Q] Condition Appendix) to institute standards and permit uses compatible with the existing character and identity of the boulevard, including secondhand stores, vintage shops and sidewalk dining, but prohibiting automobile and recycling uses and drive-through windows otherwise permitted in the C2 zone. The [Q] Condition also requires new development to build to the front property line and to locate parking to the rear. Additionally liquor stores are prohibited on Sunset Boulevard from Coronado Street to Micheltorena Street. In the event that proposed Supplemental Use Districts are not developed, the Plan, through this proposed zone change and Chapter V design guidelines, intends to preserve and enhance the pedestrian features of the segment of Sunset Boulevard within the Plan area, particularly from McDuff Street/Laveta Terrace to Waterloo Street and Sunset Junction from Micheltorena Street to Santa Monica Boulevard (see Figures 2-6).

Program: Rezone commercial properties fronting the following street segments will be zoned [Q] C2 (see [Q] Condition Appendix) to permit uses compatible with the existing character and identity of the commercial area including secondhand stores vintage shops and sidewalk dining; prohibit automobile and recycling uses and drive-through windows; and regulate the design of fast food establishments. Along certain segments, the [Q] Condition also

requires new development to build to the front property line and to locate parking in the rear. This zone change is intended to preserve and/or enhance existing pedestrian-oriented characteristics (see Figures 2, 3, and 6).

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

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

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

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

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

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

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

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

- Sunset Boulevard - from the Pasadena Freeway to Fountain

Avenue - 1.5:1 commercial and mixed-use FAR, except for the following segments, where a maximum 1.5:1 commercial and 3:1 mixed-use FAR would be permitted, with appropriate discretionary approval.

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

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

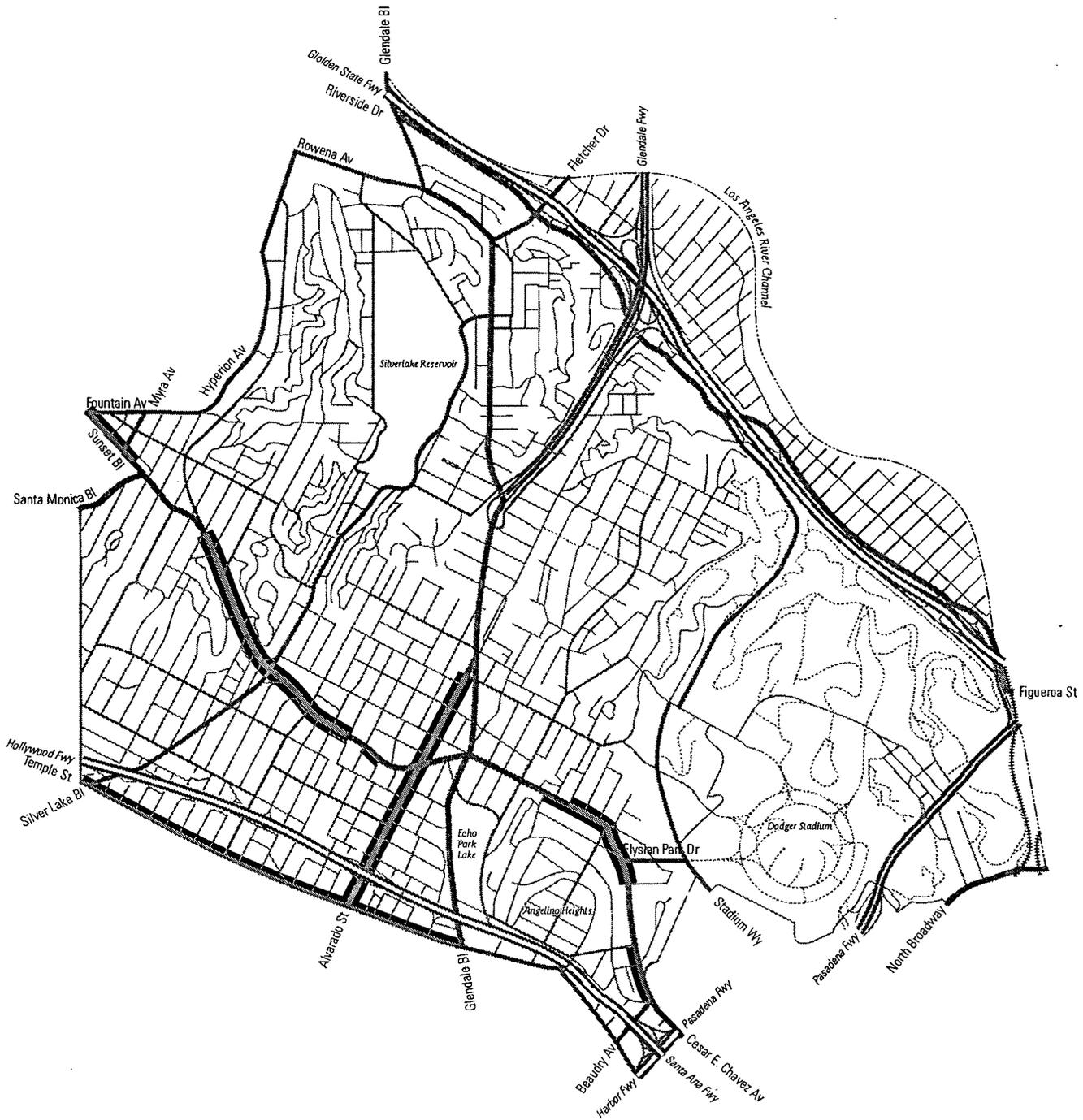
Program: In accordance with this policy, in those areas where mixed-use development is encouraged but no mixed-use FAR

bonus is provided, decision-makers should support mixed-use developments, as long as the compatibility and capacity findings can be made.

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

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

Figure 5



Silver Lake • Echo Park Community Plan Update
PROPOSED LOCATIONS OF DISCRETIONARY MIXED-USE FLOOR AREA BONUS



INDUSTRIAL

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

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

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

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

GOAL 3

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

Objective 3-1

Provide sufficient land for expansion of low intensity industrial uses.

Policies

- 3-1.1** Designate lands for the continuation of existing industrial uses and development of high technology, light manufacturing and other clean industrial uses which provide employment opportunities.

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

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

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

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

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

Objective 3-2

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

Policies

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

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

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

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

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

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

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

Objective 3-3

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

Policies

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

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

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

Objective 3-4

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

Policies

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

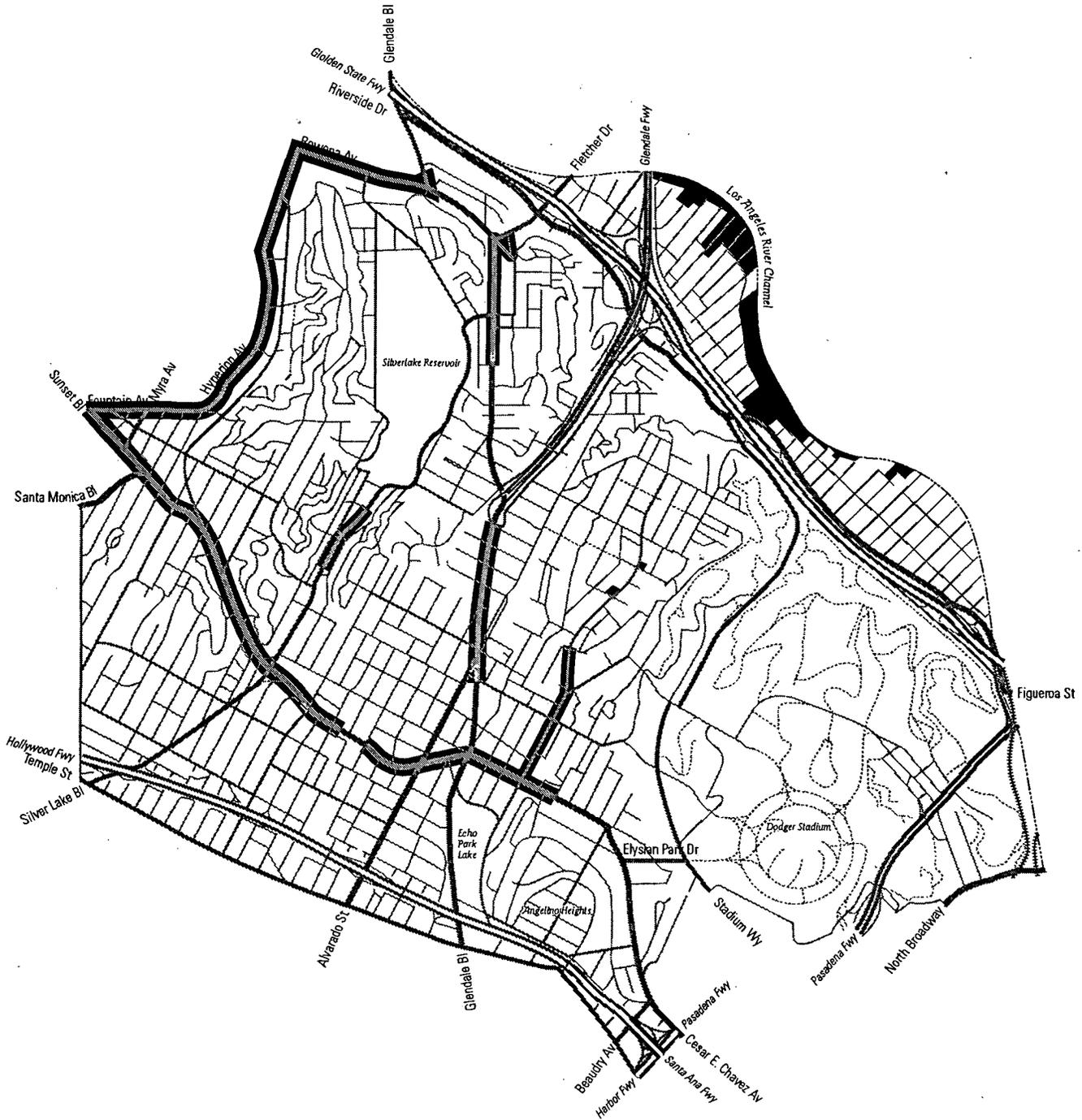
Program: Encourage compliance with and inspection by responsible agencies to ensure health and safety standards. New development of manufacturing uses adjacent to residential neighborhoods shall comply with the industrial/residential design guidelines found in the Urban Design Chapter (Chapter V) of this Plan.

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

Program: Explore economic development tools and initiatives

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

Figure 6



Silver Lake • Echo Park Community Plan Update
GENERALIZED LOCATION OF PROPOSED [Q] QUALIFIED CONDITIONS



PUBLIC AND INSTITUTIONAL LAND USE

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

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

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

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

RECREATIONAL AND PARK FACILITIES

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

A unique opportunity exists in this Plan area to increase the area's Parkland and to offer greenbelts and trail systems that will connect and expand recreational facilities Citywide. With the restoration of the Los Angeles River to a more natural state and long-term plans to build bike and pedestrian paths along both the 51-mile length of the river and from communities outside of the City to Downtown, the Plan area would

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

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

GOAL 4

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

Objective 4-1

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

Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

those in Angelino Heights.

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

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

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

Program: Re-designate Silver Lake Boulevard as a Modified Secondary Highway allowing for 42-foot roadway with only one travel lane in each direction to accommodate the proposed 6-foot landscape buffer and 8-foot pedestrian path while preserving the parking lane on the east side of the street and existing commuter bike lanes. Retain the scenic highway designation for the segment of Silver Lake Boulevard from Duane Street to Armstrong Avenue.

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

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

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

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

Open Space

Open space provides the community with important physical benefits and environmental protection. There are two classifications for Open Space, publicly owned and privately owned open spaces. In addition to City owned and operated parkland, increasingly land within the Silver Lake-Echo Park Community Plan Area is being developed with open space that is owned and/or managed by private entities for public use.

Some examples are the Elysian Valley Gateway and Steelhead, Oso, and Egret Parks, also in Elysian Valley, which are among several pocket parks and gateways offering access to the Los Angeles River. Giving these parcels of land open space land use designations and zones will help preserve these properties for open space use.

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

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

GOAL 5

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

Objective 5-1

Preserve existing and develop new open space resources.

Policies

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

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

- 5-1.2** Accommodate active parklands and other open space.

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective 5-2

Policies

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

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

SCHOOLS

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

GOAL 6

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

Objective 6-1

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

Policies

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

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

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

6-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

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

1. Siting of schools and other community facilities (libraries, parks and auditoriums) within a transit station, center or mixed use area so they can complement each other and make the most

efficient use of the land provided for these services.

2. Locating middle and high schools where possible close to transit opportunities and key centers and along Mixed Use Boulevards so students can use the transit system to get to and from school.
3. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

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

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

GOAL 7

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

Objective 7-1

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

Policies

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

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

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

POLICE PROTECTION

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

GOAL 8

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

Objective 8-1

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

Policies

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

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

FIRE PROTECTION

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other government agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

GOAL 9

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

Objective 9-1

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

Policies

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

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

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

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

Transportation Improvement and Mitigation Program (TIMP)

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

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

Below is a series of programs and implementation steps. Each implementation measure taken from the TIMP is identified in brackets [] as follows: [TIMP].

PUBLIC TRANSPORTATION

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

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

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

GOAL 10

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

AUTOMOBILE TRAVEL.

Objective 10-1

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

Policy

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

Program: Implement designated transit-priority highways and associated improvements. [TIMP]

- Implement the Transit Priority Street designation of Santa Monica Blvd. and Sunset Blvd., as recommended by the Transportation Element of the General Plan.
- Support and promote the implementation of new Metro Rapid Bus lines on the Santa Monica Boulevard-Sunset Boulevard corridor (from Union Station to downtown Santa Monica) and Vermont Avenue (just outside the Plan area with connection through Los Feliz to the Hollywood Boulevard Rapid Bus line to Pasadena) in the Phase II implementation of the Metro Rapid bus service expected by 2010.
- Designate Alvarado Street as a Transit Priority Street as defined by the Transportation Element so that it may be eligible for applicable transit-related programs and improvements.

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

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

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

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

identification of and user friendly amenities for transit stops in these districts.

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

**TRANSPORTATION
DEMAND
MANAGEMENT (TDM)**

It is the City's objective to maintain acceptable Levels of Service (LOS E and F are considered unsatisfactory) throughout the Plan area as growth occurs. Studies indicate that the majority of the street segments are operating at acceptable Levels of Service. However, the level of trips generated by future development in the Plan area and surrounding communities requires implementation of a Transportation Demand Management (TDM) Program to sustain the current level of service on the street system. TDM is a program designed to reduce trips. People are given incentives to use TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting and non-motorized transportation modes such as the bicycle.

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

1. Transportation Management Association formation/coordination.

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

2. Participation in Regional Transportation Management Programs.

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

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

Trip reduction may also be encouraged by development incentives

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

4. Monitoring. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.
5. The City should continue to implement bikeways development as specified in the City Bicycle Plan as part of an overall transportation demand management.

GOAL 11

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

Objective 11-1

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

Policies

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

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

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

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

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

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

GOAL 12

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

Objective 12-1

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

Policies

12-1.1 Implement signalization improvements throughout the Plan Area.

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

Objective 12-2

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

Policies

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

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

Program: Institute peak hour parking restrictions to add travel lanes on major highways such as Sunset Blvd. as long as such measures do not conflict with existing bicycle facilities and Metro Rapid Bus service.

GOAL 13

A SYSTEM OF HIGHWAYS, FREEWAYS AND STREETS THAT PROVIDES ADEQUATE CIRCULATION TO SUPPORT EXISTING, APPROVED AND PLANNED LAND USES AND MAINTAINS A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.

Objective 13-1

To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

Policies

13-1.1 Maintain a satisfactory LOS for streets and highways that should not exceed LOS D for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be

maintained at LOS "E".

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

- The Glendale Boulevard Corridor Improvement Project which includes a variety of intersection, signal and operational improvements at problem intersections along Glendale Boulevard as well as median and streetscape improvements. [TIMP]
- Reconfigure and/or add double turn lanes to accommodate southbound traffic at the off-set intersection of Stadium Way and Academy Road to add capacity and deter traffic from commuting through adjacent residential streets. [TIMP]
- Improve operations at the Sunset Boulevard/Santa Monica Boulevard, intersection, particularly for westbound buses attempting to turn left onto Santa Monica Boulevard from Sunset Boulevard [TIMP]
- Consider physical and operational improvements to the Sunset Boulevard/Hollywood Boulevard/Hillhurst Avenue and Silver Lake Boulevard/Temple Street/Beverly Boulevard/Virgil Avenue intersections, both of which lie just outside of the Plan area but cause bottlenecks and traffic congestion on major access routes to the Silver Lake-Echo Park Community Plan Area. [TIMP]
- Consider the feasibility of extending Blake Ave. in Elysian Valley to provide a truck access route to the industrially designated lands abutting the river that would not require use of local residential streets. [TIMP]

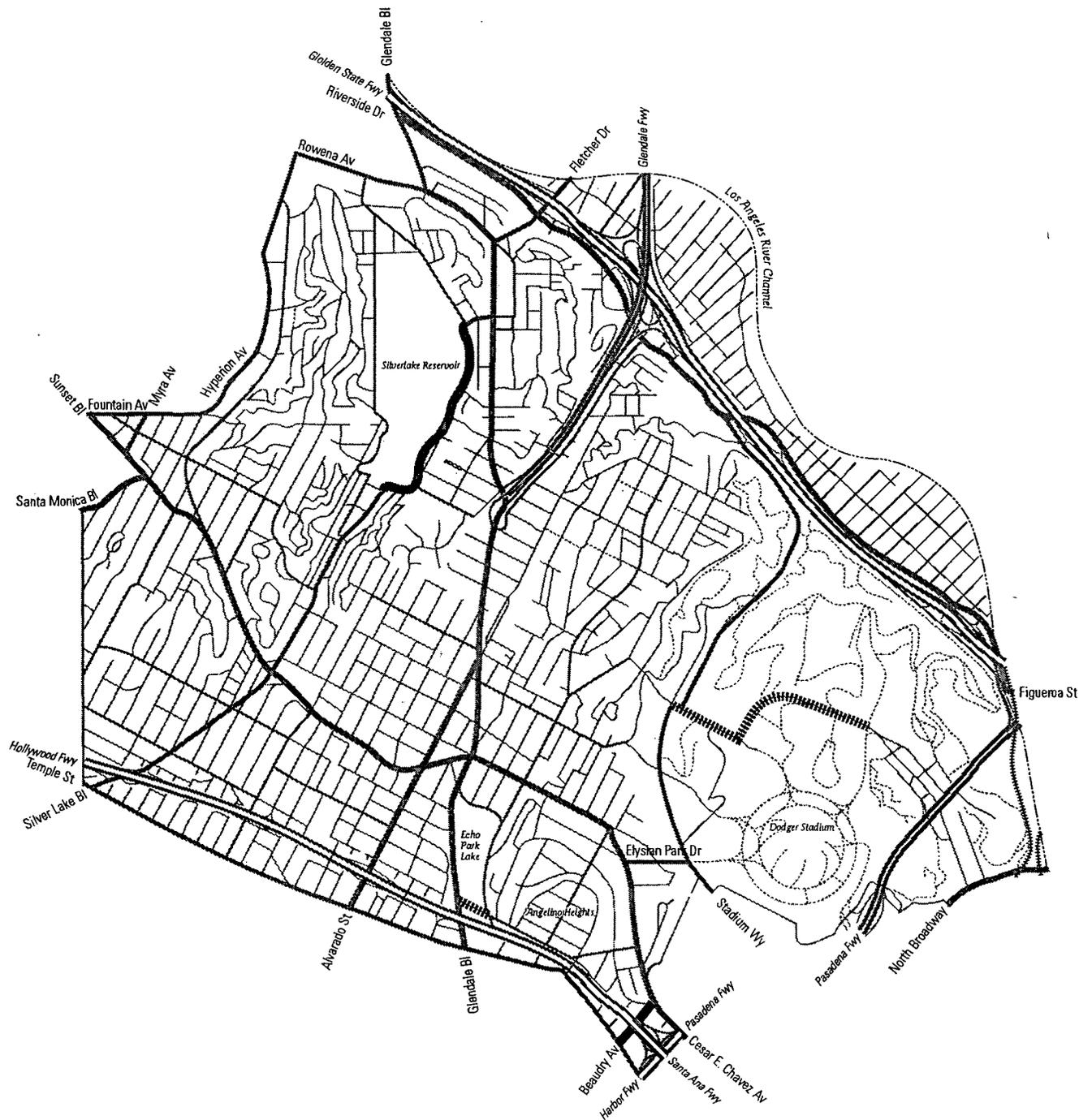
Program: Implement street re-designations that will more accurately reflect the capacity and function of various streets in the Plan area and amend the Transportation Element of the General Plan (see Figure 7).

- Academy Road from the Dodger Stadium entrance to Stadium Way - re-designate from a Local Street to a Collector Street to better reflect its functions as an access road to Dodger Stadium, Elysian Park, the 110 Freeway and North Broadway. [TIMP]
- Academy Road - designate it as a Scenic Byway to endow this public right-of-way with protections to preserve the natural environment (parkland) it traverses.
- Bellevue Avenue from Glendale Boulevard to Echo Park Avenue - re-designate from a Local Street to a Collector Street to reflect its use as an access road to the 101

Freeway. [TIMP]

- Silver Lake Boulevard - Van Pelt Street to Armstrong Avenue - re-designate from a Secondary Highway to a Modified Secondary Highway to make it consistent with the Silver Lake Reservoir Master Plan. [TIMP]
- Beaudry Avenue - re-designate from a Secondary Street to a Major Highway Class II to make its classification consistent with the Central City West Specific Plan.

Figure 7



Legend:

Proposed Street Redesignations

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


Not to Scale

Silver Lake • Echo Park Community Plan Update PROPOSED STREET DESIGNATION CHANGES

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

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

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

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

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

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

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

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

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

Objective 13-2

To insure that the location, intensity and timing of infrastructure development maintain the City's streets and highways standards.

Policies

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

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

Program: Require that new development projects incorporate Transportation System Management and/or Transportation Demand Management programs and or transit improvements that are consistent with the Citywide Land Use-Transportation Policy.

**NON-MOTORIZED
TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Citywide Bicycle Plan identifies a backbone bikeway system and support routes through the Silver Lake-Echo Park Community Plan Area. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportation modes.

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

GOAL 14

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

Objective 14-1

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

Policies

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

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

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

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

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

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

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

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

Objective 14-2

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

Policies

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

Program: All relevant City departments (Planning, Public Works, Recreation and Parks and Cultural Affairs) should work cooperatively to maintain and enhance staircases as public rights-of-way, cultural/historic resources, and, for their

recreational value, as recreational facilities, potential urban parks and links in greenways and between open spaces.

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

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

PARKING

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

GOAL 15

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

Objective 15-1

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

Policies

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

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

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

Program: Work with relevant City departments to identify

optimal locations for development of City-owned parking facilities as needed in the following commercial areas:

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

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

- 15-1.2** Consolidate parking where appropriate, to minimize the number of ingress and egress points onto Major and Secondary Highways.

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

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

- 15-1.3** Consider new Citywide parking standards for areas around transit stations, designated centers and pedestrian-oriented areas.

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

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

Program: Chapter V, the Urban Design chapter of this Plan,

outlines guidelines for parking facilities.

HISTORIC AND CULTURAL RESOURCES

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

Echo Park is home to the City's first designated historic area, the Angelino Heights Historic Preservation Overlay Zone. Active community groups and long-time residents of both Silver Lake and Echo Park preserve, promote and educate residents on the area's significant role in the history of the City's development. The Plan area contained the City's first public transportation system and possesses valuable relics of its past in its unique network of public staircases that provided essential pedestrian thoroughfares in the hilly terrain and a system of reservoirs which were the backbone of the City's early water system. It was also the original home of the entertainment industry, is the site of Elysian Park, the City's first park and is shaped by the land use patterns of the City fashioned around the original Pueblo of the City of Los Angeles. Waves of new immigrants have settled in the area over time, reflecting the cultural diversity and ethnic makeup of the City, and a thriving artistic community resides in the area, drawn to its urban character and contributing to its economic vitality and distinct identity. Prominent community websites for both Silver Lake and Echo Park provide access to valuable community news and information and the wealth of its history.

GOAL 16

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

Objective 16-1

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

Policies

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

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

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

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

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

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

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

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

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

Program: Include Echo Park Lake in future neighborhood conservation and preservation efforts with the goal of protecting

park facilities and significant viewsheds to and from the lake.

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

Chapter IV

COORDINATION OPPORTUNITIES

PUBLIC AGENCIES

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

PUBLIC WORKS

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

CODE ENFORCEMENT

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

**RECREATION AND
PARK FACILITIES AND
OPEN SPACE**

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

SCHOOLS

1. Encourage the siting of new public schools on large vacant

parcels as a first alternative, rather than acquiring sites with existing uses which may be displaced.

2. Maximize the accessibility of school facilities to neighborhood organizations.
3. Encourage the incorporation of schools in mixed-use projects, along mixed-use boulevards and transit-rich locations and joint use of public facilities and lands where feasible.

LIBRARIES

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

POLICE PROTECTION

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

FIRE PROTECTION

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

HISTORIC PRESERVATION

1. Assist private owners of historic resources to maintain, enhance and conserve their properties.
2. Work with the Departments of Building and Safety, Housing, Cultural Affairs and others as necessary to educate property owners about the appropriate remodel and rehabilitation of significant architecture that emphasizes the preservation of character-defining features. Given the nature of the housing stock in the Silver Lake-Echo Park Community Plan Area, conserving

wood siding and wood -frame windows are of particular concern. The Department of City Planning's Preservation Plan Workbook and the forthcoming Angelino Heights Preservation Plan can be used as preservation resources for the Plan area's period architecture.

3. Coordinate with relevant City departments to identify funding sources to assist with the expense of remodeling and rehabilitating structures in a historically sensitive manner, especially in lower-income communities.
4. Coordinate with local community groups, Neighborhood Councils and relevant City Departments to develop educational materials for property owners on various architectural styles and their defining features.

HOUSING

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

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for light manufacturing industrial uses, especially for high technology, research and development and entertainment-related industrial manufacturing, through available City, State and Federal incentive programs.

2. Assist in the aggregation of smaller, older sites into business park style areas, to facilitate revitalization or reuse, where appropriate.

UTILITIES

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

EMPLOYMENT

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

PUBLIC TRANSPORTATION

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

NON-MOTORIZED TRANSPORTATION

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

NATURAL DISASTER

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

Chapter V

URBAN DESIGN

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

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

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

GOALS AND PURPOSES

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

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

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

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

Additionally, specific design guidelines and standards tailored for neighborhoods or areas identified for future Supplemental Use Districts

are contained in this chapter to help guide development and achieve articulated goals in the interim while proposed overlay districts are developed and adopted.

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

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

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL SITE PLANNING

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

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

Parking should be separated from adjacent residential uses by a solid wall and/or landscaped setback.
2. Minimizing the number of driveways/curb cuts which provide access from Major and Secondary Highways.
3. Maximizing pedestrian-oriented retail and commercial service uses along the street grade level frontages on commercial boulevards.
4. Providing street-front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions.
5. Prohibiting driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere.
6. Encouraging pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between buildings fronting onto plazas or courtyards with outdoor dining, seating, water features, kiosks, paseo, open air vending, or craft display.

areas.

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

Pedestrian-Oriented, Building Height and Design

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

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

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

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

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

planters, pedestrian scale murals or public art, mosaic tiles, or other means of creating visual interest, to break up long, flat building facades and free-standing blank walls greater than ten feet wide.

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

- d. Site the building to meet the front property line.

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

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

Parking Structures

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

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

3. Utilize decorative walls and landscaping to buffer adjacent residential uses from parking structures.
4. Design and site new parking structures in such a way that they promote commercial uses on the ground floor level.

Surface Parking Landscaping

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

Light and Glare

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

MIXED-USE PROJECTS

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

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

advantage of specified discretionary mixed-use Floor Area Ratio bonuses.

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

MULTIPLE FAMILY RESIDENTIAL

Site Planning

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

1. Provide a pedestrian entrance at the front of each project.

2. Require useable open space for outdoor activities, especially for children.

Design

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

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

Parking Structures

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

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

Rehabilitation and Remodeling

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

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

INDUSTRIAL

Structures

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

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

utility equipment from public view.

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

Lighting

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

INDUSTRIAL/ RESIDENTIAL INTERFACE AREAS

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

Loading Areas

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

Walls/Landscaping

1. Where vehicle parking, loading, or storage for industrial development is located within 50 feet of a public street, which separates the industrial and residential zones, a minimum 3-foot, 6-inch high, solid decorative masonry wall in a front yard; or, a minimum 5-foot, 9-inch high solid decorative masonry wall in a side or rear yard should be provided. A minimum 5-foot wide landscaped setback buffer with an automatic

sprinkler system should be located in front of said wall, along the street frontage.

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

Architectural Guidelines

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

Hours of Operation

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

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

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

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

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

ENTRYWAY IMPROVEMENTS

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons, public art and/or other distinctive treatments.

STREETSCAPE

1. Provide for coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public rights-of-way.

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

STREET TREES

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

These trees should be located at entry locations, intersections, and activity centers.

- b. Street Trees

Select specific species to be the common tree for the street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street

from another. In residential neighborhoods the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

c. Ornamental or Special Plantings

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

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

STREET FURNITURE

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

STREET LIGHTING

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

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive nighttime environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphic/signage program,
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting. If so desired, all efforts should be made to accommodate the re-introduction of authentic historic street lights and other fixtures.
4. New lighting systems will be designed to minimize glare and "light trespass".
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.

6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles can not be removed without the prior approval of the City's Cultural Affairs Commission.

SIDEWALKS/PAVING

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

SIGNAGE

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

PUBLIC OPEN SPACE AND PLAZAS

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

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

4. Appropriate landscape materials.

Silver Lake Reservoir Master Plan Design Guidelines

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

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

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

SILVER LAKE-ECHO PARK

MAP FOOTNOTES

1. Height District Number 1-VL, exists throughout entire district, except where designated in the Echo Park Ave./Sunset Blvd. Community Center and as indicated in Footnotes 2 and 3.
2. Height District 1L in the area bounded by Boylston St., Bellevue Ave., Beaudry Ave. and Temple St.
3. Height District 2 with a maximum floor area ratio of 4.5: 1 in the area bounded by Beaudry Ave., Sunset Blvd., Pasadena Freeway and Temple St.
4. All structures in residential areas are limited to a maximum height of 45 feet. In residential areas governed by the hillside ordinance, structures are limited to a maximum height of 36 feet. Decision-makers are discouraged from exceeding designated heights in residentially zoned areas.
5. RAS 4 is a corresponding zone of commercially designated properties in areas identified as a Community Center (See Figure 1).
6. Glendale Blvd. from its intersection with Rowena Ave. and Fletcher Dr. to Deane St. is a designated Neighborhood District. Also see Footnote 13, the Plan text and Figure 1 and 2.
7. Sunset Boulevard from Echo Park Avenue to Alvarado Street and Alvarado Street from Montana Street to Temple Street is a designated Community Center. Mixed use and Joint live/work uses are encouraged in this designated Community Center. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.
8. A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work units on Alvarado St. from Montana St. to Temple St. (in a designated Community Center. Also see Footnote 13, the Plan text and Figure 1, 2 and 5).
9. Glendale Blvd. and Alvarado St. north of Sunset Blvd. to the Glendale Freeway Terminus is the boundary of a designated Artist-in-Residence district and a Commercial and Artcraft Overlay District. Mixed use and joint live/work uses are encouraged in this area and permitted by-right, especially as a reuse of industrially zoned properties. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in programs under Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text and Figures 2 and 4.
10. Sunset Blvd. from the Pasadena Freeway to Fountain Ave. is a designated Mixed Use Boulevard. A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work projects on specified segments of Sunset Boulevard. Also see Footnote 13, Plan text Policy 2-4.3 and Figures 1, 2 and 5.
11. The Fountain-Hyperion Ave. corridor is a designated Mixed Use Boulevard. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in programs under Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1 and 2.
12. Temple St. from Glendale Blvd. to Silver Lake Blvd. is a designated Mixed Use Boulevard. A 3:1 FAR is permitted for mixed-use and joint live/work projects proposed on Temple St., with discretionary approvals. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.

13. Mixed-use development, incorporating ground-floor commercial and above-ground residential, and joint live/work units are encouraged along Mixed Use Boulevards and in designated Neighborhood Districts and in Community Centers, as permitted by the underlying zone and FAR bonuses as provided in these footnotes. See the Plan text and Figures 1, 2 and 5.
14. The Plan identifies the area generally bounded by Douglas St., Elysian Park, the 5 Freeway, the Glendale Freeway, Glendale Blvd., Berkeley Ave., Benton Way and Temple St. as a future HPOZ or other Supplemental Use District aimed at preserving the area's distinct architecture and neighborhood character.
15. A 10-foot dedication is required of any new construction on properties with frontage abutting the Los Angeles River, for purposes of development of a trail system along the river.
16. Stadium Way - the alignment shown for Stadium Way is for study purposes and is not necessarily a final determination of its future alignment.
17. Low Density properties within the dash boundary (— ■ —) shall be limited to detached single family housing.
18. Low Medium II density properties within the dashed boundary (- - -) shall be limited to the RD2 zone.
19. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan designation unless the Plan is amended to so indicate.

It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

20. Local streets and freeways are shown for reference only.
21. Symbols denote the general location of a public facility and do not designate any specific private property acquisition.
22. When the use of property designated as "Open Space" (e.g. recreation, environmental protections) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
23. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchases then the property may be rezoned to the zones(s) most

consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.

24. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.

Silver Lake-Echo Park

APPENDIX A

DESIGNATED HISTORIC-CULTURAL MONUMENTS

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

218	Jun 6, 1979	Residence	945 E. Edgeware Rd.
219	Jun 6, 1979	Residence	1239-1247 Boston St.
220	Jun 6, 1979	Residence	1343 Kellam Ave.
221	Jun 6, 1979	Residence and Carriage House	1347-1349 Kellam Ave.
222	Jun 6, 1979	Residence	1405-1411 Kellam Ave.
223	Jun 20, 1979	Residence	822-826 E. Kensington Rd.
236	Apr 9, 1981	Sunset Blvd. Bridge (crossing over Silver Lake Blvd.)	Silver Lake Blvd.
256	Nov 5, 1982	Mack Sennett Studios	1712 Glendale Blvd.
256	Nov 5, 1982	Mack Sennett Studios	2110 Aaron St.
257	Nov 5, 1982	Residence	817-821 N. Glendale Blvd.
266	Jun 10, 1983	Collins Residence	890-892 W. Kensington Rd.
321	May 20, 1987	Eastlake Inn	1093 W. Edgeware Rd.
321	May 20, 1987	Eastlake Inn	1442 Kellam Ave.
322		Fletcher Drive Bridge over the LA River	Fletcher Drive and the LA River
337	Jan 12, 1988	Engine Company No. 56	2838 Rowena Ave.
391	Oct 4, 1988	Canfield-Moreno Estate	1923 Micheltorena St.
399	Nov 29, 1988	Bates House	1415 Carroll Ave.
422	Mar 31, 1989	Silverlake and Ivanhoe Reservoir	Armstrong Ave.
422	Mar 31, 1989	Silverlake and Ivanhoe Reservoir	Silver Lake Blvd.
422	Mar 31, 1989	Silverlake and Ivanhoe Reservoir	West Silverlake Dr.
504	Oct 9, 1990	Barlow Sanitarium	1300 Scott Ave.
504	Oct 9, 1990	Barlow Sanitarium	2000 Stadium Way
605	Nov 1, 1994	Old Fire Station #6	534 E. Edgeware Rd.
640	Mar 18, 1997	Richard & Dion Neutra VDL Research House	2300 Silver Lake Blvd.
652	Sep 18, 1998	Jensens Recreation Center and electric Roof Sign	1799 W. Sunset Blvd.
676	Apr 25, 2000	Neutra Office Building	2379 N. Glendale Blvd.
699	Sep 20, 2000	August House	1644 N. Maltman Ave.
704	Oct 23, 2001	John R. Hunt House	2055 N. West Silver Lake Dr.
770		Red Car Trestle Footings	Fletcher and Riverside Drives

2323		Residence	1300 Carroll Ave.
2323		Residence	1310-1316 Kellam Ave.
2323		Residence	1314-1320 Kellam Ave.
2323		Residence	1316 Carroll Ave.
2323		Residence	1320 Carroll Ave.
2323		Residence	1321 Carroll Ave.
2323		Residence	1324 Carroll Ave.
2323		Residence	1325 Carroll Ave.
2323		Residence	1329 Carroll Ave.
2323		Residence	1330 Carroll Ave.
2323		Residence	1344 Carroll Ave.
2323		Residence	1345 Carroll Ave.
2323		Residence	1355 Carroll Ave.
2323	Apr 22, 1976	Foy House	1335-1341 Carroll Ave.
2504	Jul 22, 1987	Garbutt House	1809 Apex Ave.

Silver Lake-Echo Park

APPENDIX B

ARCHITECTURALLY SIGNIFICANT MODERN-ERA STRUCTURES

1. **Holy Virgin Mary Russian Orthodox Cathedral**, 658 Micheltorena St., 1928.
2. **McIntosh House**, 1317 Maltman Ave., Richard Neutra, 1939.
3. **Landa Apartment Building**, Southeast Corner o Griffith Park Blvd. and Landa St., R. M. Schindler, 1938 and 1941.
4. **Bubeshko Apartment Building**, Southeast corner of Griffith Park Blvd. and Lyric Ave., R. M. Schindler, 1938-41.
5. **CDLT 1,2 House**, 1955 Cedar Lodge Terrace, Michael Rotundi, 1987-92.
6. **Falk Apartments**, Northeast corner of Lucile and Carnation Aves., R. M. Schindler, 1939.
7. **Manola Court (Sachs) Apartment Building**, 1811-1813 Edgecliff Dr., R. M. Schindler, 1926-40.
8. **Westby House**, 1805 Maltman Ave., R. M. Schindler, 1938.
9. **Daniels House**, 1856 Micheltorena St., Gregory Ain, 1939.
10. **Lautner House**, 2007 Micheltorena St., John Lautner, 1939.
11. **"Silvertop" House and Garden**, 2138 Micheltorena St., John Lautner, 1957.
12. **Olive House**, 2236 Micheltorena St., R. M. Schindler, 1933.
13. **Alexander House**, 2265 Micheltorena St., Harwell H. Harris, 1941.
14. **Tierman House**, 2323 Micheltorena St., Gregory Ain; Visscher Boyd, collaborator, 1938-39.
15. **Orans House**, 2404 Micheltorena St., Gregory Ain, 1941.
16. **Van Patten House**, 2320 Moreno Dr., R. M. Schindler, 1934-35.
17. **Wilson House**, 2090 Redcliff St., R. M. Schindler, 1938.
18. **Hopmans House**, 1727 n. Dillon st., Harwell H. Harris, 1951.
19. **Lipetz House**, 1843 Dillon St., Raphael s. Soriano, 1935.
20. **House**, 1824 San Jacinto St., circa 1930.
21. **Droste House**, 2025 Kenilworth Ave. R. M. Schindler, 1940.
22. **Walker House**, 2100 Kenilworth Ave., R. M. Schindler, 1936.
23. **Hansen House**, 2305 W. Silver Lake Blvd., Harwell H. Harris, 1951.
24. **Kenngott-Brossmer Design Studio Building**, 2840 Rowena Ave., Carl Maston, 1968.
25. **Avenel Housing**, 2839 Avenel St., Ain, Johnson and Day, 1948.
26. **Conrad's Drive-In** (now Astro's), Southeast corner of Glendale Blvd. and Fletcher Dr., Louis Armet and Eldon Davis, 1958.
27. **Hawk House**, 2421 Silver Ridge Ave., Harwell H. Harris, 1939.
28. **Howe House**, 2422 Silver Ridge Ave., R. M. Schindler, 1925.
29. **Duplexes**, 2378-2390 Silver Ridge Ave., A. E. Morris, 1958-62.
30. **Sabsay House**, 2351 Silver Ridge Ave., J. R. Davidson, 1940.
31. **Duplexes**, 2330-2350 Silver Ridge Ave., A. E. Morris, 1964.

32. **Bungalow Court**, Glendale Blvd. at Loma Vista Place, 1926.
33. **House**, 2384 Loa Vista Pl., circa 1965.
34. **Eltिंग House**, 2327 Fargo St., Pierpont and Walter Davis, 1921.
35. **Presley House**, 2114 Fargo St., Gordon Drake, 1946.
36. **Neutra House**, 2300 E. Silver Lake Blvd., Richard J. Neutra and Dion Neutra, 1964.
37. **"Colony" of Neutra Houses**, Intersection of Earl St. with Silver Lake Blvd. and Argent Place, Richard J. Neutra, and Dion Neutra.
 - **Yew House**, 2226 E. Silver Lake Blvd., 1957.
 - **Kambara House**, 2232 E. Silver Lake Blvd., 1960.
 - **Inadomi House**, 2238 E. Silver Lake Blvd. 1960.
 - **Sokol House**, 2242 E. Silver Lake Blvd., 1948.
 - **Treweek House**, 2250 E. Silver Lake Blvd., 1948.
 - **Reunion House**, 2240 Earl St., 1949.
 - **Flavin House**, 2218 Argent Pl., 1958.
 - **Ohara House**, 2210 Argent Pl., 1961.
 - **Akai House**, 2200 Argent Pl., 1961.
38. **Silview Condominiums**, 2330 Duane St., EDC, Inc. Architects (Walter Abronson and Ko Kiyohara), 1983.
39. **Koblick House**, 1816-1818 Silverwood Terrace, Richard J. Neutra, 1937.
40. **Walther House**, 1742 Silverwood Terrace, Harwell H. Harris, 1937.
41. **Feldman House**, 1607 Angelus Ave., Gregory Ain, 1953.
42. **Silverwood Duplex**, 1611 Silverwood Terrace, A. E. Morris, 1965.
43. **Three Houses**, 1530-11536 Easterly terrace and 2808 W. Effie St., William Kesling, 1935-38.
44. **McAlmon House**, 2717-2721 Waverly

Drive, R.M. Schindler, 1935-36.

45. **Residence**, 2717-2721 Waverly Drive, R.M. Schindler.

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

Exhibit A-Draft Plan Text
Exhibit B-Draft Land Use Change Map
Exhibit C-Draft Change Matrix
Exhibit D-Draft Symbol Change Matrix
Exhibit E-Draft "Q" Qualified Conditions Appendix
Exhibit F-Draft Street Redesignations Matrix
Exhibit G-Draft General Plan Framework Matrix
Exhibit H-Existing General Plan Land Use Map
Exhibit I-Stairway Map (Informational)
Exhibit J-Mitigated Negative Declaration

SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE

Proposed Land Use/Zone Change Matrix

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
1	Neighborhood Commercial	C1, C1.5, P	Retail Commercial, Office Commercial and Multiple Family Residential	C1-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	Hyperion from Griffith Park Dr. and Angus St. to Rowena Ave. and Rowena Ave. from Hyperion Ave. to West Silver Lake Dr.		[Q]C2 to permit C2 uses except auto, recycling and drive-through windows to encourage pedestrian friendly uses.	ZONE CHANGE ONLY. [Q]C2 to allow antique, gallery and secondhand stores and outdoor dining but prohibit new auto and recycling uses and drive-through windows.
2	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Office, Multiple Family Residential	C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	Rowena Ave. from West Silver Lake Dr. to Glendale Blvd.		Change land use designation to General Plan Framework (GPF) category and to better reflect existing uses; [Q]C2 to permit C2 uses except for auto, recycling and drive-through windows to encourage pedestrian friendly uses.	PLAN AMENDMENT AND ZONE CHANGE. [Q]C2 to allow antique, gallery and secondhand stores and outdoor dining; but prohibit new auto and recycling uses and drive-through windows.
3	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL (Q)C2-1	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C2, C4, P	[Q]C2-1VL; [Q]C2-1	Glendale from south of Waverly Dr. to Rowena		Change land use designation to GPF category; [Q]C2 to permit C2 uses except auto, recycling and drive-through windows to encourage pedestrian friendly uses; No Height District Change.	PLAN AMENDMENT AND ZONE CHANGE. [Q]C2 to allow antique, gallery and secondhand stores and outdoor dining; but prohibit new auto and recycling uses and drive-through windows.
4	Highway Oriented Commercial Neighborhood & Office Commercial	CR, C1.5, C2, C4, P C1, C1.5, P	Retail Commercial, Office	C1-1VL; C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	Glendale Blvd. From Fletcher to Deane (includes triangle bounded by Fletcher Dr. Silver Ridge Ave. and Silver Lake Blvd.		Change land use designation to GPF category; [Q]C2 to permit C2 but prohibit new auto and recycling uses; land use designation and zone change only affect commercially zoned properties not multiple family areas; GPF-designated Neighborhood District; an emphasis is placed on pedestrian-oriented, joint live/work, mixed-use development.	PLAN AMENDMENT AND ZONE CHANGE. [Q]C2 to allow antique, gallery and secondhand stores and outdoor dining; but prohibit new auto and recycling uses.
5	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Public Facility, Institutional	C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	No Change	Rowena from Farewell Ave. to Glendale and Fletcher from Glendale to Riverside		Change land use designation to GPF category.	PLAN AMENDMENT ONLY.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
6	Low Medium II Residential	RD2, RD1.5	Retail Commercial	RD2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	Fletcher Dr. east of Silver Lake Blvd.		Change land use designation and zone to reflect existing commercial uses. [Q]C2 to permit all uses except for auto, recycling and drive-through windows.	PLAN AMENDMENT AND ZONE CHANGE. 2320-2334 Fletcher Dr.
7	Neighborhood Office and Commercial	C1, C1.5, P	Vacant Retail, Retail and Office Commercial, Manufacturing and Parking	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Riverside Dr., south of the intersection of 5 and 2 Freeways, both sides of the street to just south of Queen St.		Change land use designation to better reflect existing uses and appropriate future uses	PLAN AMENDMENT ONLY.
8	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Vacant Retail and Office Commercial, Manufacturing	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Riverside Dr., both sides of the street from Blimp St. to Dallas St.		Change land use designation to GPF category.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
9	Commercial Manufacturing	CM, P	Vacant and Open Space	[T][Q]CM-1	Open Space	OS	OS-1XL	Approx. From Benedict St. and Riverside Dr. (west side) to Stadium Way and Bard St.		Change land use designation and zone to reflect use; City Department of Recreation and Parks purchased land for park use (known as the Elysian Park Expansion).	PLAN AMENDMENT AND ZONE CHANGE.
10	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Vacant Commercial	C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	NE Corner of Echo Park Ave. and Baxter		Change land use designation to GPF category; [Q]C2 to allow C2 uses but to prohibit auto, recycling and drive-through windows; Mixed use and joint live/work are encouraged.	PLAN AMENDMENT AND ZONE CHANGE.
11	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Multiple Family Residential and Commercial	C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	NW corner of Echo Park Ave. and Avalon		Change land use designation to GPF category; [Q]C2 to prohibit new auto and recycling uses and drive through windows; Mixed use and joint live/work are encouraged.	PLAN AMENDMENT AND ZONE CHANGE.
12	Neighborhood Commercial	C1, C1.5, P	Multiple Family Residential and Commercial	C1-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	[Q]C2-1VL	Echo Park Ave from Scott St. to Lucretia (only commercially designated areas).		Zone change to [Q]C2 to prohibit new auto, recycling and drive-through windows, establish and require all new development to build to the front property line. Mixed use and joint live/work are encouraged.	ZONE CHANGE ONLY.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
13a	Community Commercial	CR, C2, C4,P, PB	Single and Multiple Family Residential and Retail and Other Commercial	C2-1VL C2-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL [Q]C2-1L	Area bounded by Echo Park Ave., Montana St. and Logan St. north of Sunset Blvd. Commercial frontage		Zone change to [Q]C2 to prohibit new auto, recycling and drive-through windows and require all new development to build to the front property line. Mixed use and joint live/work are encouraged. No Height District Change.	ZONE CHANGE ONLY.
13b	Community Commercial	CR, C2, C4,P, PB	Single and Multiple Family Residential and Retail and Other Commercial	C2-1VL P-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL [Q]C2-1L	West side of Echo Park Ave. from north of Montana St. to Scott Ave. and east side of Echo Park Ave. from Fairbanks Pl. to north of Sunset Blvd.		Zone change to [Q]C2 to prohibit new auto, recycling and drive-through windows and require all new development to build to the front property line. Mixed use and joint live/work are encouraged. No Height District Change.	ZONE CHANGE ONLY.
14a	Community Commercial	CR, C2, C4,P, PB	Single and Multiple Family Residential and Retail and Other Commercial	C2-1L C2-1VL P-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL [Q]C2-1L	Sunset Blvd. From McDuff St. on the north side of the street and Laveta Ter. on the south side of the street to the Glendale Boulevard overpass (commercial zones only).		[Q]C2 prohibits new auto, recycling and drive-through windows and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with appropriate discretionary approval. No Height District Change.	ZONE CHANGE ONLY.
14b	Community Commercial	CR, C2, C4,P, PB	Multiple Family Residential and Retail and Other Commercial	C2-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1L	Commercial frontage on Sunset Blvd. From Glendale Blvd. To Park Ave.		[Q]C2 prohibits new auto, recycling and drive-through windows and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with appropriate discretionary approval.	ZONE CHANGE ONLY.
15	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Single and Multiple Family Residential and Retail and Other Commercial	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Sunset Blvd. From McDuff St. on the north side of the street and Laveta Ter. On the south side of the street to Douglas St.		Change land use designation to GPF category. 1.5:1 Commercial FAR; 3:1 mixed use FAR with appropriate discretionary approvals.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
16	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Single and Multiple Family Residential and Retail and Other Commercial	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Sunset Blvd. East of Douglas St. to Beaudry		Change land use designation to GPF category. 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE.
17	Commercial Manufacturing	CM, P	Commercial and Vacant	CM-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	C2-1VL	NW corner of Sunset Blvd. and Everett St.		Land use designation change to GPF category. Zone change to permit uses that will be consistent with the Mixed Use Boulevard designation; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
18	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Manufacturing and Commercial	C1.5-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	NE Corner of Clifford St. and Glendale Blvd.		Change land use designation to GPF category and to encourage more commercial uses that serve the surrounding neighborhoods. Mixed use and joint live/work are encouraged.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
19a	Highway Oriented Commercial	CR, C1.5, C2, C4 and P	Retail Commercial, Parking, Storage	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	[Q]C2-1VL	Glendale Blvd. South of Brandon St. to Montana St.		Change land use designation to GPF category and zone, to better reflect existing uses and to encourage more commercial uses that serve the surrounding neighborhoods. Mixed use and joint live/work are encouraged. [Q] C2 to prohibit new auto and recycling uses and drive-through windows.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE AND ZONE CHANGE.
19b	Highway Oriented Commercial	CR, C1.5, C2, C4 and P	Retail Commercial, Parking, Storage	R3-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Residentially zoned properties on the block bounded by Berkeley Ave., Glendale Blvd., Liberty St. and Scott Ave.		Change land use designation to GPF category and zone, to better reflect existing uses and to encourage more commercial uses that serve the surrounding neighborhoods. Mixed use and joint live/work are encouraged.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
20	Limited Manufacturing	M1, MR1, P	Retail Commercial	M1-1VL	Commercial Manufacturing	CM, P	[Q]CM-1VL	East side of Glendale Blvd. From Clifford St. to Brandon St. and west side from Aaron St. to just south of Effie St.		Plan amendment and zone change to restrict more noxious industrial uses; adjacent to residential uses and schools. Mixed use and joint live/work are encouraged. [Q]CM to prohibit new auto and recycling uses and drive-through windows.	PLAN AMENDMENT AND ZONE CHANGE.
21	Light Manufacturing	M2, MR2, P	Retail Commercial, Manufacturing	MR2-1VL M2-1VL	Commercial Manufacturing	CM, P	[Q]CM-1VL	West side of Glendale Blvd. From Duane St. to Aaron St.		Plan amendment and zone change to restrict more noxious industrial uses; site is adjacent to residential uses and schools. Mixed use and joint live/work are encouraged. [Q]CM to prohibit new auto and recycling uses and drive-through windows.	PLAN AMENDMENT AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
22a	Commercial Manufacturing	CM, P	Retail and Office Commercial and Single and Multiple Family Residential	CM-1VL	Community Commercial	RAS 3, CR, C2, C4, P	C2-1VL	Intersection of Glendale and Sunset Blvds.		Plan amendment and zone change to reflect Community Center designation; existing industrial uses may remain until abandoned; 1.5:1 commercial FAR and 3:1 FAR for mixed-use projects with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
22b	Commercial Manufacturing	CM, P	Retail Commercial and Vacant	CM-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1L	Intersection of Glendale and Sunset Blvds.		[Q]C2 prohibits new auto, recycling and drive-through windows and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with discretionary approval.	
22c	Commercial Manufacturing	CM, P	Retail Commercial	CM-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-VL	Intersection of Glendale and Sunset Blvds.			
23a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Multiple family Residential and Vacant	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Sunset Blvd. from Bonnie Brae St. to Mohawk St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require building to the front property line to promote uses and design standards appropriate to the Mixed Use Boulevard designation; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
23b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Multiple family Residential and Vacant	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-2D	Alvarado St. from Sunset Blvd. to Montrose St. and Sunset Blvd. from Alvarado St. to Park Ave.		Change land use designation to GPF category; promote pedestrian friendly uses and design and give incentive for mixed use; Also reference "Q" Qualified Condition and "D" Development Limitation Appendix.	PLAN AMENDMENT AND ZONE CHANGE.
23c	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Single and Multiple Family Residential and Vacant	C2-1VL CR-1VL P-1VL	Community Commercial	RAS 3, CR, C2, C4, P	No Change	Alvarado St. from south of Sunset Blvd. To Bellevue Ave.		Change land use designation to GPF category; 1.5:1 commercial FAR, 3:1 mixed use FAR with discretionary approval.	PLAN AMENDMENT ONLY.
23d	Commercial Industrial	CM, P	Retail and Office Commercial, Vacant and Industrial	CM-1VL	Commercial Manufacturing	CM, P	No Change	Alvarado St. from Clinton St. to the Hollywood Frwy.		Mixed use and joint live/work units are encouraged. 1.5:1 commercial FAR, 3:1 mixed use FAR with discretionary approval.	INDUSTRIAL LAND USE DESIGNATION NAME CHANGE.
24a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Vacant	CM-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	C2-1VL	South side of Bellevue Ave. west of Alvarado St.		Land use designation name change; zone changed to make it consistent with its land use designation.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
24b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Single and Multiple Family Residential	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	South side of Bellevue Ave. west of Glendale Blvd.		Change land use designation to GPF category.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
25a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-VL	Sunset Blvd. West of Coronado Terrace. To Occidental Blvd.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses, liquor store and drive-through windows; and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
25b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	South side of Sunset Blvd. West of Mohawk St. to Waterloo St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows, and require new developments to build to the front property line ; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
25c	Neighborhood Commercial	C1, C1.5, P	Retail Commercial and Multiple Family Residential	C1-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	North side of Sunset Blvd. From Mohawk St. to Waterloo St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require new developments to build to the front property line ; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
26a	Neighborhood Commercial	C1, C1.5, P	Retail Commercial and Multiple Family Residential	C1-1VL	Neighborhood Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Sunset Blvd. West of Silver Lake Blvd. To Vendome St./Westerly Ter.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses, liquor stores and drive-through windows; and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with discretionary approval.	ZONE CHANGE ONLY.
26b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial and Multiple Family Residential	C2-1VL	General Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Sunset Blvd. West of Vendome St./Westerly Ter. To Micheltorena St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses, liquor stores and drive-through windows; and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with discretionary approval.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE AND ZONE CHANGE.
26c	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial and Multiple Family Residential	C2-1VL	General Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Sunset Blvd. From Micheltorena St. to Maltman Ave.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require new developments to build to the front property line ; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
26d	Neighborhood Commercial	C1, C1.5, P	Retail and Office Commercial and Multiple and Single Family Residential, Vacant and Industrial	C1-1VL	Neighborhood Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Sunset Blvd. West of Maltman Ave. to Fountain Ave.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require new developments to build to the front property line; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	ZONE CHANGE ONLY.
27	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial and Multiple Family Residential	CR-1VL C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	No Change	Silver Lake Blvd. Near intersection with Bellevue Ave.		Change land use designation to GPF category. Neighborhood commercial designation to maintain and encourage neighborhood-serving uses and scale.	PLAN AMENDMENT ONLY.
28a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	LAUSD Public High School	PF(CW)	Public Facilities	PF	No Change	Parcel bounded by the Hollywood Frwy., the Harbor Frwy., Temple St. and Beaudry Ave.		Land use designation change to reflect use and to be consistent with Central City West Specific Plan zoning and existing uses.	PLAN AMENDMENT ONLY.
28b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C1(CW)-75/1.5	General Commercial	RAS 3, CR, C1(CW) C1.5, C2, C4, P	No Change	Block bounded by Hollywood Frwy. and Victor Temple and Boylston Sts.		Change land use designation to GPF category and to make it consistent with Central City West Specific Plan	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
29a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Palo Alto St. West of Glendale Blvd.		Change land use designation to GPF category.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
29b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	No Change	Alvarado St. from the alley north of Temple St. to the Hollywood Frwy.		Change land use designation to GPF category. Community Commercial to encourage community-serving uses and mixed-use development along major bus route; 1.5:1 commercial FAR, 3:1 mixed use FAR with discretionary approval.	PLAN AMENDMENT ONLY.
29c	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial, Multiple and Single Family Residential, Vacant and Miscellaneous	C2-1VL; CR-1VL	Community Commercial	RAS 3, CR, C2, C4, P	No Change	Temple St. west of Rosemont Ave. to Benton Way and west of Robinson St. to Silver Lake Blvd.		Change land use designation to GPF category; Community Commercial to encourage community-serving uses and mixed-use development along major bus route; 1.5:1 commercial FAR, 3:1 mixed use FAR with discretionary approvals.	PLAN AMENDMENT ONLY.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
29d	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial, Multiple Family Residential, Vacant and Miscellaneous	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	RAS 3-1VL or C2-1VL	Temple St. from Benton Way to Robinson St.		Change land use designation to GPF category and zone change to RAS 3 to encourage mixed-use development along major bus route; 3:1 FAR by-right with RAS 3 zone.	PLAN AMENDMENT AND ZONE CHANGE.
30a	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Office Commercial and Single and Multiple Family Residential	[Q]C1.5-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	No Change	Hoover St. and Santa Monica Boulevard		Change land use designation to GPF category; zone change to limit commercial uses to neighborhood-serving to reduce impact on traffic.	PLAN AMENDMENT ONLY.
30b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial, Single and Multiple Family Residential and Industrial	C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P	C1.5-1VL	Hoover St. from South of Melrose Ave. to the Hollywood Frwy.		Change land use designation to GPF category; zone change to limit commercial uses to neighborhood serving to reduce potential impact on traffic.	PLAN AMENDMENT AND ZONE CHANGE.
31a	Neighborhood and Office Commercial Highway Oriented Commercial	C1, C1.5, P	Commercial and Office	C1-1VL C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Commercial lots between Fountain Ave., Effie St. and Myra Ave.		Change land use designation to be compatible with the rest of the corridor; "Q" to prohibit new auto and recycling uses and drive-through windows to encourage community-serving uses and less auto-oriented uses. Also auto uses are incompatible with abutting residential uses. Mixed use, consisting of ground floor commercial and above-ground residential, is encouraged.	PLAN AMENDMENT AND ZONE CHANGE.
31b	Neighborhood and Office Commercial	C1, C1.5, P	Retail and Office Commercial and Multiple Family Residential	R4-1VL	Community Commercial	RAS 3, CR, C2, C4, P	No Change	Residentially zoned lots between Fountain Ave., Effie St. and Myra Ave.		Change land use designation to be compatible with zoning.	PLAN AMENDMENT ONLY.
31c	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail and Office Commercial and Single and Multiple Family Residential	C2-1VL C2-1L	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL; [Q]C2-1	Fountain Ave. from Bates Ave. to Hyperion Ave. And Hyperion Ave. from Fountain to Griffith Park Blvd.		All Highway Oriented Commercial changed to GPF category; Community Commercial to reflect existing and encourage future community-serving and less auto-oriented uses. Also auto uses are incompatible with abutting residential uses; Mixed use, consisting of ground floor commercial and above-ground residential, is encouraged.	PLAN AMENDMENT AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
31d	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Commercial	[T][Q]C2-1L	Community Commercial	RAS 3, CR, C2, C4, P	[T][Q]C2-1L	Corner of Griffith Park Blvd. And Fountain Ave.		All Highway Oriented Commercial changed to GPF category; Community Commercial to reflect existing and encourage future community-serving and less auto-oriented uses. Also auto uses are incompatible with abutting residential uses; Mixed use, consisting of ground floor commercial and above-ground residential, is encouraged.	PLAN AMENDMENT ONLY.
32	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Industrial and Vacant	C2-VL	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	SW corner of Broadway and Solano Ave.		Change land use designation to GPF category. General commercial designation reflects appropriate future uses.	COMMERCIAL LAND USE DESIGNATION NAME CHANGE ONLY.
33a	Light Industrial	M2, MR2, P	Retail Commercial, Industrial, Vacant and Miscellaneous	M1-1VL M2-1VL	Commercial Manufacturing	CM, P	[Q]CM-1VL	Properties designated as Light Industrial lands in Elysian Valley south and east of the 2 Frwy., east of the 5 Frwy. And west of the LA River excluding Subarea 33b.		Plan Amendment and zone change to encourage uses and institute design standards that make the industrially zoned properties more compatible with adjacent residential uses. "Q" requires conformance to design guidelines and buffers between uses as a condition of discretionary approval for existing development and for all new development.	PLAN AMENDMENT AND ZONE CHANGE.
33b	Light Industrial	M2, MR2, P	Retail Commercial, Industrial and Miscellaneous	M1-1VL M2-1VL	Commercial Manufacturing	CM, P	[Q]CM-1VL	Light industrial properties bounded by Rich St., the LA River, Fomey St. and Riverside Dr.		Plan Amendment and zone change to encourage uses and institute design standards that make the industrially zoned properties more compatible with adjacent residential uses. "Q" requires conformance to design guidelines and buffers between uses as a condition of discretionary approval for existing development and for all new development.	PLAN AMENDMENT AND ZONE CHANGE.
33c	Light Industrial	M2, MR2, P	Commercial, Industrial and Vacant	[T][Q]MR1-1VL	Commercial Manufacturing	CM, P	[Q]CM-1VL	Corner of Gail St. and Blake Ave.		Plan Amendment and zone change to encourage uses and institute design standards that make the industrially zoned properties more compatible with adjacent residential uses. "Q" requires conformance to design guidelines and buffers between uses as a condition of discretionary approval for existing development and for all new development. Existing [T] and [Q] conditions retained (See "Q" Condition Appendix).	
34	Light Manufacturing	M2, MR2, P	Industrial and parking	M2-1VL	Open Space	OS, A1	OS-1XL	Adjacent to the Los Angeles River from Rosana St. to Partridge Ave.		Plan amendment and zone change to reflect public acquisition and future use as a park; newly acquired park by nonprofit land trusts with temporarily lease back to current industrial tenant.	PLAN AMENDMENT AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
35	Light Manufacturing	M2, MR2, P	Park	M2-1VL	Open Space	OS, A1	OS-1XL	Knox Ave. and the Los Angeles River		Plan amendment and zone change to reflect current use; newly acquired park by nonprofit land trusts.	PLAN AMENDMENT AND ZONE CHANGE.
36	Low Density Residential	RS, R1, RD6, RD5	Park	R1-1VL	Open Space	OS, A1	OS-1XL	Adjacent to the Los Angeles River from Duval and Oros Sts.; south of Barclay St.; and Riverside Dr. from Oros to Barclay.		Plan amendment and zone change to reflect current use; newly acquired park by various land trusts.	PLAN AMENDMENT AND ZONE CHANGE.
37	Neighborhood Commercial	C1, C1.5, P	Retail and Office Commercial and Vacant	[T][Q]C1.5-1L; C1-2D; [Q]C1.5-2	General Commercial	RAS 3, CR, C1.5, C2, C4, P	No Change	Bellevue Ave. from east of Victor St. to Beaudry Ave. and the south side of Sunset Blvd. From Beaudry Ave. to the Pasadena Frwy..		Change land use designation to reflect existing uses and allow for a diversity of uses and intensity appropriate for a designated Mixed Use boulevard and major bus route. Retain existing heights and Floor Area Ratios and encourage mixed-use development.	PLAN AMENDMENT ONLY.
38a	Community Commercial	CR, C2, C4,P, PB	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	North side of Sunset Blvd. West of intersection with Reservoir St.		Zone change affects the commercial lots fronting Sunset Blvd. [Q]C2 to prohibit automobile and recycling uses and drive-through windows and require new developments to build to the front property line. 1.5:1 Commercial FAR; 3:1 mixed use FAR with discretionary approvals.	ZONE CHANGE ONLY.
38b	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4	[Q]C2-1VL	Commercial frontage on Sunset Blvd. From Park Ave. to Alvarado St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require building to the front property line to promote uses and design standards appropriate to the Mixed Use Boulevard designation; 1.5:1 Commercial FAR; 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
38c	Community Commercial Highway Oriented Commercial	CR, C2, C4,P, PB CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Public Facilities	PF	PF-1VL	2005, 2006, 2011, 2015 West Sunset Blvd. And 1206 and 1214 North Alvarado St.		Land purchased by the City for new Edendale Branch of the public library	PLAN AMENDMENT AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
38d	Highway Oriented Commercial	CR, C1.5, C2, C4, P	Retail Commercial	C2-1VL	Community Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	Commercial frontage on Sunset Blvd. From Park Ave. to Alvarado St.		Change land use designation to GPF category; [Q]C2 to prohibit auto and recycling uses and drive-through windows and require building to the front property line to promote uses and design standards appropriate to the Mixed Use Boulevard designation; 1.5:1 Commercial FAR, 3:1 Mixed Use FAR with discretionary approval.	PLAN AMENDMENT AND ZONE CHANGE.
39	Neighborhood Commercial	C1, C1.5, P	Retail Commercial and Multiple Family Residential	C1-1VL	Neighborhood Commercial	RAS 3, CR, C2, C4, P	[Q]C2-1VL	North side of Sunset Blvd. From Benton Way to Silver Lake Blvd. Including south side of Sunset Blvd. And Silver Lake Blvd.		Change land use designation to GPF category and to better reflect planned use. [Q]C2 to prohibit new automobile and recycling uses and drive-through windows and require new development to build to the front property line. 1.5:1 FAR for commercial and 3:1 mixed use FAR with appropriate discretionary approval.	ZONE CHANGE ONLY.
40	Neighborhood Commercial	C1, C1.5, P	Institutional, Retail Commercial and Single and Multiple Family Residential	C1-1VL	Community Commercial	RAS 3, CR, C2, C4, P	C2-1VL	Temple St. from Glendale Blvd. To Burlington St.		Change land use designation to better reflect planned uses, mixed use on a major bus route; 1.5:1 FAR for commercial and 3:1 FAR for mixed-use development with discretionary approvals.	PLAN AMENDMENT AND ZONE CHANGE.
41	Commercial Industrial	CM, P	Retail and Office Commercial and Multiple Family Residential	CM-1VL; [Q]CM-1VL	Community Commercial	RAS 3, CR, C2, C4, P	C2-1VL [Q]C2-1VL	Temple St. From Bonnie Brae St. to Lake St.		Change land use designation and zone to be more compatible with Mixed Use Boulevard designation; 1.5:1 FAR for commercial and 3:1 FAR for mixed-use development with appropriate discretionary approval. Retain existing "Q"	PLAN AMENDMENT AND ZONE CHANGE.
42	Commercial Industrial	CM, P	Retail and Office Commercial, Multiple Family Residential and Vacant	CM-1VL	Community Commercial	RAS 3, CR, C2, C4	C2-1VL	NW corner of Temple St. and Lake St.		Plan amendment and zone change to permit uses that are consistent with the adjacent school; 1.5:1 FAR for commercial and 3:1 FAR for mixed-use development with appropriate discretionary approvals.	PLAN AMENDMENT AND ZONE CHANGE.
43	Neighborhood Commercial	C1, C1.5, P	Retail Commercial and Single and Multiple Family Residential	C1-1VL; C2-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4	[Q]C2-1VL	Commercial lands at Silver Lake Blvd. And Effie St. intersection		Zone change to [Q]C2 to prohibit automobile and recycling uses and drive-through windows and require new developments to build to the front property line.	ZONE CHANGE ONLY.
44	Low Medium II Residential	RD2, RD1.5	Community Center	RD2-1VL	Public Facilities	PF	PF-1VL	Old Fire Station #6, 534 East Edgeware		Retired fire station; still in public ownership but leased to local nonprofit.	PLAN AMENDMENT AND ZONE CHANGE.

SUB-AREA	EXISTING PLAN LAND USE AND ZONING				DRAFT PLAN LAND USE AND ZONING				ACRES	REASON FOR CHANGE	Other notes
	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	EXISTING LAND USE	ZONING	LAND USE DESIGNATION	CORRESPONDING ZONE(S)	ZONING	SUBAREA LOCATION BOUNDARIES			
45	Low Medium I Residential	R2, RD3, RD4	Park	R2-1VL	Open Space	OS, A1	OS-1XL	Triangle bounded by Vendome St., Del Monte Dr. and Reno St		Change land use designation and zone of a City-owned park	PLAN AMENDMENT AND ZONE CHANGE.
46	Low Medium I Residential Open Space	R2, RD3, RD4 OS	Single and Multiple Family Residential	R4-1VL	Medium Residential	R3	R3-1VL	Mid block lots north of Bellevue Park on Lucile		AB283 Clean up.	PLAN AMENDMENT AND ZONE CHANGE.
47	Low Medium II Residential	RD2, RD1.5	Multiple Family Residential	R4-1VL	Medium Residential	R3	R3-1VL	626 Micheltorena and 627 and 627 1/2 Micheltorena		AB283 Clean up; R3 because property at 626 Micheltorena is built to the R3 density.	PLAN AMENDMENT AND ZONE CHANGE.
48	Medium Residential	R3	Multiple Family Residential and Institutional	R4-1VL	Medium Residential	R3	R3-1VL	Area bounded by London St., Vendome St., the Hollywood Frwy. and Silver Lake Blvd.		AB283 Clean up; residential development built to the R3 density.	ZONE CHANGE ONLY.
49	Low Medium II Residential	RD2, RD1.5	Single and Multiple Family Residential	RD2-1VL	Low Medium II Residential	RD2, RD1.5	[Q]RD2-1VL	West side of Morton Ave. from Avalon St. to Echo Park Ave.		Protection of architecturally significant structures and neighborhood character; Q condition will prohibit lot ties.	ZONE CHANGE ONLY.
50a, b, & c	Neighborhood Commercial	C1, C1.5, P	Single and Multiple Family Residential and Commercial	C1-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4	[Q]C1-1VL	Commercial lots on Echo Park Ave.: Paul Ter to Marsden St., Avalon to Ewing Sts. & Donaldson to Cerro Gordo		Preservation of neighborhood character. Q condition will limit residential density and commercial uses to the ground floor; prohibit auto and recycling uses and drive-through windows; and require guest parking.	ZONE CHANGE ONLY.
51	Low Medium II Residential	RD2, RD1.5	Gas Station	RD1.5-1VL	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4	C2-1VL	Single lot at 1600 Echo Park Ave.		Zone change to reflect existing land use; AB283 Clean up.	PLAN AMENDMENT AND ZONE CHANGE.

Existing and Proposed Plan Land use Designations and Corresponding Zones

EXISTING LAND USE			DRAFT PLAN LAND USE		
Category	Designations	Corresponding Zones	Category	Designations	Corresponding Zones
Residential			Residential		
Low Density	Low	RS, R1, RD6, RD5	Low Density	Low	RS, R1, RD6, RD5
Multiple Family	Low Medium I	R2, RD3, RD4	Multiple Family	Low Medium I	R2, RD3, RD4, RZ2.5, RZ3, RZ4
	Low Medium II	RD2, RD1.5		Low Medium II	RD2, RD1.5
	Medium	R3		Medium	R3
Commercial	Neighborhood and Office Commercial	C1, C 1.5, P	Commercial	Neighborhood Commercial	RAS 3, C1, C1.5, C2, C4, P
	Highway Oriented Commercial	CR, C1.5, C2, C4, P		General Commercial	RAS 3, CR, C1.5, C2, C4, P
	Community Commercial	CR, C2, C4, P, PB		Community Commercial	RAS 3, CR, C2, C4, P
Industrial	Commercial Manufacturing	CM, P	Industrial	Commercial Manufacturing	CM, P
	Limited Industrial	M1, MR1, P		Limited Industrial	M1, MR1, P
	Light Industrial	M2, MR2, P		Light Industrial	M2, MR2, P
Public Facilities	Public Facilities	PF	Public Facilities	Public Facilities	PF
Open Space	Open Space	OS, A1	Open Space	Open Space	OS, A1

**SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE
PROPOSED SYMBOL CHANGE MATRIX**

SUB-AREA	EXISTING PLAN	DRAFT PLAN	LOCATION/ COMMENT
	EXISTING SYMBOLS	NEW OR DELETED SYMBOLS	
52	None	Add Other Recreation and Parks Facility	Elysian Park/Add symbol to denote existing Elysian Park Recreation Center.
53	None	Add Neighborhood Park	Lilac Ter. (at Sunset Blvd.)/Add symbol to denote existing Lilac Terrace neighborhood park.
54	None	Add Neighborhood Park	Everett St. north of Sunset Blvd./Add symbol to denote existing Everett Street Neighborhood Park.
55	None	Add Public High School	Beaudry Ave. and Temple St./Add symbol to denote existing Downtown Business Magnet High School
56	Proposed Branch Library	Delete Proposed Branch Library	Sunset west of Echo Park Ave./Delete symbol for proposed library. Library is being constructed on site located at 2005-2015 West Sunset and 1206-1214 North Alvarado St.
57	None	Add Branch Library	Sunset Blvd. And Alvarado St./Add symbol to denote Edendale Branch Library under construction at 2005-2015 West Sunset and 1206-1214 North Alvarado St.
58	None	Add Neighborhood Park	Glendale Blvd. and Duane St./Add symbol to denote existing baseball field/park: Tommy Lasorda's Field of Dreams
59	None	Add Neighborhood Park	Larissa Dr. east of Micheltorena St./Add symbol to denote existing Larissa Parkway.
60	None	Add Neighborhood Park	Del Monte Dr. and Vendome St./Add symbol to denote existing Del Monte Triangle.
61	Proposed Fire Station	Change to Historic Cultural Monument	East Edgeware Rd. and Bellevue Ave./Delete symbol for proposed fire station and add Historic Cultural Site to identify Old Fire Station #6.
62	Branch Library	Delete Branch Library	Laveta Terrace south of the 101 Freeway/Delete symbol for temporary branch library; Echo Park Branch Library located at 1441 Temple St.
63	Community Park	Change to Neighborhood Park	Lucile Ave. and Marathon St./Symbol correction; Bellevue Park is classified as a Neighborhood Park not Community Park as shown in the existing Plan.
64	None	Add newly created symbol for River Gateway	Fletcher Dr. and Crystal St./Add river gateway symbol.

65	None	Add Neighborhood Park	Marsh St. and the Los Angeles River/Add neighborhood park symbol for newly acquired open space.
66	None	Add Neighborhood Park	Knox Ave. and the Los Angeles River/Add neighborhood park symbol for recently acquired open space.
67	None	Add Neighborhood Park	Oros St. and the Los Angeles River/Add neighborhood park symbol for recently acquired open space.
68	None	Add Neighborhood Park	Oros St. and Riverside Dr./Add neighborhood park symbol for recently acquired open space.
69	None	Add Neighborhood Park	Riverside Dr. and Barclay St./Add neighborhood park symbol for recently acquired open space.

Silver Lake-Echo Park Community Plan
 Draft "Q" Qualified Condition and "D" Development Limitation Appendix

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
1, 2, 4, 6, 10, 11, 19a, 20, 21	No existing "Q" Qualified Conditions.	1. The following uses shall be prohibited: Automobile Display Room; Automobile Parts; Automobile Rental; Automobile Sales (new and used); Automobile Storage Area; Automobile Storage Garage; Automotive Body and Fender Repairing; Automotive Exhaust Test Station; Automotive Painting; Automotive Parts and Accessories Sales (new and used); Car Wash; Automotive Repair; Automotive Service Station; Automotive Upholstering; Car Painting; Car Rental; Car Repairing; Car Sales (new and used); Car Upholstering; Trailer Rental; and Trailer Sales (new and used), as defined by Section 12.03 of the LAMC and/or listed in the Official Use List (Case No. ZA 2003-4842-ZAI) and drive-through windows. 2. Pole signs shall not exceed 15 feet in height, at the top of the sign.
3	Retain existing "Q" Qualified Condition effective Oct. 19, 1987 with the adoption of Ord. # 162,812. Multiple residential development of lots 6-13, Tract 5552 shall be limited to a density not to exceed that permitted by the RD1.5 zone.	1. Residential density shall be limited to the density permitted by the RD1.5 zone (rewording of existing Q). 2. The following uses shall be prohibited: Automobile Display Room; Automobile Parts; Automobile Rental; Automobile Sales (new and used); Automobile Storage Area; Automobile Storage Garage; Automotive Body and Fender Repairing; Automotive Exhaust Test Station; Automotive Painting; Automotive Parts and Accessories Sales (new and used); Car Wash; Automotive Repair; Automotive Service Station; Automotive Upholstering; Car Painting; Car Rental; Car Repairing; Car Sales (new and used); Car Upholstering; Trailer Rental; and Trailer Sales (new and used), as defined by Section 12.03 of the LAMC and/or listed in the Official Use List (Case No. ZA 2003-4842-ZAI) and drive-through windows.
12, 13A, 13B, 14A, 14B, 22B, 22C, 23A, 25B, 25C, 26C, 26D, 38A, 38B, 38D, 43	No existing "Q" Qualified Conditions.	1. The following uses shall be prohibited: Automotive Display Room, Automotive Repair; Automobile Dismantling Yard, Automobile and Trailer Sales; Automotive Fueling and Service Station uses as defined by Section 12.03 of the LAMC; Recyclable Material Deposit and drive-through windows. 2. All new structures shall be built to the front property line, and vehicular access shall be taken from the side or the rear of the lot. A break in the building wall may be permitted for a distance not to exceed the linear feet required for driveways and other vehicular access when vehicular access cannot be obtained from the side or rear, as determined by the Department of Transportation. Buildings may be setback when the setback area is used for landscaping, plazas, courtyards, outdoor dining or other publicly accessible, open space uses. 3. Parking shall be located to the rear of the lot or underground.

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
23b	No existing "Q" Qualified Condition.	<p><u>Q Condition</u></p> <ol style="list-style-type: none"> 1. RAS 4 uses are permitted. 2. All new structures shall be built to the front property line, and vehicular access shall be taken from the side or the rear. A break in the building wall may be permitted for a distance not to exceed the linear feet required for driveways and other vehicular access when vehicular access cannot be obtained from the side or rear, as determined by the Department of Transportation. Buildings may be setback when the setback area is used for landscaping, plazas, courtyards, outdoor dining or other publicly accessible, open space uses. 3. Parking shall be located to the rear of the lot or underground. 4. The following uses shall be prohibited: Automobile Display Room; Automobile Parts; Automobile Rental; Automobile Sales (new and used); Automobile Storage Area; Automobile Storage Garage; Automotive Body and Fender Repairing; Automotive Exhaust Test Station; Automotive Painting; Automotive Parts and Accessories Sales (new and used); Car Wash; Automotive Repair; Automotive Service Station; Automotive Upholstering; Car Painting; Car Rental; Car Repairing; Car Sales (new and used); Car Upholstering; Trailer Rental; and Trailer Sales (new and used), as defined by Section 12.03 of the LAMC and/or listed in the Official Use List (Case No. ZA 2003-4842-ZAI) and drive-through windows. <p><u>D Limitations</u></p> <ol style="list-style-type: none"> 1. 100% commercial development is limited to a 1.5 Floor Area Ratio (FAR) and a 45-foot height limit. 2. Mixed-use development is limited to a 3:1 FAR and 50-foot height limit.
25A, 26A, 26B, 39	No existing "Q" Qualified Conditions.	<ol style="list-style-type: none"> 1. All new structures shall be built to the front property line, and vehicular access shall be taken from the side or the rear. A break in the building wall may be permitted for a distance not to exceed the linear feet required for driveways and other vehicular access when vehicular access cannot be obtained from the side or rear, as determined by the Department of Transportation. Buildings may be setback when the setback area is used for landscaping, plazas, courtyards, outdoor dining or other publicly accessible, open space uses. 2. Parking shall be located to the rear of the lot or underground. 3. The following uses shall be prohibited: Automobile Display Room; Automobile Parts; Automobile Rental; Automobile Sales (new and used); Automobile Storage Area; Automobile Storage Garage; Automotive Body and Fender Repairing; Automotive Exhaust Test Station; Automotive Painting; Automotive Parts and Accessories Sales (new and used); Car Wash; Automotive Repair; Automotive Service Station; Automotive Upholstering; Car Painting; Car Rental; Car Repairing; Car Sales (new and used); Car Upholstering; Trailer Rental; and Trailer Sales (new and used), as defined by Section 12.03 of the LAMC and/or listed in the Official Use List (Case No. ZA 2003-4842-ZAI); liquor stores; and drive-through windows.

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
31C	No existing "Q" Qualified Conditions.	<p>1. The following uses shall be prohibited: Automobile Display Room; Automobile Parts; Automobile Rental; Automobile Sales (new and used); Automobile Storage Area; Automobile Storage Garage; Automotive Body and Fender Repairing; Automotive Exhaust Test Station; Automotive Painting; Automotive Parts and Accessories Sales (new and used); Car Wash; Automotive Repair; Automotive Service Station; Automotive Upholstering; Car Painting; Car Rental; Car Repairing; Car Sales (new and used); Car Upholstering; Trailer Rental; and Trailer Sales (new and used), as defined by Section 12.03 of the LAMC and/or listed in the Official Use List (Case No. ZA 2003-4842-ZAI) and drive-through windows.</p>
33A	No Existing "Q" Qualified Conditions.	<p>ELYSIAN VALLEY INDUSTRIAL ZONES</p> <p>1. Use (Existing Industrial). Uses existing as of the adoption date of the Community Plan Update by the City Council shall be permitted to remain. These uses may be expanded by no more than 20% of the floor area existing as of the adoption of this plan.</p> <p>2. Use (New Commercial and Industrial). 100% commercial buildings shall be prohibited. Commercial uses shall be limited to the ground floor. 100% industrial buildings are permitted.</p> <p>3. Use (Residential). Residential uses shall be limited to 1 dwelling unit for every 1,200 square feet of buildable lot area and shall comply with applicable design and architectural standards. 25% of the units shall be 3 bedrooms or larger, except for in dedicated senior housing projects.</p> <p>All New Development - Design Standards</p> <p>4. Riverwalk Dedication. A 10-foot dedication shall be required of any new construction on properties with frontage on the Los Angeles River, for the purpose of developing a public-access trail system along the river. The dedicated area shall be landscaped to the satisfaction of the Director.</p> <p>Non-residential Uses - Design Standards</p> <p>5. Building Facade (Existing). When building permits are sought, blank building walls visible from public rights-of-way and adjacent residential uses and residentially zoned properties shall be treated with differentiated but complementary colors, planters, and other landscape elements for every 20 feet of the building wall.</p> <p>6. Building Facade (New). Industrial or commercial portions of commercial/residential mixed-use projects which face or share a side yard with a residentially zoned or developed lot shall be designed with articulated facades (use of architectural details, wall breaks, plane variation or other architectural features) facing the residential area which provide at least 5 linear feet of relief to a minimum depth of 8 inches for every 20 feet of the building wall.</p> <p>7. Windows. Industrial development adjacent to residentially zoned or developed lots shall be designed with no window openings facing residential properties, and with a minimum 6-foot solid decorative masonry perimeter wall adjacent to these properties, if no such wall exists.</p> <p>8. Rooftop Structures. Mechanical, electrical and rooftop equipment shall be screened so as not to be seen from the street and shall be setback as far as possible from the property lines of adjacent residential properties. Materials used to enclose structures rooftop equipment should be at least as high as the highest point of said equipment, sound-absorbing and incorporated into the design of the project.</p>

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
33A continued		<p>9. Parking, Delivery and Storage Areas. Delivery, parking and open storage areas shall be screened from the view of public rights-of-way or adjacent residential property by either solid decorative walls, fencing covered by vegetation or berms. Such uses adjacent to public rights of way shall be screened by a minimum 3-foot, 6-inch wall and in all other locations by a minimum 6 foot wall. A minimum 5-foot wide landscaped setback buffer with an automatic sprinkler system should be located in front of said structure, along the street frontage. This condition will not limit the buildable area used to calculate the floor area ratio. Free-standing walls and fences shall use articulations, surface perforations or other design elements, and include plantings of vines or shrubs or trees along exterior faces.</p> <p>10. Loading. New loading and unloading activities shall not impede traffic on any public street. Public sidewalks, alleys and/or other public ways shall not be used for parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning. Loading, unloading, and storage of materials and products shall be limited to the project site and located as far away from residentially zoned properties as possible.</p> <p>11. Hours for Loading, Unloading and Deliveries. Deliveries and loading and unloading shall be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No deliveries shall be permitted on Sundays and legal holidays.</p> <p>12. Landscape Buffer. A landscaped buffer setback of not less than 5 (five) feet containing no buildings or structures (except for retaining walls or fences) shall be established along all property lines which abut residential uses or residentially zoned properties. The landscaped setback shall contain a minimum of one 24-inch box tree for every 20 linear feet of frontage with a minimum trunk diameter of 2 inches and a height of 8 feet at the time of planting and shall be installed with an automatic sprinkler system. Walkways of not more than 10 feet and driveways of not more than 20 feet shall be permitted to cross the setback. This condition will not limit the buildable area used to calculate the floor area ratio. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks, shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect, licensed architect or landscape contractor to the satisfaction of the Planning Department. Said plan shall include the location of a permanent underground system of sprinklers of adequate design to insure complete coverage of all plant materials.</p> <p>13. Wall (Trash). All outside trash containers on the subject property shall be enclosed and there shall be no openings except for gates. Trash areas shall be buffered and located as far as possible from adjacent residential uses, so as not to result in noise, odor or debris impacts on adjacent uses. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material, and shall be picked up on a weekly basis as part of the properties regular trash pickup program and recycled accordingly.</p> <p>14. Signs (Permitted). Signs shall be limited to building and business identification signs only and also limited in number to one per business establishment and shall not exceed 1.5 square feet for every foot of building frontage or up to a maximum of five percent of the frontage.</p>

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
33A continued		<p>15. Signs (Prohibited). Signs other than building and business identification signs shall be prohibited. Monument and pole signs are prohibited. Signs shall not flash nor be animated and shall be arranged and located so that they are shielded as much as possible. Signs shall be prohibited on freestanding walls and fences.</p> <p>16. Lighting. Industrial development located on a Local or Collector Street across from or with a lot line adjoining a residentially zoned or developed property shall have outdoor, on-site lighting designed and installed with shielding, such that the light source is directed down and away from adjacent residential properties. Prior to the issuance of building permits, a lighting plan showing the location of all exterior lighting facilities within the required parking areas shall be submitted to the Planning Department. This condition shall not preclude the installation of low-level security lighting.</p> <p>17. Noise (Operational, Electronic Devises, Machinery). Any electronic or mechanical equipment or machinery shall be enclosed in structures designed with noise-attenuating features by a licensed acoustical engineer to assure that operational sounds are inaudible beyond the subject property line.</p> <p>18. Public Address and Paging System. Outdoor address or paging systems shall be prohibited and a personal paging system may be used.</p> <p>Residential Uses - Design Standards</p> <p>19. Residential Building Stepback. Residential buildings facing the Los Angeles River shall be stepped back 10 feet for every story above the ground floor or every 20 feet in height.</p> <p>20. Residential Open Space. On lots abutting the Los Angeles River and developed with residential uses, required open space pursuant to LAMC Section 12.21.G.2 shall be oriented to the river.</p>
33B	No Existing "Q" Qualified Conditions.	<p>Same as 33a, except:</p> <p>100% commercial buildings shall be permitted, with a minimum required commercial floor area to comprise the entire ground floor; 100% residential buildings shall be prohibited; and 100% industrial buildings shall be prohibited.</p>
33C	<p>Retain existing "Q" Qualified Condition (Ord. # 167,589).</p> <p>Landscaping-Surface Parking. Notwithstanding Municipal Code Section 12.21-A.6, at least seven percent of all required parking areas shall be landscaped to the satisfaction of the Planning Department. No yard, setback or open area required by te Municipal Code or these conditions may be included in the 7% calculation.</p> <p>Wall. A split-face, solid-grouted decorative masonry block wall, a minimum of 5 feet, 9 inches and a maximum of 8 feet in height measured from the finished grade of the her side, shall be constructed along all property lines abutting a residential zone which do not have an existing wall. The wall shall have top cap and the split face shall be oriented toward the adjacent residential zone.</p>	<p>Same as 33a, except:</p> <p>100% commercial buildings shall be permitted, with a minimum required commercial floor area to comprise the entire ground floor; 100% residential buildings shall be prohibited; and 100% industrial buildings shall be prohibited.</p>

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
33C Continued	<p>Trash Enclosure. Any trash storage area shall be located not less than 10 (ten) feet from any abutting residential zone and shall be screened from view to a height of 6 (six) feet.</p> <p>View. All second-story or higher windows facing a property line overlooking adjacent single-family residential properties shall not be transparent below an eye-level height of six feet on any floor or the building shall be designed in such a way that windows will not overlook such single-family residential properties.</p> <p>Noise. Use of an outdoor public address or paging system shall utilize: a) a low-pressure speaker system with each speaker having an audible range limited to a 400 square foot area and placed a maximum of 40 feet apart; or b) a sound system designed by a qualified sound engineer so as to reduce the impulse noise level to inaudibility beyond the premises of the development.</p> <p>Parking. Any commercial or office use of the subject property shall provide off-street parking on the basis of at least three parking spaces for each 1,000 square feet of gross floor area enclosed within the walls of a buildings, exclusive of floor area devoted to off-street parking and accessory areas as provided on Municipal Code Section 12.21-A.4(c), and any amendment thereto; except that any restaurant use on the subject property shall provide at least one parking space for each 100 square feet of customer service and seating area.</p>	
41	<p>Retain existing "Q" Qualified Condition on property; Ord. # 154,216.</p> <ol style="list-style-type: none"> 1. That the CM Zone uses for the storage structure on the subject site shall not exceed one story in height including parking levels or more than 15 feet above the natural grade at the front property line, except for surface parking on the rear (approximately 90 feet) portion of the site. 2. There shall be no retail commercial use permitted on the subject property. 3. That the development of residential dwelling units or office uses above the storage building shall be permitted to a height not exceeding two stories and be set back 5 feet from the northeast side property line. 4. That the subject property shall be developed substantially in accordance with the plot plan, Exhibit A-1 and A-2 attached to City Plan Case No. 28737, on file in the Los Angeles City Planning Department, except as the City Council may subsequently approve a modification of the plan, or as the subject property may be required to meet the provisions set down by the Municipal Code and the conditions herein. 5. That a 10-foot landscaped buffer setback along Lake Street shall be required and include landscaping, as follows: <ol style="list-style-type: none"> (a) Trees, 15-gallon and 10 feet tall at the time of planing, of a type similar to those contained in Section 7 and 9 of the Planning Department's Technical Report. (b) Trees, planted at a maximum of 15 feet apart. 	No new conditions; changing zone and retaining existing "Q" Qualified Condition.

Subarea Number	Existing "Q" Qualified Condition	Proposed "Q" Qualified Condition
41 continued	<p>6. That all open areas not used for buildings, driveways, parking areas, recreational facilities, or walks, shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect or architect. All landscaped areas shall be equipped with automatic sprinklers and shall be maintained in first-class condition at all times. All types of plants selected and required watering systems for such landscaping shall, to the extent possible, conserve water and shall be consistent with any water conservation ordinance enacted by the City.</p> <p>7. That, if residential dwellings are not developed over the storage building that any equipment on the roof shall not be visible from adjacent and nearby residential properties.</p> <p>8. That all signs shall be of an identifying nature only, and shall not be of flashing or animated type and shall be arranged and located so as not to be a distraction to vehicular traffic or adjacent residential areas.</p> <p>9. That all lighting shall be directed onto the site, and no floodlighting shall be located as to be seen directly by te adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.</p> <p>10. There shall be no windows facing the residential properties to the northeast in storage building.</p>	
49	No existing "Q"s.	Lot ties shall be prohibited.
50A, 50B, 50C	No existing "Q"s.	<p>Residential Density shall be limited to 1 unit per 1,200 square feet of lot area.</p> <p>Commercial uses shall be limited to neighborhood-serving uses on the ground floor, with the exception of the commercial portion of joint live/work units, which may be located above the ground floor.</p> <p>Residential and mixed-use projects shall be required to provide an additional 1/4 space of guest parking per dwelling unit, above code-required parking standards.</p>

Subarea Number	Deleted "Q" Qualified Conditions	Proposed "Q" Qualified Condition
9	Delete existing; conditions of approval for a proposed business park per Council File No. 911-1179-S2. No longer necessary since it has been acquired by the LA Department of Recreation and Parks for use as a public park..	None proposed.

Silver Lake-Echo Park Community Plan Street Redesignations Matrix*

Proposed Plan

Street	Existing Plan Designation	Proposed Plan Designation	Reason for Change
Academy Road	Local Streets	Collector Streets Scenic Byway	To reflect how it functions as access to Dodger Stadium, Elysian Park, Route 110 and Broadway. Designate as scenic to preserve natural scenic quality of parkland it traverses.
Bellevue Avenue - from Glendale Boulevard to Echo Park Avenue	Local Street	Collector Street	To reflect its function as access to the 101 Freeway.
Silver Lake Boulevard - from Van Pelt Street to Armstrong Avenue	Secondary	Modified Secondary	Consistency with the Silver Lake Reservoir Master Plan.
Beaudry Avenue	Secondary	Major	Consistency with the Central City West Specific Plan.

*Please also refer to Figure 7 in the Silver Lake-Echo Park Community Plan text.

Adopted General Plan Framework				CPU Draft Modifications		
Boundary Area	Center	Designation	Boundaries	Center	Designation	Boundaries
5	Sunset Boulevard/ Glendale Boulevard Community Center	Community Center	Alvarado Street to the south side of Sunset Boulevard, Mohawk Street to Glendale Boulevard	No Change	No Change	Same as adopted; three Community Centers combined into one
6	Sunset Boulevard/ Echo Park Avenue Community Center	Community Center	Scott Avenue to Park Avenue, Liberty Street to Echo Park Avenue	No Change	No Change	Same as adopted; three Community Centers combined into one
7	Silver Lake Boulevard/Glendale Boulevard Neighborhood District	Neighborhood District	Silver Lake Boulevard South of Fletcher Drive to Deane Street	No Change	No Change	Same as adopted

* Please also refer to Figure 1 in the Silver Lake-Echo Park Community Plan text.

Silver Lake-Echo Park Community Plan

General Plan Framework Matrix*

Proposed Plan

Adopted General Plan Framework				CPU Draft Modifications		
Boundary Area	Center	Designation	Boundaries	Center	Designation	Boundaries
1	Sunset Boulevard Mixed Use Boulevard	Mixed Use Boulevard	Sunset Boulevard from , Echo Park Avenue to the Pasadena Freeway and Silver Lake Boulevard to Fountain Avenue	No Change	Extended	Same as adopted. Extended to include Sunset Boulevard from Waterloo Street to Silver Lake Boulevard
2	Temple Street Mixed Use Boulevard	Mixed Use Boulevard	Temple Street from Glendale Boulevard to Rampart Boulevard	No Change	Extended	Same as adopted. Extended to include Temple Street from Rampart Boulevard to Silver Lake Boulevard
3	Hyperion Avenue- Fountain Avenue Mixed Use Boulevard	Mixed Use Boulevard	Fountain Avenue from Sunset Boulevard to Hyperion Avenue and Hyperion Avenue to Rowena Avenue	No Change	No Change	Same as adopted
4	Alvarado Street Community Center	Community Center	Alvarado Street from Temple Street to north of Sunset Boulevard and Waterloo to Bonnie Brae Streets	No Change	No Change	Same as adopted; three Community Centers combined into one



Land Use:

Residential ¹	Corresponding Zones ³
Low	RS, R1, RD6, RD5
Low Medium I	R2, RD3, RD4
Low Medium II ¹²	RD2, RD1.5
Medium	R3
Commercial ^{1,2}	
Neighborhood & Office	C1, C1.5, P
Highway Oriented ^{8,9}	CR, C1.5, C2, C4, P
Community	CR, C2, C4, P, PB
Industrial	
Commercial Manufacturing	CM, P
Limited	M1, MR1, P
Light	M2, MR2, P
Parking	
Parking Buffer	
Open Space, Public Facilities	
Open Space ¹¹	OS, A1
Public Facilities	PF

Westlake Community Plan Area

Service Systems:

School Sites:

- Public Elementary School
- Private Elementary School
- Public Senior High
- Private Senior High
- Special School Facility

Recreational Sites:

- Neighborhood Park
- Community Park
- Regional Park
- Other Rec & Park Facility

Other Facilities:

- Police Training Site
- Fire Station
- Branch Library
- Power Distribution Station
- Maintenance Yard
- DWP Pumping Site
- Cultural Historical Site
- Health Center

Circulation/Special Boundaries:

Circulation:

- Private Street¹
- Railroad
- Bikeway
- Equestrian Trail
- Scenic Highway

Special Boundary:

- Site Boundary¹²
- Detached Single Family Housing¹³

- Notes:**
- Proposed⁶
 - Proposed Site Expansion⁶
 - Angelino Heights HPOZ
 - Echo Park TNI
 - Central City West Specific Plan

- Notes:**
- Height District 1-VL, throughout entire district, except for those areas designated for community commercial in which Height District 1L will apply, and as indicated in footnote 8 and 9.
 - Mixed Commercial/Residential uses preferred, see plan text.
 - Gross acreage includes abutting streets.
 - Glendale Blvd., between Fletcher Dr. and Berkeley Ave., proposed for designation as "Avenue of Motion Pictures".
 - Local streets are shown for reference only.
 - Underlined symbol indicates inadequate facility. Open symbol denotes the general location of a public facility and does not designate any specific private property acquisition.
 - Angelino Heights: Highest concentration of historic and architecturally significant homes in Los Angeles. See Cultural and Historic Monuments Plan for exact locations. Historic preservation overlay zone established (see plan text).
 - Height District 1L in the area bounded by Boylston St., Bellevue Ave., Beaudry Ave. and Temple St.
 - Height District 2 with a maximum floor area ratio of 4 1/2 to 1 in the area bounded by Beaudry Ave., Sunset Blvd., Pasadena Frwy. and Temple St.
 - Stadium Way - the alignment shown for Stadium Way is for study purposes and is not necessarily a final determination of its future alignment.
 - When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
 - Properties within the dash boundary (---) shall be limited to the RD2 zone under the Low Medium II density housing category.
 - Properties within the dash boundary (---) shall be limited to detached single family housing under the Low density housing category.
 - Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP zone.
 - Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L.A.M.C.) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the L.A.M.C. subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

General Plan Land Use Map (Adopted Feb 17, 1984)

Silver Lake • Echo Park Community Plan Area

Hollywood Community Plan Area

Northeast Los Angeles Community Plan Area

Hollywood Community Plan Area

Northeast Los Angeles Community Plan Area

Westlake Community Plan Area

Central City North Community Plan Area

Central City Community Plan Area

Legend:

- Zone Change Only
- Plan Amendment & Zone Change
- Plan Amendment Only
- Industrial Land Use Designation Name Change
- Commercial Land Use Designation Name Change
- Commercial Land Use Designation Name Change and Zone Change

Service Systems:

School Sites

- Public Elementary School
- Private Elementary School
- Public Senior High
- Private Senior High
- Special School Facility

Recreational Sites

- Neighborhood Park
- Community Park
- Regional Park
- Other Rec & Park Facility
- LA River Gateway

Other Facilities

- Police Training Site
- Fire Station
- Branch Library
- Power Distribution Station
- Maintenance Yard
- DWP Pumping Site
- Cultural Historical Site
- Health Center

Special Boundaries:

- Special Boundary
- Detached Single Family Housing¹⁷
- Site Boundary¹⁸

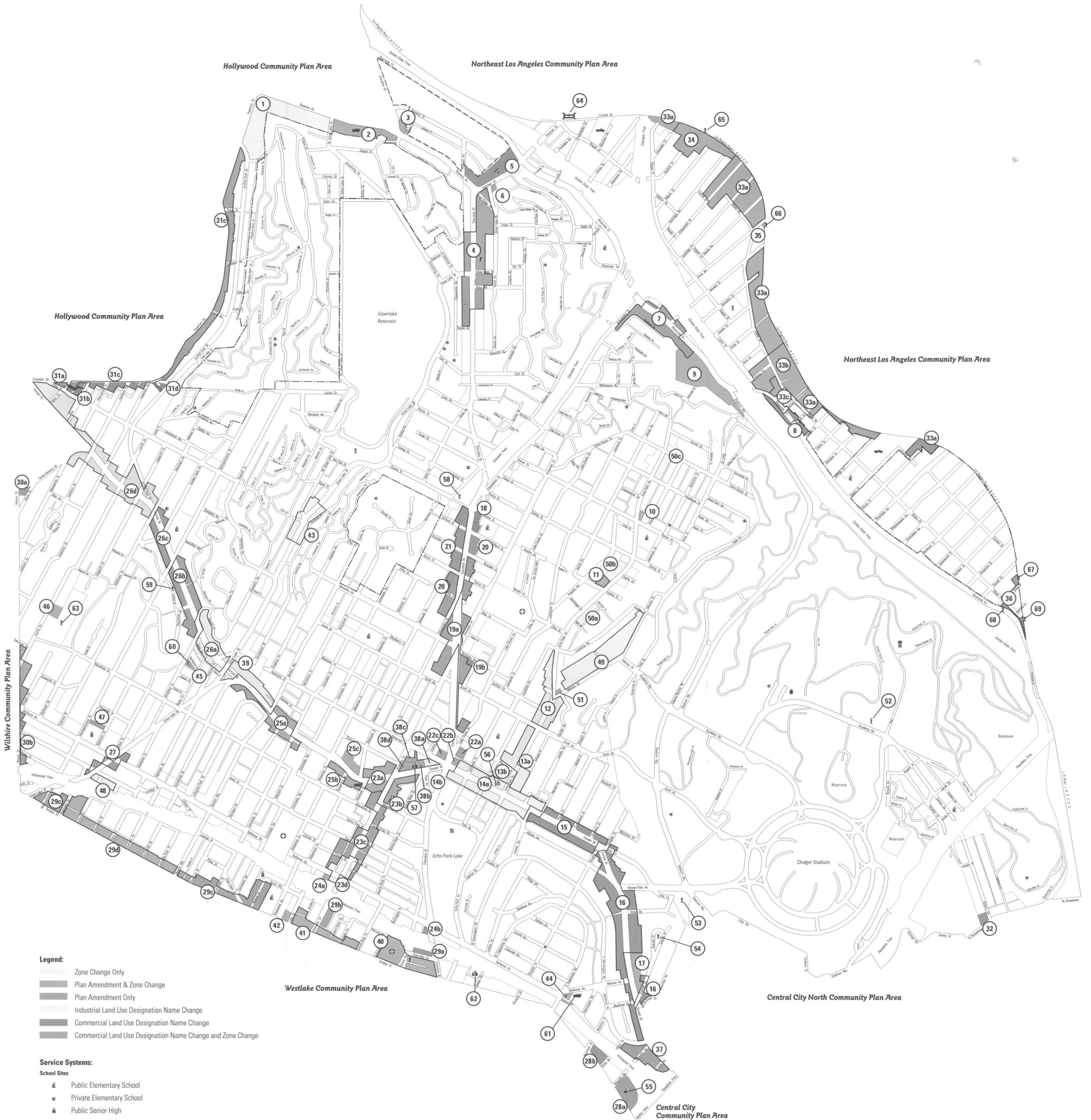


Exhibit C

Proposed Land Use and Zone Change Map

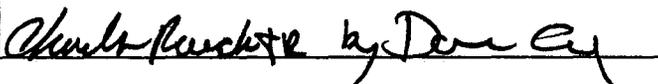
Silver Lake • Echo Park Community Plan Area

Community Plan Update

Los Angeles City Planning Department • Graphic Services Section • March 2004

CITY OF LOS ANGELES
 OFFICE OF THE CITY CLERK
 ROOM 395, CITY HALL
 LOS ANGELES, CALIFORNIA 90012
 CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

Exhibit "K"

LEAD CITY AGENCY	COUNCIL DISTRICT	
LOS ANGELES CITY PLANNING DEPARTMENT	1, 4 and 13	
PROJECT TITLE	CASE NO.	
Silver Lake-Echo Park Community Plan Update	ENV-2003-7281-MND	
PROJECT LOCATION		
The Silver Lake-Echo Park Community Plan Area which is generally bounded by Temple St. on the south, Hoover Street and Hyperion Avenues on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.		
PROJECT DESCRIPTION		
(SEE PAGE 2)		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY		
FINDING:		
The City Planning Department of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance.		
(CONTINUED ON PAGE 3)		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
Patricia Diefenderfer	CITY PLANNING ASSOCIATE	(213)978-1478
ADDRESS	SIGNATURE (Official)	DATE
200 N. Spring Street, Room 667 Los Angeles, CA 90012	Charles J. Rausch, Jr., Senior Planner 	10/10/03

PROJECT DESCRIPTION

The Silver Lake-Echo Park Community Plan Update program is designed to:

1. Initiate plan amendments and zone changes to implement the Citywide General Plan Framework Element (Framework); and
2. Implement land use policies and programs adopted in the Framework by revising the Community Plan Text and General Plan Land Use Map using a change matrix; removing Plan Text language and Plan Map designations that are inaccurate, out-of-date or otherwise no longer valid; implement zone changes when necessary to achieve consistency with the City's General Plan; add language to the Plan Text as needed to reflect changes in the Plan area; amend the Map Legend to correspond with all Map and Text revisions; and amend and revise the Plan footnotes; and
3. Identify and designate Neighborhood Districts, Community Centers and Mixed Use Boulevards where new development should be concentrated and identify the boundaries for future recommended Supplemental Use Districts, including Mixed Use Districts, Pedestrian Oriented Districts, Commercial and Artcraft Overlay Districts and Community Design Overlay Districts; and
4. Amend the General Plan Land Use Map to reflect revisions, additions and/or deletions to Service Systems and their Map Symbols (Symbols), expansion or improvements to existing fire and police stations, school sites, libraries, park sites, etc.; and to revise and add symbols to identify and reflect changes to public services and resources and new community resources such as symbols for public facilities, house of worship, cultural and historical monuments, municipal buildings, Metrorail stations, maintenance yards, power stations and privately owned land, facilities and structures reserved for public use; and
5. Amend the General Plan Land Use Map and Text to reflect Periodic Plan Review (Batching) cases approved by City Council, which have not been reflected on the Map; and
6. Amend the General Plan Land Use Map to indicate adopted Transit facilities and corridors and to reflect recommendations of the Transportation Improvement Mitigation Program for the Plan area; and
7. Amend the Plan Text and General Plan Land Use Map to incorporate the Silver Lake Reservoir Master Plan, and
8. Amend the Plan Text and General Plan Land Use Map to reflect the designation of Sunset Boulevard, Temple Street and Fountain-Hyperion Avenues as Mixed Use Boulevards; and
9. Amend the Plan Text and the General Plan Land Use Map to designate the area of Silver Lake and Glendale Boulevard as Neighborhood District; the area of Sunset Boulevard and Echo Park Avenue, Alvarado Street from Sunset Boulevard to Temple Street and the area of Sunset and Glendale Boulevards as Community Centers; and
10. Amend the Plan Text and General Plan Land Use Map to re-zone certain industrial properties in the Plan area to [Q] CM to limit noxious uses and to impose requirements that improve compatibility between abutting residential and industrial uses; and
11. Amend the General Plan Land Use Map to change areas designated as Neighborhood and Office Commercial, Highway Oriented Commercial and Community Commercial to Neighborhood Commercial, General Commercial and Community Commercial, as shown on the attached Change Map and Matrix (Exhibits B and C, respectively).

**SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE
INITIAL STUDY CHECKLIST AND EXPLANATION ATTACHMENT**

The Silver Lake-Echo Park Community Plan Update program is intended to set land use goals, objectives, policies and programs for the Community Plan Area in accordance with Citywide land use goals and policies. The Plan further intends to allocate a distribution of land uses that serves the needs and accommodates the range of uses required by the community. It especially aims to allow a dwelling unit capacity that will accommodate growth projected in the Plan area through the year 2010 as a means to preserve the Plan area's stable single and multiple family neighborhoods, in conformance with Citywide policy. This update generally aims to designate areas where growth and development can be concentrated, allowing a functional mix of residential and commercial development along designated Mixed Use Boulevards and in designated Neighborhood Districts and Community Centers where existing service and infrastructure can support such growth and permit an orderly and efficient pattern of land use development that serves the general public welfare and exhibits good zoning practice.

The following explains the potential impacts and mitigation of identified impacts of the proposed Community Plan Update as required by the California Environmental Quality Act of 1970.

I AESTHETICS

c. *Substantially degrade the existing visual character or quality of the site and its surroundings? (Less than Significant Impact)*

A mixed use floor area ratio bonus is recommended in the Plan Map footnotes for designated areas which may result in increased floor area and height, subject to future discretionary actions. Permitting potential increases in floor area and height could alter existing views in the Plan area; however, in many cases natural topography and existing zoning that transitions from commercial frontage to multiple family residential and then to single family minimizes the impact of more intense mixed-use (commercial/ residential) development on abutting residential uses as well as on the views of abutting residential development. Community Plan Policies 2-3.1, 2-3.3, 2-4.1, 2-4.2 and 2-4.3 require new commercial development to be compatible with adjacent uses, character and scale. Policy 2-4.3 and associated programs further requires any project utilizing the mixed use floor area bonus to obtain discretionary approval, outlines the criteria under which the Plan supports such proposed mixed-use projects and requires decision-makers to find that proposed projects are compatible with surroundings and generally promote neighborhood character and identity. Since the proposed mixed use floor area bonus will require discretionary action (is not by-right), each project will undergo its own environmental review in which environmental impacts will be studied and appropriate mitigation measures will be imposed. The Plan recommends that Temple St. from Benton Way to Robinson St. be rezoned to the RAS 3 zone to allow by-right mixed use projects in this location identified as being particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, the impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the General Plan Framework Environmental Impact Report. In addition, existing commercial zoning already permits residential uses at the R4 density and mixed use.

Community Plan land use policies that promote mixed-use development in transit-served corridors in the urban core are consistent with and promote Citywide planning goals and policies outlined in the General Plan Framework (GPF) to preserve stable residential neighborhoods (GPF Goal 3B and Objective 3.5), concentrate development in identified Neighborhood Districts, Community Centers and Mixed Use Boulevards (GPF Objective 3.4, 3.8, 3.9 and 3.13) and allow for a mix of uses that will reduce vehicle trips and result in improved air quality (GPF Objective 3.2). Given the many goals that such a policy promotes, the concentration of new residential and commercial development along corridors that the public infrastructure and transportation system will support will help preserve character and integrity of surrounding stable single family and multiple family residential neighborhoods which do not have the transportation and public infrastructure due to the substandard nature of the existing public streets.

III AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Less than Significant Impact)*

The intensification of certain commercial corridors recommended in the proposed Plan may generate more traffic (see VI a.) but in the long term will help alleviate traffic and reduce vehicle trips by locating within walking distance neighborhood retail and services near residential development (Community Plan Policies 2-2.2 and 2-4.3), make more efficient use of land already served by public services, infrastructure and mass transit and create the kind of concentration of population that increasingly makes mass transit viable. The Sunset-Santa Monica Blvd. Corridor (encompassing the portion of Sunset Blvd. located in the Plan area) is already slated for Metropolitan Transportation Authority (MTA) RAPID Bus Service. Alvarado Street also meets the criteria as a Transit Priority Street Segment that will make it eligible for funding for various transit-related improvements. Other designated Mixed Use Boulevards and main thoroughfares in designated Neighborhood Districts and Community Centers may additionally become candidates for improved and expanded transit service as demand necessitates. Air Quality is also expected to improve as new development is encouraged to locate in the metropolitan area, allowing more people to reside in close proximity to employment centers such as Downtown Los Angeles and the Wilshire Boulevard corridor. It is consequently anticipated that potential adverse impacts to air quality will be mitigated by the implementation of General Plan Framework (GPF) land use policies that promote a distribution of land uses and development that concentrate new development in centers and mixed-use corridors, improving quality of life, conserving neighborhoods, reducing traffic congestion and improving air quality (GPF Goal 3A, Objective 3.2 and Objective 8.3). Additionally, Transportation Improvement Mitigation Program (TIMP) mitigation measures included as policies and programs in the Community Plan (Goals 10-14) and as mitigations under section XV of this document will further mitigate traffic impacts. Policy 2-4.3 and associated programs encourage mixed use along certain commercial corridors but also require any project utilizing a recommended mixed use floor area bonus to obtain discretionary approval. Since projects seeking to take advantage of recommended floor area bonuses for mixed use would only be permitted by a discretionary action, they would require a project-specific environmental review for which environmental impacts will be assessed and appropriate mitigations imposed. The Community Plan Update does not anticipate nor recommend any other intensification of commercial, industrial or residential uses.

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard? (Less than Significant Impact)*

The Community Plan Area is located in the South Coast Air Basin (Basin), a non-attainment area for Federal Clean Air Standards (Standards). The South Coast Air Quality Management District and the State Air Resources Board have prepared a Clean Air Plan for the Basin which prescribes control measures in order to improve regional air quality to attain the Standards. Potential future, mobile Reactive Organic Gases (ROG), Nitrogen Oxide (No_x), Sulfur Oxide (So_x), and other air emissions are anticipated to be reduced through implementation of General Plan Framework (GPF) land use policies and the Transportation Improvement Mitigation Program (TIMP) mitigation measures included as policies and programs in the Community Plan (Goals 10-14) and as mitigations in Section XV of this document. These measures are all consistent with the Basin's Clean Air Plan.

The Community Plan land use policies are consistent with GPF goals (Objective 3.4, 3.8, 3.9 and 3.13) to designate Community Center, Neighborhood Districts and Mixed Use Boulevards where new development should locate and where intensification of development (mixed commercial/residential) along commercial corridors served by mass transit and located near employment centers promotes more efficient use of land and public services and infrastructure (Community Plan Policy 2-4.3). They also promote a mix of uses which encourage the development of new housing within walking distance of neighborhood-serving commercial uses, potentially contributing to a reduction in vehicle trips and pollution which could be caused by these trips (GPF Objective 3.2). Additionally, project-specific mitigation would continue to be achieved for projects requiring discretionary actions by Area and City Planning Commissions and Zoning Administrators. Future air emission levels are expected to be lower than

1990 air emissions.

V CULTURAL RESOURCES: would the project:

a. *Cause a substantial adverse change in significance of a historical resource as defined in state CEQA Section 15064.5 (Less than Significant Impact)*

The proposed Plan may potentially have impacts on historic resources in certain commercial areas where a proposed mixed use floor area bonus applies. In this Plan area, most designated Historic-Cultural Monuments are located in residential areas and would not be affected by the proposed mixed use floor area bonus recommended exclusively on specific commercial corridors. Policies and programs which promote more intensive uses in specified commercial areas and corridors (Community Centers and Mixed Use Boulevards) could result in the alteration or demolition of existing structures if developers choose to take advantage of a proposed mixed use floor area bonus. The areas affected by the recommended mixed use floor area bonus are generally limited to auto-oriented commercial corridors where virtually no designated monuments are located and significant architecture is minimal. Community Plan policies furthermore advocate and promote preservation of valuable historic, cultural and architectural context and resources of the Community Plan Area. Community Plan Policies 2-3.1, 2-3.3, 2-4.1, 2-4.2 and 2-4.3 require new commercial and mixed-use development to be compatible with adjacent uses, character and scale and outline the criteria under which more intense mixed-use projects are supported by the Plan. Individual developments seeking to take advantage of recommended mixed use floor area bonuses will be required to complete an environmental assessment in which the projects' individual and cumulative environmental impacts will have to be identified and mitigated, including impacts on historic resources (Community Plan Policy 2-4.3).

Outside of affected commercial corridors, the Plan supports preservation, recommending, among other preservation measures, a study area in Echo Park (Community Plan Policy 16-1.1) to explore the need for future historic preservation overlay zones or other tools and measures to preserve architectural resources and conserve unique neighborhood characteristics and features. The Plan moreover includes exhibits listing the location of designated Historic-Cultural Monuments (Appendix A) and significant Modern-era structures in the Plan area (Appendix B) and encourages that independent historic status be sought for these structures. The Plan identifies and inventories the Plan area's public staircases (Exhibit I), proposes the designation of staircases as a public facilities zone and recommends the preparation of a "streetscape" plan where goals, policies and programs can be established to ensure the preservation of the public staircases that contribute to the unique character and history of the Plan Area.

VI GEOLOGY AND SOILS

a. i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology special Publication 42. (Less Than Significant Impact)*

As is common in the Southern California region, there will be continued risks of human injury and property damage because of potential regional earthquakes. No Alquist-Priolo Special Study Zone Areas, designated by the State of California Division of Mines and Geology, are located within the Plan area. However, the Santa Monica Fault, a potentially active fault, is thought to run more-or less parallel to and south of Los Feliz Boulevard from the vicinity of La Brea/Fountain Avenues to the vicinity of Hyperion Avenue/Riverside Drive. Another potentially active fault is thought to run through the northeast portion of Griffith Park.

ii *Strong seismic ground shaking? (Less Than Significant Impact)*

Structures built in the Plan area would continue to be subject to City Department of Building and Safety standards and regulations, which pertain to the structural integrity of buildings. While some potential exists for geologic hazards due to geologic and seismic conditions in the Plan area, the Plan proposes no changes that would significantly alter these conditions. The Plan implementation would not be anticipated to result in the exposure of people or property to significantly increased geologic hazards.

iii *Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)*

Certain portions of the Plan area—Elysian Valley, between the Golden State Freeway and the Los Angeles River, the area of the Silver Lake Reservoir and neighborhoods surrounding the reservoir on the east and land along Silver Lake Boulevard going south and west from the Reservoir to Temple St.—are in state-identified liquefaction areas. Structures built in liquefaction or exposed erosive soil areas would continue to be required by the City Department of Building and Safety to be engineered to resist liquefaction damage, include erosion control measures and be subject to individual soil stability studies prior to the approval of individual project development plans.

iv *Landslides (Less Than Significant Impact)*

Most of the Plan area with the exception of Elysian Valley is located in a designated hillside area. There is a landslide threat in a localized site in Elysian Park (5 -100 acre bedrock landslide site) in the southeast corner of the Plan area. The Plan area is an urbanized area and the majority of the land is developed; land use policies in this proposed update would provide the potential to intensify development conservatively, encouraging more efficient use of land through mixed-use development and the infill and reuse of vacant or underused land near the urban core and taking advantage of existing infrastructure, services and transit opportunities, predominantly in the flatter commercial corridors. The Plan proposes no significant land use changes in hillside areas that would result in changes in topography or surface relief features beyond what would occur under the existing plan. Infill development of the relatively few vacant hillside lots will have to comply with Department of Building and Safety building and grading requirements. Further, more effective seismic building standards help alleviate any potential upset as new growth occurs.

XII POPULATION AND HOUSING

a. *Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? (Potentially Significant Unless Mitigation Incorporated).*

The proposed Plan increases the potential intensity of development and potentially increases the capacity of housing along designated Mixed Use Boulevards and in designated Neighborhood Districts and Community Centers through incentives such as the mixed use floor area ratio bonus (Community Plan Policy 2-4.3 and Plan Map footnotes). These Community Plan objectives are consistent with the General Plan Framework Element, which offers as mitigations for population growth, the following policies:

- Policy 3.3.1 expresses City policy to accommodate projected population and employment growth and to ensure that it is evenly distributed throughout the City;
- Policy 3.4.1 encourages conservation of existing stable residential neighborhoods by directing new development in centers (Neighborhood Districts, Community Centers and Regional Centers) and along major boulevards served by transit.
- Policy 3.13.1 encourages mixed-use along identified Mixed Use Boulevards to add housing capacity and intensify development along major corridors;
- Policy 4.1.2 encourages location of affordable housing Citywide to avoid overconcentration in certain areas;
- Policy 4.1.5 requires monitoring of housing development to ensure distribution Citywide and the generation of unit type and cost that is accessible to all income levels;
- The Framework also expresses intent to offer incentives for affordable housing in mixed-use developments (Policy 4.1.2) and to develop family-sized units to reduce overcrowding (Policy 4.1.4), to offer priorities in permit processing for low and very-low income housing developments (4.1.6), to promote adaptive reuse of structures for housing by reducing regulatory barriers and creating incentives (4.1.8), and generally to locate new multiple family near transit or in transit corridors (obj. 4.2)

In conformance with the above policies found in the General Plan Framework Element, the proposed project aims to concentrate development in those areas that have the infrastructure to support growth and that have access to

mass transit.

This policy to concentrate development at such locations, especially underutilized commercial corridors, will implement several Citywide goals, including to preserve the character and identity of stable single and multiple family neighborhoods and reduce vehicle trips. The Plan encourages infill and more efficient use of either vacant or underused commercial land to absorb growth. Doing so reduces the likelihood that single family neighborhoods will have to be upzoned in the future to accommodate projected population growth. Creating functional mixed-use neighborhoods will not only help reduce the number of vehicle trips residents will make by providing day-to-day neighborhood retail and services within walking distances but will also create population centers that make mass transit more feasible and economical. Fewer vehicle trips will alleviate traffic congestion, improve air quality (permitting the City to comply with state and federal air quality legislation and standards), improve quality of life and promote sustainability. The potential increase in dwelling units resulting from proposed land use policies may additionally increase housing supply and consequently help contain housing costs and the displacement of low-income residents. (The Housing element cites many studies and data that document the unavailability of low-income units in the City, attributable, in part to the reduced level of building activity over a number of years, that has not allowed housing supply to keep up with demand.) Furthermore each individual development proposal, particularly where recommended mixed use floor area bonuses are sought, will be required to complete an environmental assessment in which the projects' individual and cumulative environmental impacts will have to be identified and mitigated (Community Plan Policy 2-4.3). The Plan recommends that Temple St. from Benton Way to Robinson St. be re-zoned to the RAS 3 zone to allow by-right mixed use projects in locations identified as particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, their impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the GPF Environmental Impact Report. It is thus anticipated that potential adverse impacts of any resulting intensification of development are mitigated by the implementation of the General Plan Framework (GPF) land use policies, the Housing Element and transportation mitigations recommended in the Silver Lake-Echo Park Community Plan Update Transportation Improvement Mitigation Program (TIMP), included as mitigations in the Community Plan (Goals 10-14) and in Section XV of this document.

XIII Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

a. ***Fire protection? (Potentially Significant Unless Mitigations Incorporated).***

Fire protection **may** potentially be impacted if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update (Community Plan Policy 2-4.3) or implemented by future Supplemental Use District overlay zones.

Mandatory environmental review of individual proposed projects will assess individual and cumulative impacts and impose mitigations. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

Community Plan Objective 9-1 and Policy 9-1.1 ensure that fire facilities and protective services are sufficient for existing and future population and land uses and require review of and coordination with the Fire Department for significant developments and General Plan Amendments to assess and plan for impacts on service demands. Additionally, the General Plan Framework Environmental Impact Report (EIR) finds that land use patterns consistent with GPF are in themselves mitigations by virtue of their promotion of the efficient use of land and

public resources. Consequently development consistent with its land use policies such as those found in the Community Plan lessen impact on public services (such as fire protection, police protection and schools). Another mitigation requires monitoring of infrastructure and public service capacities. Policy 3.3.2 of the General Plan Framework directs monitoring of infrastructure and public service capacities to determine the need and to establish programs for infrastructure and public service investments to accommodate development in growth areas. The Framework EIR additionally (also Policy 3.3.2) conditions new development on the ability to provide services and infrastructure and directs the establishment of programs for infrastructure and public service improvements to accommodate additional development by type, amount and location. GPF Policy 7.10.1, also encourages focusing available implementation resources for public services and infrastructure on areas targeted for growth, as recommended by the Community Plan policies which encourage mixed use in centers and along designated boulevards, to ensure that infrastructure and services keep pace with growth. And finally GPF Policies 9.17.4 and 9.18.1 require that discretionary actions take into consideration Fire Department concerns about the provision of fire and emergency services.

b. Police Protection? (Potentially Significant Unless Mitigations Incorporated)

Police protection *may* potentially need to be upgraded if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update or implemented by future Supplemental Use District overlays zones.

Mandatory environmental review of individual proposed projects will assess individual and cumulative impacts and impose mitigations. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

Community Plan Objective 8-1 and Policy 8-1.1 ensures that protective services are sufficient for existing and future population and land uses and require review of and coordination with the Police Department for significant developments and General Plan Amendments to assess and plan for impacts on service demands. Additionally, the General Plan Framework Environmental Impact Report (EIR) finds that land use patterns consistent with GPF are in themselves mitigations by virtue of their promotion of the efficient use of land and public resources. Consequently development consistent with its land use policies such as those found in the Community Plan lessen impact on public services (such as fire protection, police protection and schools). Another mitigation requires monitoring of infrastructure and public service capacities. Policy 3.3.2 of the General Plan Framework directs monitoring of infrastructure and public service capacities to determine the need and to establish programs for infrastructure and public service investments to accommodate development in growth areas. The Framework EIR additionally (also Policy 3.3.2) conditions new development on the ability to provide services and infrastructure and directs the establishment of programs for infrastructure and public service improvements to accommodate additional development by type, amount and location. Policy 7.10.1, also encourages focusing available implementation resources for public services and infrastructure on areas targeted for growth, as recommended by the Community Plan policies which encourage mixed use in centers and along designated boulevards, to ensure that infrastructure and services keep pace with growth. Policy 9.14.1 through 9.15.7 address the need to identify and monitor conditions that would require additional police services and facilities.

c. Schools? (Potentially Significant Unless Mitigations Incorporated)

Community Plan Policies 6-1.1 and 6-1.2 and the General Plan Framework both encourage a monitoring program to assess the impact of land use on public services, including schools, through policies guiding site selection and streamlining of the development process. The Community Plan also encourages the location of schools in community centers and as a part of joint-use, mixed-use developments in areas served by transit. Community Plan policies that create land use patterns that support more functional community centers and mixed use boulevards help support these broader Citywide General Plan objectives.

All new residential and commercial projects are required to pay school fees which are assessed at the time that a building permit is issued. Combined with current bond funding programs of the Los Angeles Unified School

District (LAUSD) (already financing a large-scale, District-wide new construction program), funds will be available to develop new or expand existing schools to keep pace with any population expansion resulting from the Plan update.

d. *Other governmental services (including roads)? (Potentially Significant Unless Mitigations Incorporated)*

Fire protection, police protection, schools, parks and other public services *may* potentially need to be upgraded if market demand and economic viability result in the type of mixed-use development proposed in the Plan and encouraged through various incentives provided by the proposed Community Plan Update or implemented by future Supplemental Use District overlays zones.

Discretionary review and mandatory environmental clearance of individual proposed projects seeking a mixed use floor area bonus will ensure that individual and cumulative impacts are assessed and appropriate mitigations imposed (Community Plan Policy 2-4.3). The Plan recommends that Temple St. from Benton Way to Robinson St. be re-zoned to the RAS 3 zone to allow by-right mixed use projects in locations identified as particularly suited to this type of development, for purposes of encouraging demonstration projects and assessing the benefits of mixed-use development in the urban core. The change would affect an area, totaling 268,678 square feet or just over 6 acres. Given the modest size and the location (on transit-served corridors) of the areas, their impact is expected to be minimal, particularly as this land use is consistent with the General Plan and in and of itself deemed a mitigation for population growth per the GPF Environmental Impact Report. Furthermore the cost of upgrading services in already-developed areas is typically more economical than in undeveloped areas where little or no infrastructure and services exist. Encouraging infill rather than consumption and development of undeveloped outlying areas will ultimately improve quality of life and sustainability (as discussed in Section 8 Population).

In many cases existing regulations and fees including special assessment districts, Quimby fees and school fees, already require new development to pay for its share of impact on public services, which may, effectively allow new development to finance improvements to services and infrastructure that might not otherwise occur in the urban core.

Community Plan Goals 10-14 incorporate mitigations measures for impacts on City streets and transportation facilities, through transportation improvements identified in the Transportation Impact Mitigation Program completed for the Community Plan Area (Final TIMP dated June 2003), which also aims to enhance circulation within the Community Plan area through a combination of street and freeway improvements and mass transit and non-motorized transit enhancement and options as well as land use patterns that reduce single occupant vehicle trips and make public investments in transit systems cost effective.

d. *Parks? (Potentially Significant Unless Mitigations Incorporated)*

The proposed Plan mitigates potential impacts on parks, open space and recreational facilities by encouraging the preservation and acquisition of parkland and strategies to develop greenways that link existing and future open spaces (Community Plan Goals 4 and 5). In an effort to restore the Los Angeles River (just outside of the boundaries of the Plan area) to a more natural state and to improve it as a recreational resource, parcels of land have been purchased by land trusts and other private nonprofit organizations and developed (or with future intent to develop) as open space and parks for public use. The proposed Plan recommends Plan Amendments and Zone Changes to designate and rezone these properties as open space to ensure their preservation for this use (Community Plan 5-1.2 and related programs). The Community Plan (Community Plan Policy 4-1.4 and Chapter 5 guidelines) redesignates streets to enable the future implementation of the Silver Lake Reservoir Master Plan (SLRMP) which expands its potential as a recreational resource in the community and also incorporates SLRMP gateway, streetscape, landscape etc. guidelines for enhancing the public realm. The Plan also incorporates policies to encourage the City to acquire land. The Plan also requires decision makers to condition approval of projects on providing public access and rights-of-way on properties that would complete greenways or link major parks and open space, particularly linkages between Elysian Park and Griffith Park, thus promoting Citywide policies. The Plan recognizes the existing public staircases as potentially integral links in greenways and pedestrian paths and as open space and recreational facilities. It additionally recommends that the staircases be designated public facility and that a "streetscape" plan be developed to integrate the staircases in the larger

recreational and open space network as a means of expanding the open space and recreational facilities in the Plan area's urban environment.

The GPF Policy 9.23.3 promotes joint-use agreements with the LAUSD to contribute to the availability of recreational facilities and the Framework EIR also includes as mitigation measures (many promoted the land use policies in the proposed Plan) the use of public school playgrounds as parks; to replace asphalt areas with turf play fields; to evaluate public school playground share-use potential for after-school hours, holidays, school breaks and summer recreation programs; to develop small urban parks and open spaces within mixed-use developments (GPF 3.13.6) and to acquire additional City and private properties for recreation uses. The Community Plan land use policies, such as those stated above (Community Plan Goals 4 and 5 and Policies 2-1.1 and 2-4.3), mitigate the potential impacts of proposed land use policies by implementing and supporting many of these Citywide objectives.

XV Transportation/Circulation

- a. *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections. (Potentially Significant Unless Mitigations Incorporated)*

The potential intensification of development along designated Mixed Use Boulevards and Community Centers may result in some increase in traffic. However, encouraging mixed-use development where neighborhood retail and services are located within walking distance of new and existing residential development will reduce vehicle trips and mitigate traffic impacts, as will encouraging infill development along major bus routes in the urban core and proximate to employment centers such as Downtown Los Angeles and the Wilshire Corridor (Community Plan Policy 2-4.3) and preserving and enhancing the pedestrian environment (Community Plan Goal 2, particularly Policies 2-2.1 and 2-2.2). These Community Plan policies promote land use patterns supported by the Citywide General Plan Framework (Chapter 8, particularly Objectives 8.3 to support development in identified neighborhood districts, community centers and mixed use boulevards and 8.4 to maintain pedestrian-oriented environments). These policies are additionally consistent with the City's Land Use/Transportation Policy and Transportation Element, which in and of themselves mitigate the effects on transportation and circulation by encouraging a pattern of development that minimizes auto dependency.

A Transportation Improvement Mitigation Program (TIMP) has been completed which analyzes impacts of the proposed Plan on traffic and circulation based on 2010 population and employment forecasts. The TIMP makes recommendations for transportation, mass transit and nonmotorized transportation programs and improvements that will cumulatively maintain acceptable levels of service in street circulation and provide alternative transportation opportunities that will accommodate projected growth, mitigating potential adverse impacts on transportation and circulation. Implementation of TIMP recommendations will mitigate traffic impacts resulting from land use patterns proposed in the Plan.

The following mitigations, among others, are incorporated in the Community Plan under Goals 10-14. The streets that are either being designated as Mixed Use Boulevards or which are main thoroughfares in designated Community Centers have been identified in part because they have appropriate levels of transit service and can accommodate growth. Sunset Boulevard, designated in the Transportation Element as a Transit Priority Street is slated to receive RAPID Bus Service in the next phase of implementation, which will mitigate potential impact on the street system created by new development. Alvarado Street also meets the criteria for a Transit Priority Street Segment which entitles it to funding for various transit-related improvements. Two transportation projects, The Glendale Boulevard Corridor Improvement Project and Glendale Freeway Terminus project are intended to alleviate long-standing traffic problems, also mitigating potential impacts of future development. Furthermore development along the proposed Sunset Boulevard Mixed Use Boulevard will provide a mix of uses within walking distance of residential and commercial development on Sunset Blvd., surrounding residential neighborhoods and potentially concentrate new residential development in close proximity to major employment centers and access to transit. In addition the land use patterns promoted by the Community Plan and the transportation improvements described above, a variety of regional freeway improvements and enhanced bikeway facilities, particularly along the Los Angeles River, collectively have been found to mitigate the impacts of infill development that might result

from Community Plan land use policies. Following is a list of transportation mitigations recommended in the TIMP:

1. Provide Metro Rapid Bus service on the Santa Monica-Sunset Boulevard corridor from Union Station to Downtown Santa Monica as part of the planned Phase II implementation of Metro Rapid Bus service expected by 2010.
 2. Establish "DASH" shuttles to transport residents from hillside neighborhoods to centers and nearby rail stations, especially from a) the residential areas to Chinatown with access to the Gold Line to Pasadena, the City's transit hub, Union Station, and beyond to Downtown and b) to link residential areas with Community Centers and nearby Red Line stations.
 3. Require Transportation Demand Management (transit use, modified work schedule, van/car pools, telecommuting, etc.) programs as a condition of approval of larger developments.
 4. Implement the second phase of signalization improvements called Adaptive Traffic Control System which is expected to add a 3% increase in roadway capacity in the Plan area.
 5. Make physical and operational improvements to several intersections, including: Glendale Blvd./Alavardo St. (part of the Glendale Boulevard Improvement Corridor Project), Sunset Blvd./Hollywood Blvd./Hillhurst Ave. and Silver Lake Blvd./Temple St./Beverly Blvd./Virgil Avenue, two of which (the later two) lie just outside the area and contribute to traffic congestion and delays.
 6. Implement recommended street redesignations (see Plan text).
 7. Implement a variety of regional capital improvements that would alleviate the impact of commuter traffic on and improve internal circulation in the Plan area as follows:
 - a. Glendale Freeway Terminus improvements
 - b. Improvements to the I-5/Glendale Freeway interchange (a "priority freeway improvement project" earmarked to be funded by 2010)
 - c. Construction of the Alameda Street By-Pass, also a high priority project
 - d. Improvement to the Route 110/I-5 connection between the two freeways
 - e. Addition of auxiliary/merge lane between I-110 and Glendale Blvd. to facilitate traffic connecting from the I-110 to the I-101
 - f. Potentially signalize the intersection with Riverside Dr. of the southbound I-5 off-ramp at Glendale Blvd.
 8. Develop and implement Neighborhood Protection Plans for areas that are or will be impacted by changes, namely, Solano Canyon and Echo Park, east and west of Glendale Blvd. from Scott Ave. to Berkeley Ave and west to Benton Way.
 9. Implement and develop nonmotorized transportation facilities including pedestrian friendly streets, particularly in centers and on designated Mixed Use Boulevards, sidewalks in pedestrian-oriented areas and planned bicycle facilities, including closure of identified gaps in the planned bikeway network, namely, Silver Lake Blvd. south of Sunset Blvd. to make a connection with bicycle facilities on First Street.
- f. ***Would the project result in inadequate parking capacity? (Potentially Significant Unless Mitigations Incorporated)***

Potential infill development along designated Mixed Use Boulevards and in Community Centers may impact demand for parking. Mixed-use projects will have to meet parking standards for their residential use and appropriate parking ratios for the commercial uses in the commercial component. While shared-use and mixed-use parking reductions are encouraged, the proposed mixed use policies and Mixed Use Boulevard designation for Sunset Boulevard encourages the construction and recommends a possible funding mechanism for centralized parking facilities that would mitigate any parking reductions that individual projects would obtain as a result of

their proximity to transit stations, major bus routes, centralized parking facilities and other shared parking arrangements or development incentives permitting parking reductions (Community Plan Goal 15). Furthermore many of the policies promoting mixed use and more efficient use of existing transit-served commercial corridors and centers promote many of the GPF goals and policies that encourage pedestrian-oriented, mixed-use development that reduces auto dependency and enables residents to live within walking distance of basic goods and services, and are consistent with the City's Land Use/Transportation Policy, which are intended mitigations to impact on parking availability.

The TIMP includes mitigation measures that involve increased transit service. The above mitigations, combined with recommended transit improvements and an enhanced pedestrian environment, foster conditions that will reduce vehicle trips and alleviate potential parking problems. In addition parking impacts for residential and mixed-use projects entitled through required discretionary approvals for future mixed use projects will be required to mitigate individual projects impacts; for example, guest parking at a ratio of 1/4 to 1/2 space per dwelling unit is imposed on projects in designated parking congestion areas.

XVII Mandatory Findings of Significance

b. *Does the project have impacts which are individually limited, but cumulatively considerable? (Potentially Significant Unless Mitigations Incorporated)*

Development as envisioned through policy language, zone changes and development incentives could result in more intense development of designated Mixed Use Boulevards and designated Neighborhood Districts and Community Centers which may have a cumulative impact. However, the mitigations noted in this document, especially in the Community Plan's TIMP, will ensure that impacts will be mitigated to the point of insignificance. Generally the proposed Plan conforms to Citywide policy and is consistent with and implements the Citywide General Plan Framework, the Housing Element, Transportation Element and Land Use/Transportation policy. Designated Mixed Use Boulevards and Neighborhood Districts and Community Centers have been identified in the Framework as appropriate areas where growth should be concentrated and where existing services and infrastructure could support such growth in a way that exhibits sound planning, houses projected population growth and allows an adequate distribution of land for the various uses required by the community.

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

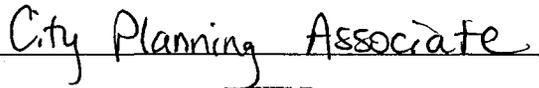
I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



SIGNATURE



TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of

and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Population/Housing | |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPOSER NAME City of Los Angeles/Department of City Planning	PHONE NUMBER 213/978-1478
PROPOSER ADDRESS 200 North Spring St., Rm. 667, Los Angeles, 90012	DATE SUBMITTED 04/14/03
AGENCY REQUIRING CHECKLIST Department of City Planning	
PROPOSAL NAME (If Applicable) Silver Lake-Echo Park Community Plan Update	

ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY. Would the proposal result in:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. NOISE. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES. Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

This environmental impact assessment utilized official City of Los Angeles and other official government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, were used to identify potential future significant seismic events; including probable magnitudes, liquefaction and landslide hazards. Both the Initial Study Checklist and companion Worksheet, in conjunction with the City of Los Angeles's Adopted Thresholds Guide, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act.

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2003-7281-MND and the associated City Plan Case No. 1995-0357-CPU. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, Section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number or restrict range of a rare, threatened, or endangered species
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

This document was prepared in compliance with Public Resources Code section 21082.2 and CEQA Guidelines sections 15063, 15064, 15065, 15070, and 15071.

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Community Planning Bureau, Room 667, City Hall.

For City information, addresses and phone numbers: visit the City website at www.lacity.org; City Planning - and Zoning Information Mapping Automated System (ZIMAS) www.lacity.org/pln or the Community Planning Bureau, City Hall, 2000 N. Spring St., Room 667.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY	TITLE	TELEPHONE #	DATE
Patricia Diefenderfer	City Planning Associate	213/978-1478	10/10/03

FISH AND GAME FEE (AB 3158)

Based on the Initial Study prepared by the Environmental Staff, it is recommended that the project be:

Exempt from the Fish and Game Fee*

Not Exempt from the Fish and Game Fee

Items checked on the Initial Study Checklist (circle when appropriate):

AIR QUALITY: III a III b III c III d

BIOLOGICAL RESOURCES: IV a IV b IV c IV d IV e IV f

GEOLOGY AND SOILS: VI ai-aiv VI b VI c IV d VI e

HAZARDS & HAZARDOUS MATERIALS: VII a VII b VII c VII d VII e VII f VII g VII h

HYDROLOGY & WATER QUALITY: VIII a VIII b VIII c VIII d VIII e VIII f VIII g VIII h VIII i

VIII j

MANDATORY FINDINGS: XVII a XVII b XVII c

* A Certificate of Fee Exemption will be prepared by the environmental staff

CALIFORNIA DEPARTMENT OF FISH AND GAME
CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE SILVER LAKE-ECHO PARK COMMUNITY PLAN UPDATE CPC NO. 1995-0357-CPU	MND NO. ENV-2003-7281-MND
--	----------------------------------

PROJECT DESCRIPTION
 See Page 2 of MND

PROJECT ADDRESS
 The Silver Lake-Echo Park Community Plan Area which is generally bounded by Temple St. on the south, Hoover Street and Hyperion Avenue on the west, the Los Angeles River on the north and northeast and North Broadway, Lilac Terrace and Marview Avenue on the east.
 COUNTY OF LOS ANGELES

APPLICANT NAME AND ADDRESS
 Department of City Planning
 City of Los Angeles
 200 N. Spring St., Room 667
 Los Angeles, CA 90012

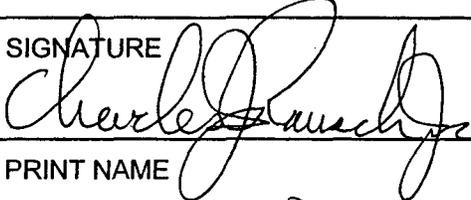
FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on ___ it is determined that the subject project, which is located in Los Angeles County, WILL NOT have an adverse impact in wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because:

- The Initial Study prepared for the project identifies no, potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.
- Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance.
- The project site, as well as the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

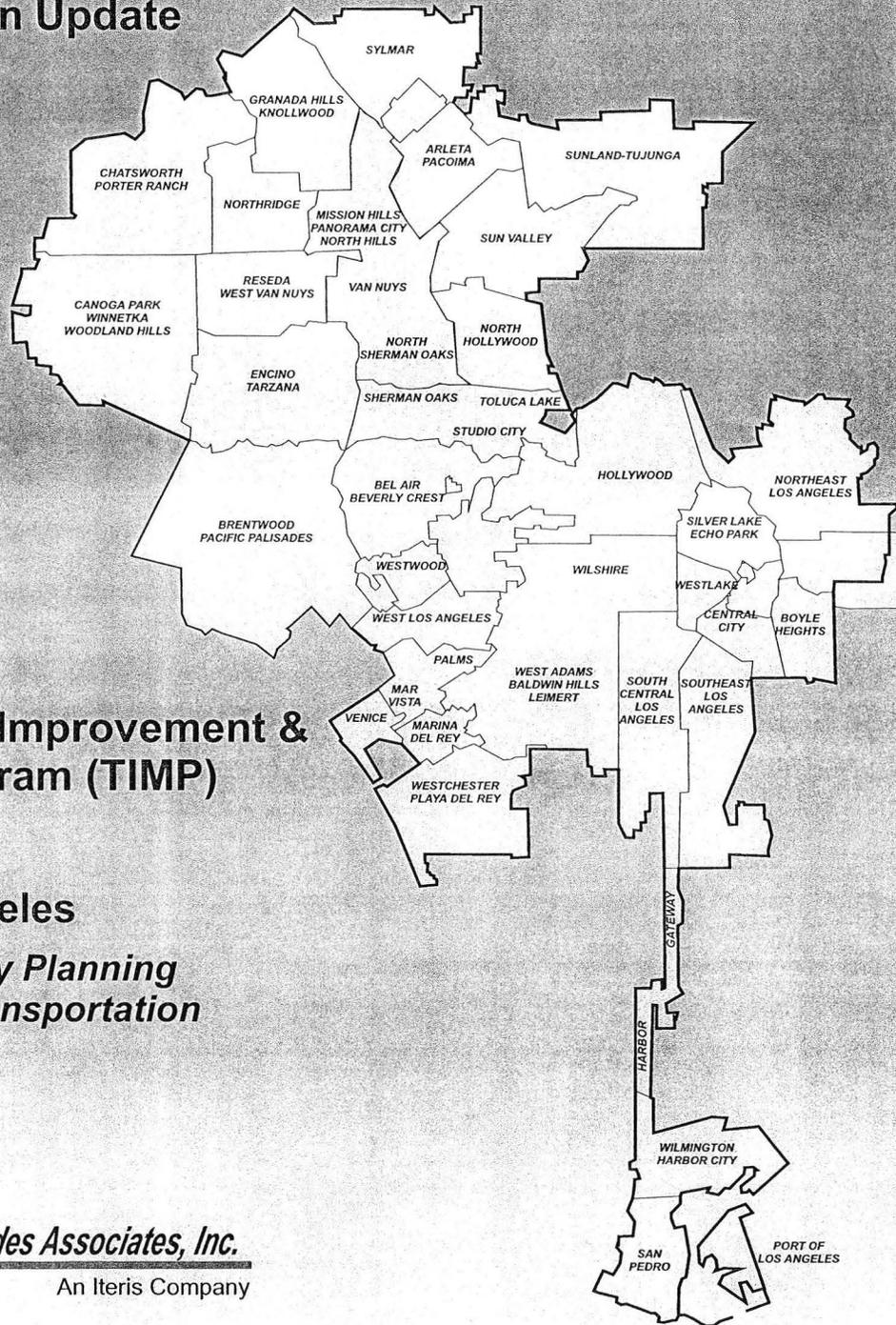
I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL	SIGNATURE 
DATE OF PREPARATION 10/10/03	PRINT NAME Charles J. Rausch, Jr

LEAD CITY AGENCY
 LOS ANGELES CITY PLANNING DEPARTMENT, 200 N. SPRING STREET, ROOM 763, LOS ANGELES, CA 90012
 COUNTY OF LOS ANGELES (FORM 4/92)

Silver Lake - Echo Park

Community Plan Update



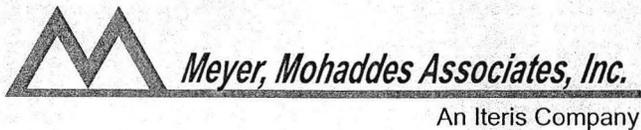
Transportation Improvement & Mitigation Program (TIMP)

Submitted to:

City of Los Angeles

**Department of City Planning
Department of Transportation**

Submitted by:



July 2003

DRAFT

Table of Contents

1.0	INTRODUCTION	1
1.1	Study Scope	1
1.2	Capacity and Level of Service Analysis Methodology	2
1.3	Effectiveness of CPU TIMP Measures	2
1.4	Cumulative and Project-Related Impacts	2
1.5	Applicable Adopted Regional and Subregional Plans	3
1.6	Coordination with Other On-going Studies	4
1.7	Organization of this Report	4
2.0	EXISTING CONDITIONS	5
2.1	Setting and Land Use	5
2.2	Demographics	5
2.3	Commute Characteristics	9
2.4	Highway System Characteristics	10
2.5	Existing Operating Conditions - Methodology	26
2.6	Transit Services	33
2.7	Transportation Demand Management	37
3.0	2010 NO GROWTH CONDITIONS	41
3.1	2010 No Growth Land Use Assumptions	41
3.2	2010 No Growth Highway Network Assumptions	41
3.3	2010 No Growth Mode Split/Auto Occupancy Assumptions	41
3.4	2010 No Growth Trip End Information	43
3.5	2010 No Growth Operating Conditions	43
4.0	2010 MARKET WITHOUT TIMP CONDITIONS	45
4.1	2010 Market Land Use Assumptions	45
4.2	2010 Market Highway Network Assumptions	45
4.3	2010 Market without TIMP Mode Split/Auto Occupancy Assumptions	45
4.4	2010 Market without TIMP Trip End Information	47
4.5	2010 Market Without TIMP Operating Conditions	47
5.0	PROPOSED TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM - SILVER LAKE COMMUNITY	49
5.1	Regional Improvement Plans	49
5.2	Proposed Transportation Improvement and Mitigation Program (TIMP)	50
6.0	YEAR 2010 TRAFFIC CONDITIONS WITH TIMP	69
6.1	2010 Market Model Application	69
6.2	2010 Market Land Use Assumptions	69
6.3	2010 Market Highway Network Assumptions	69
6.4	2010 Market with TIMP Mode Splits/Auto Occupancy Assumptions	69
6.5	2010 Market with TIMP Operating Conditions	70

7.0	CONGESTION MANAGEMENT PROGRAM TRANSPORTATION IMPACT ANALYSIS	75
7.1	Background	75
7.2	How Model Used for Analysis	75
7.3	Scope of Analysis	75
7.4	CMP Impact Analysis	76

Appendix A. Level of Service Tables

Appendix B. Travel Demand Model

List of Figures

Figure 1. Location in City of Los Angeles.....	6
Figure 2. Silver Lake-Echo Park Study Area Transportation System.....	7
Figure 3. Silver Lake-Echo Park Generalized Land Use.....	8
Figure 4. Roadway Classifications in Silver Lake-Echo Park.....	15
Figure 5. Signalized Intersections in Silver Lake-Echo Park.....	27
Figure 6. Existing Conditions Peak Hour Volumes	28
Figure 7. Disaggregated Traffic Analysis Zones in Silver Lake-Echo Park	30
Figure 8. Existing Links Levels of Service	35
Figure 9. Bus Routes	36
Figure 10. Bicycle Facilities.....	38
Figure 11. 2010 No-Growths Roadway Segment Level of Service	44
Figure 12. 2010 market without TIMP roadway segment level of service	48
Figure 13. Candidate Neighborhood TMP Areas.....	66
Figure 14. 2010 Market with TIMP Levels of Service	72
Figure 15. 2010 Market with TIMP Levels of Service	74

List of Tables

Table 1. Level of Services Interpretation	3
Table 2. Socioeconomic Characteristics	9
Table 3. Means of Travel	10
Table 4. Roadway Characteristics	15
Table 5. Existing Links Levels of Service	Appendix A
Table 6. Existing Transit Service in the Silver Lake Plan Area	34
Table 7. Bicycle Facilities in the Silver Lake – Echo Park CPA.....	37
Table 8. No Growth Levels of Service	Appendix A
Table 9. 2010 Market Levels of Service	Appendix A
Table 10. 2010 Scenario Unsatisfactory LOS	68
Table 11. 2010 Market with TIMP Levels of Service	Appendix A
Table 12. 2010 Scenario Volume-Weighted V/C.....	70
Table 13. Proposed Changes in Street Classification.....	70
Table 14. Congestion Management Plan Segment LOS Analysis	74

DRAFT

1.0 INTRODUCTION

The Silver Lake-Echo Park Transportation Improvement and Mitigation Program (TIMP) identifies needed transportation programs and provides recommendations to guide future transportation-related decisions in the Community Plan Update (CPU) area. The goal of the TIMP is to identify transportation system deficiencies resulting from traffic generated from projected land use patterns, employment and population growth by the Year 2010, and to recommend mitigation programs to accommodate the forecast demands on the system. Transportation programs include plans and strategies for highway and street infrastructure capital improvements, public transit improvements, transportation demand management, transportation system management, and traffic control measures.

1.1 Study Scope

This Proposed TIMP has been developed through a systematic process that included the following steps:

- Development of a Focused Travel Demand Model for the CPU area;
- Analysis of Base Year 1995 Existing Conditions;
- Analysis of Future Year 2010 No Growth conditions;
- Year 2010 Market without TIMP Conditions;
- Identification of Significant Impacts
- Development of the TIMP
- Year 2010 Market with Proposed TIMP conditions;

The City of Los Angeles General Plan Framework (GPF) model was the starting point for development of the Silver Lake-Echo Park travel demand model. Zone refinements and significant network detailing were undertaken in the GPF model in order to more effectively model the Silver Lake-Echo Park Community Plan area. The development of the focused travel demand model for the Silver Lake-Echo Park CPU is discussed in Appendix B of this report. The goal of the model development was to model all streets down to the collector and significant local street level. Because of the limitations of the model, some discontinuous or dead-end roadways designated as collector streets could not be modeled. The model was calibrated to within 10 percent on a screenline basis. The result of the modeling effort is a refined travel demand forecast model for the Silver Lake-Echo Park area, sensitive enough to forecast future link-level conditions with a small degree of post-processing.

The projected horizon year for this study is 2010. The No Growth alternative shows the impact of the 2010 ambient traffic growth outside of the CPU area. Within the Silver Lake-Echo Park CPU area, existing (1995) land use levels and roadway systems are assumed. This alternative shows future transportation system deficiencies due to growth outside the Silver Lake-Echo Park area. The 2010 Market without TIMP shows the results of the 2010 market projections for land use with funded future roadway system in place. When compared with the No Growth alternative, the comparison isolates the transportation impacts of 2010 Market forecast growth in Silver Lake-Echo Park. The 2010 Market alternative is the base used to develop the proposed TIMP. Finally, the 2010 Market with proposed TIMP will show the improvements resulting from the recommended mitigation programs.

The following sections present a description of the methodology used to analyze traffic conditions and to determine significant impacts of project-generated traffic.

1.2 Capacity and Level of Service Analysis Methodology

Development proposals that involve large areas, not expected to be fully implemented until 2010 or beyond (such as community plan TIMPs), are not analyzed effectively by detailed *intersection* volume/capacity analyses. In cases such as these, *roadway segment* level of service analyses are sufficient as a means to determine service capacity and projected deficiencies of the roadway network in the community.

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in Table 1. LADOT has established LOS D as a minimum satisfactory level of service. As seen in Table #1, LOS is related to the ratio of traffic demand volume to capacity (V/C) for a street segment.

1.3 Effectiveness of CPU TIMP Measures

The City of Los Angeles Department of Transportation (LADOT) has established that the primary objective of the CPU TIMP is to mitigate impacts attributable to growth within the Silver Lake-Echo Park CPU area and not regional growth. Because of this fact, the current procedures of identifying and mitigating significantly impacted roadway segments (in accordance to LADOT's Significant Impact Criteria) to determine the effectiveness of a TIMP is not appropriate. Generally, those criteria are more useful in examining "project-specific" generated impacts and not "Market" forecasted impacts. The following is the criteria LADOT has developed to be used in all CPU projects to determine the effectiveness and adequacy of the proposed TIMP:

"The roadway system within the study CPA (Community Plan Area) is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average V/C ratio under the 2010 "Market with TIMP" conditions for all of the analyzed roadway segments must be below that of the 2010 "No Growth" conditions; and
- The number of segments projected to operate at unsatisfactory levels of service (LOS E and F) under the "Market with TIMP" conditions is below those of the "No Growth."

The volume weighted average V/C ratio is calculated by taking each link volume and multiplying it by its corresponding V/C ratio. This is then divided by the sum of the total volumes.

1.4 Cumulative and Project-Related Impacts

Cumulative impacts are attributable to cumulative traffic growth (including all regional traffic growth) in addition to project traffic that would occur from the Base Year (1995) to 2010. Specific project-related traffic impacts are impacts caused by traffic generated as a result of future developments in the study area and not by traffic generated by regional growth.

The purpose of the TIMP is to mitigate impacts related to community plan 2010 build-out growth.

**TABLE 1
LEVEL OF SERVICE INTERPRETATION**

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	.81-.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.01

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

1.5 Applicable Adopted Regional and Subregional Plans

Because of its critical downtown location, other regional plans have been evaluated in relationship to the Silver Lake-Echo Park TIMP. These plans include:

- SCAG's 2001 Regional Transportation Plan Update
- LACMTA's 2001 Long-Range Transportation Plan
- LACMTA Congestion Management Plan
- SCAQMD Air Quality Management Plan

1.6 Coordination with Other On-going Studies

The Silver Lake-Echo Park TIMP has been developed with the knowledge that several new or on-going transportation system improvement and subregional studies are currently in process and may have an impact on the recommendations presented in this TIMP. The studies that have been identified are the following:

- City of Los Angeles Proposed Bicycle Plan
- Los Angeles Department of Water and Power Silver Lake Reservoir Master Plan
- LACMTA/Caltrans State Route 2 Terminus Project
- City of Los Angeles Glendale Boulevard Corridor Improvement Project
- LACMTA/Caltrans Highway 101 Corridor Study
- LACMTA Neighborhood Initiative
- City of Los Angeles Transit Oriented Districts at Rail Stations

1.7 Organization of this Report

The following report summarizes the proposed TIMP developed for the Silver Lake-Echo Park Community Plan Update, and analyzes 1995 Base Year, 2010 No Growth and 2010 Market conditions. A list of proposed TIMP measures are presented at the end of this report. The goal is to evaluate the effects of the proposed TIMP on Year 2010 traffic conditions once the proposed TIMP measures are approved by the Department of Planning and LADOT.

This Chapter presents an introduction to the report and the proposed TIMP along with the level of service methodology and significance criteria to be applied toward the evaluation of traffic conditions. Chapter 2 presents a summary of the existing conditions. Chapter 3 presents the 2010 No Growth conditions. Chapter 4 presents the 2010 Market without TIMP conditions. Chapter 5 describes the various transportation improvements within the Regional Improvement Plans as well as those included in the proposed TIMP. These include proposed street reclassifications, infrastructure (capital) improvements, public transit improvements, transportation systems management (TSM) measures, transportation demand management (TDM) strategies, and neighborhood traffic management options. Chapter 6 discusses the results of the 2010 Market forecasts with the proposed TIMP. Finally, Chapter 7 presents the congestion management program transportation impact analysis.

2.0 EXISTING CONDITIONS

2.1 Setting and Land Use

The Silver Lake-Echo Park TIMP study area is located to the North-northwest of Downtown Los Angeles. The boundaries of the study area include Temple Street on the south, Hoover and Hyperion Avenues on the west, the Los Angeles River on the north and northeast, and North Broadway, Lilac Terrace and Marview Avenue on the east. Figure 1 shows the regional location of the Silver Lake-Echo Park TIMP district in context with the City of Los Angeles and the other Community Plan Areas (CPA) in the City. The CPA contains 4,578 acres, which is about 2 percent of the land in the City. The Silver Lake-Echo Park CPA is adjacent to the City of Glendale. Figure 2 displays the Silver Lake-Echo Park community plan area.

The Silver Lake-Echo Park community has close ties to a number of other communities including Hollywood, Westlake, and Northeast Los Angeles. It has a rich architectural history and maintains its own character has many unique features and attractions. These include the Silver Lake Reservoir, Echo Park Lake, Elysian Park and Dodger Stadium. It is a focal social, cultural and religious point for more than one ethnic community in Los Angeles. The area has unique topography with many hills and valleys and a street system that is not a typical grid pattern. It has several streets that are grade separated as the pass under Sunset Boulevard and residential areas with discontinuous streets, making it a somewhat confusing area to navigate for first-time visitors. The area is “surrounded” by freeways near three of its edges and is bisected by the never-completed Route 2 freeway that terminates on Glendale Boulevard in the middle of the CPA.

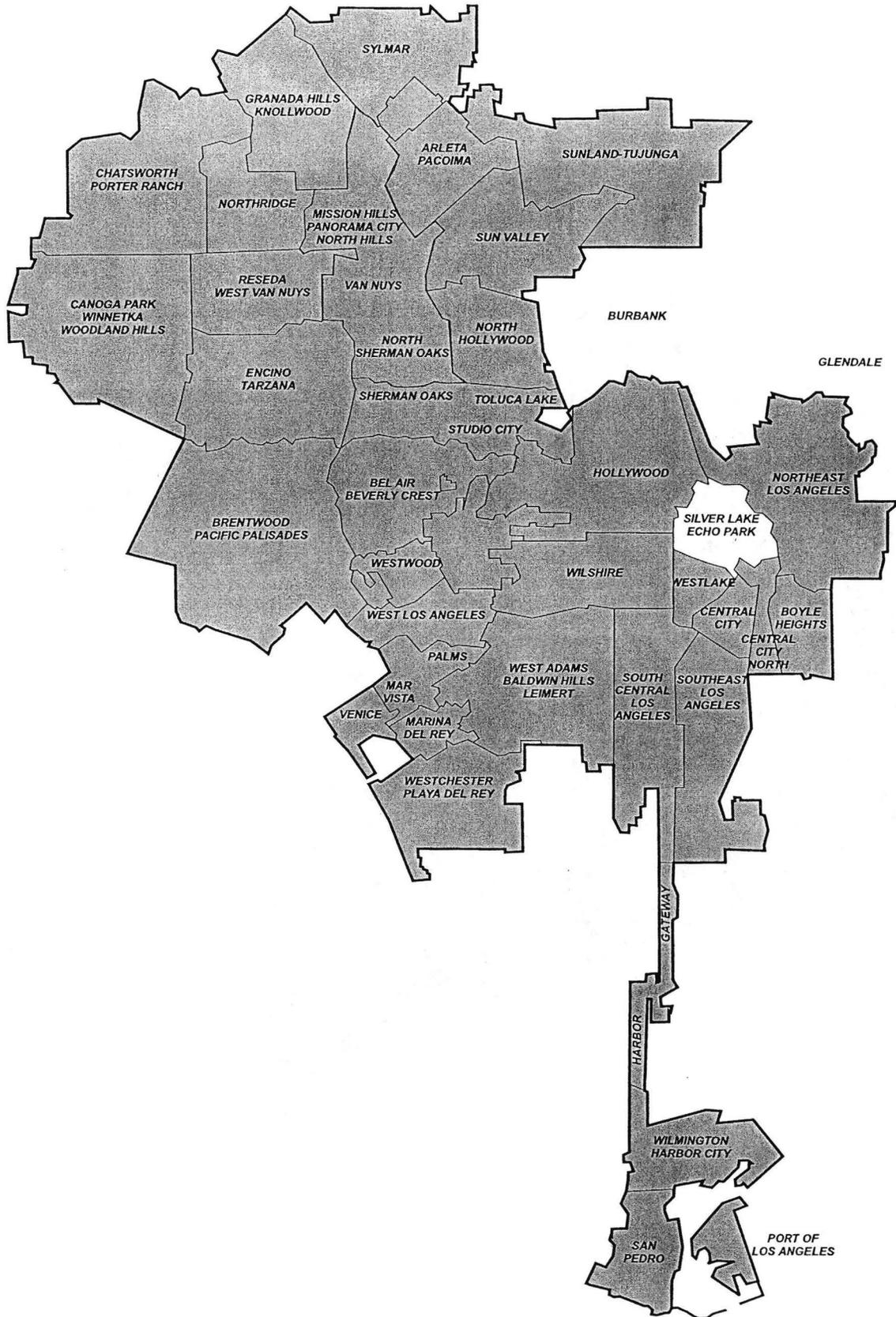
Figure 3 shows the land use designations as presented in the current Silver Lake-Echo Park Community Plan. It should be noted that the plan is not an official zone map and does not imply any right to a particular zone for any specific property. The plan shows land use designations that may or may not reflect existing uses in the area.

2.2 Demographics

There are 79,097 persons residing in the area representing a population density of 11,058 persons per square mile. This is 40 percent higher than the citywide average in Los Angeles of 7,895 persons per square mile. This is expected to grow by 22.7 percent by 2010 to a resident population of 97,048. This is slightly less than the citywide population increase of 23.6 percent. The Silver Lake-Echo Park CPA contains 2.27 percent of the population in the City and it will contain 2.25 percent in 2010, illustrating that population growth in the CPA will lag citywide growth rates slightly. The daytime population during regular work hours consists of 18,045 employees, of which 6,779 (about 38%) work in the industrial sector, 4,612 (about 26%) work in the office sector, and 4,387 (about 24%) work in the retail sector. This represents 0.9 percent of the jobs in the City of Los Angeles and a 0.63 jobs-to-housing ratio, significantly below the citywide average of 1.46 jobs per housing unit. This indicates that Silver Lake-Echo Park residents tend to have to commute to other areas of the City for employment. In 2010, the CPA will continue to contain 0.9 percent of the jobs in the City and will have a small reduction in jobs-to-housing ratio to 0.61. The increased jobs will be in the office and retail sectors, with no growth forecast for the industrial sector.



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Silver Lake-
Echo Park TIMP

FIGURE 1
Location in City of Los Angeles



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

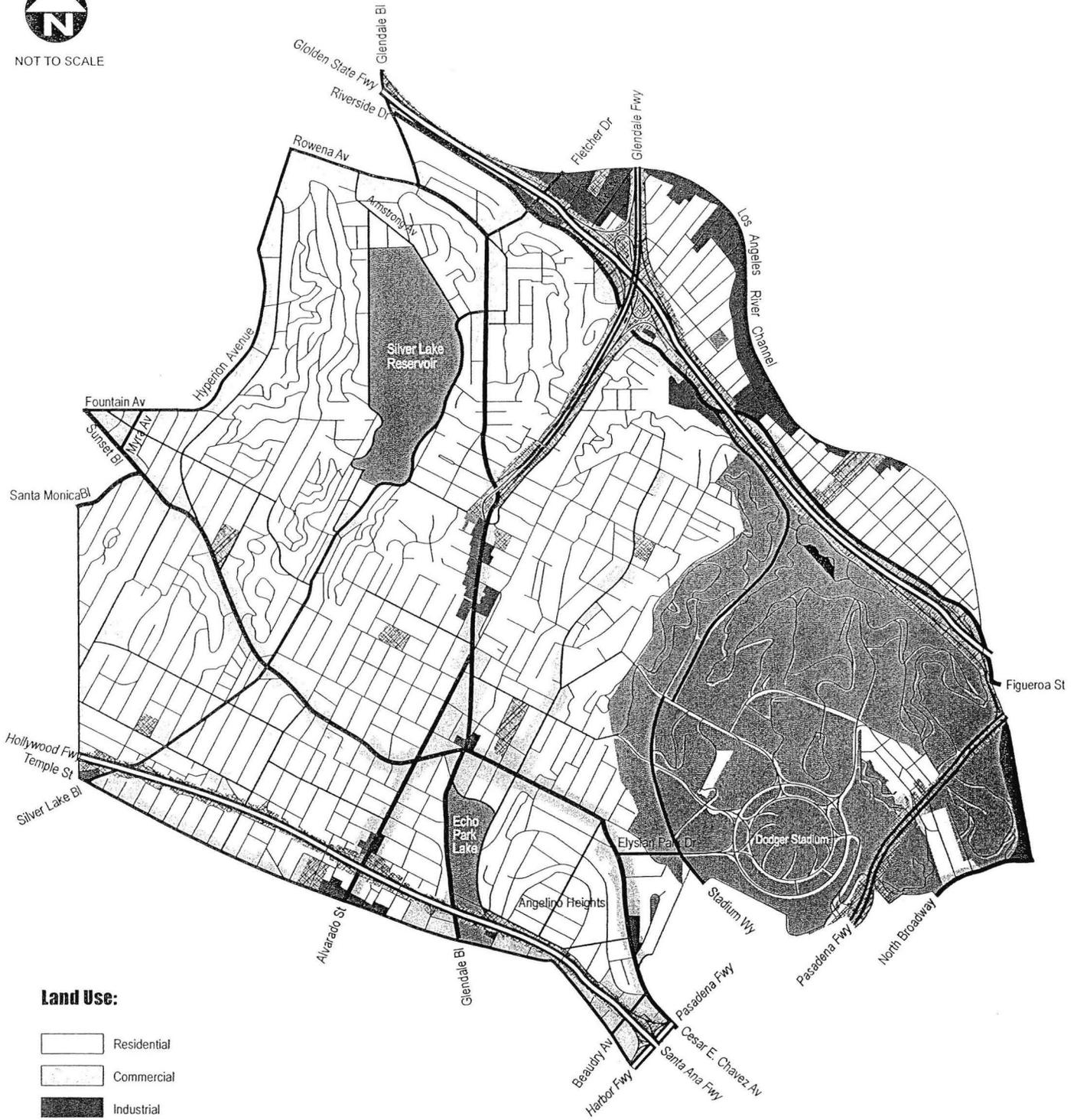
An Iteris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE 2
Study Area**



NOT TO SCALE



Land Use:

-  Residential
-  Commercial
-  Industrial
-  Open Space
-  Public Facility



Meyer, Mohaddes Associates, Inc.

An Iteris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE 3
Generalized Land Use Designation**

DRAFT

Gender, Occupation, and Income

Forty-nine percent of the residents are male. This characteristic indicates that many households are composed of individuals rather than families. Decisions regarding travel are most likely to be made by individuals, instead of multi-person households. Concerns for mobility of family members that often predispose a household toward ridesharing will be less of a factor in choosing how to travel.

Professional Specialty and Administrative support are the two top occupations of the people residing in the Silver Lake-Echo Park Community Planning Area. A majority of the people are blue-collar workers, about 73% as opposed to 38.5% for the entire City of Los Angeles.

The socioeconomic characteristics of the Silver Lake-Echo Park CPA are summarized in Table 2. The median household income varied widely between \$15,553 in Census Tract 2122 and \$97,485 in Tract 2110, whereas, in comparison, it was \$30,925 in Los Angeles and \$34,965 for all of Los Angeles County, in 1990. However, only two census tracts out of the 53 in the Silver Lake-Echo Park Plan Area had median household incomes greater than \$65,000. The poverty rate was 20% for the entire study area. The lower income level probably plays a very important part in commute behavior as travelers spend a larger portion of their incomes on transportation.

**TABLE 2
SOCIOECONOMIC CHARACTERISTICS**

Area	Population	Median Household Income
Census Tract # 2122	6,848	\$15,553
Census Tract # 2110	4,637	\$97,485
Los Angeles City	3,485,398	\$30,925
Los Angeles County	8,863,164	\$34,965
<i>Source: 1990 Census</i>		

2.3 Commute Characteristics

Means of Travel - Residents:

The means of travel, or mode split, for trips to work made by residents of the Silver Lake-Echo Park Community Plan Area is shown on Table 3. This data indicates a much higher degree of transit use as compared to the average in Los Angeles (i.e., 43% non-solo in the Silver Lake-Echo Park Area compared to 34% citywide). The low proportion of residents driving alone to work is probably due to the area's lower household income and the high level of transit service in the area. Mode split ratios used in the models to forecast trip making for the TIMP are consistent with the higher than average mode share figures found in the Census data. These characteristics suggest that it will be difficult to increase transit's share of trips for persons living in the Plan area much more as an overwhelming proportion already take transit.

Means of Travel - Employees:

DRAFT

The mode split for employees working in the Plan area is shown on Table 3. Looking at larger

employers *only*, the Average Vehicle Ridership (AVR) was 1.2 employees per vehicle in 1995 for those working at the one site studied.

**TABLE 3
MEANS OF TRAVEL**

Resident			Employee	
Mode	Silver Lake- Echo Park	Los Angeles	Mode	Percentage
Drive alone	56.7%	65.7%	Drive Alone	38.4%
Carpool	14.0%	15.4%	Carpool	7.4%
Vanpool	n/a	n/a	Vanpool	0.0%
Transit	20.5%	10.5%	Transit	3.2%
Bike	0.4%	0.6%	Bike	0.0%
Walk	3.9%	3.9%	Walk	1.3%
Work at Home	3.4%	3.1%	Telecommute	0.0%
Other	1.1%	0.8%		
<i>Source: Census Tract Data: 1990</i>			<i>Source: SCAQMD Employer Database: 1995</i>	

2.4 Highway System Characteristics

The highway system within the Silver Lake-Echo Park Community Planning Area (CPA) is almost the opposite of a grid system. There are several major streets which traverse the area at angles and have curvilinear alignments. The presence of the Hollywood Freeway (Route 101) on the south side of the CPA and the Golden State Freeway (I-5) on the north side restrict the number of through streets to a limited number. Similarly, Elysian Park, Dodger Stadium and the Pasadena Freeway on the east side of the CPA limited accessibility in that direction. The termination of one element of the regional freeway system, the Glendale Freeway (Route 2), in the center of the CPA has been a source of concern to the community for many years. Significant volumes of regional trips are made through the CPA to/from the Glendale Freeway. The proximity of downtown Los Angeles and the congested nature of the freeways around the Silver Lake-Echo Park area results in other streets within the CPA also being used by regional commute traffic.

Freeways

As mentioned above, four freeway systems provide regional access from the Silver Lake-Echo Park CPA to all other areas of the Southern California region. Due to their location near downtown Los Angeles, these freeways carry large volumes of traffic.

US 101 (Hollywood/Santa Ana Freeway) - runs predominantly northwest-southeast and is located at the southern edge of the study area. The Hollywood Freeway is the second oldest freeway in Southern

DRAFT

California. It has 4 mainline lanes in each direction with ramp access within the study area at/near Glendale Boulevard, Alvarado Street, Benton Way/Rampart Street, and Silver Lake Boulevard. Average daily traffic (ADT) on the 101 Freeway in the study area ranges from 273,000 at Glendale Boulevard to 251,000 at Silver Lake Boulevard. The Hollywood Freeway experiences congestion in both directions during peak hours and often on weekends.

I-5 (Golden State Freeway) - runs northwest-southeast and is located directly north of the study area. It has five mainline lanes in each direction with limited ramp access to the study area due to the location of the freeway-freeway interchanges with the Route 2 and 110 Freeways. Full or partial ramp access is provided at Glendale Boulevard, Fletcher Drive, Stadium Way and Riverside Drive. Average daily traffic (ADT) on I-5 ranges from 277,000 north of the 110 Freeway to 247,000 at Glendale Boulevard.

Route 2 (Glendale Freeway) – runs north-south in the center of the study area terminating on Glendale Boulevard. North of the I-5 Freeway it has four lanes in each direction, but it transitions to two lanes in each direction at its terminus. In the original State Highway Plan, it was intended to continue south to the 101 Freeway and then West along the Santa Monica Boulevard corridor to Beverly Hills. There are no plans to extend the freeway and the Route 2 Freeway has been studied in the past to determine how its impact on the Silver Lake-Echo Park Community could be reduced, with consideration given to terminating it at the I-5. There are currently no plans for changes to the existing freeway. It carries about 63,000 vehicles per day south of the Golden State Freeway. The Route 2 designation continues on Glendale Boulevard and Alvarado Street south to the 101 Freeway. These roadways are discussed below.

Route 110 (Pasadena Freeway) – The Pasadena Freeway, the oldest in Southern California, runs northeast-southwest along the eastern side of the study area. Originally called the Arroyo Seco Parkway, it passes through Elysian Park and adjacent to Dodger Stadium, providing direct access to the stadium and limited access to the Solano Canyon neighborhood. The southbound lanes of the freeway were recently widened to five lanes between the I-5 and the Hill Street off ramp, but the northbound lanes are constrained by a series of tunnels. It carries about 184,000 vehicles per day in the study area. The limited capacity of the connector ramps between the 110 Freeway and the I-5 Freeway causes congestion during peak periods and is one of the causes of regional through trips diverting through the Silver Lake-Echo Park Community via arterial roadways.

Surface Roadways

As noted earlier, the major roadways in the Silver Lake-Echo Park Community do not follow a grid pattern. Figure 4 displays the roadways and their classifications in the study area. Roadways are classified as Major Highways (typically 100-104 feet right of way and two to three lanes in each direction), Secondary Highways (typically 80-90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction). Table 4 lists major segments on all of the roadways included in the travel demand forecasting model, their classification, number of peak hour and off-peak travel lanes, nature of on-street parking and the posted speed limit in the study area. Unless specifically stated, the number of travel lanes during the peak and off-peak hours are the same. The following paragraphs discuss the significant and regional roadways in the Silver Lake-Echo Park Community.

Major Highways

Sunset Boulevard – is classified a Major Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street, with length of time restrictions in many blocks. The posted speed limit along Sunset Boulevard is 35 MPH. There are also grade separations on Sunset Boulevard at Glendale Boulevard and Silver Lake Boulevard, where it passes over these roadways.

Riverside Drive - is classified a Major Highway throughout the study area. It has two lanes in each direction with on-street parking on both sides of the street in most blocks. The posted speed limit along Sunset Boulevard is 30 MPH. Riverside Drive is also designated a Scenic Highway north of Stadium Way, as it provides the most direct connection between Elysian Park and Griffith Park.

Glendale Boulevard – is classified as a Major Highway throughout most of the study area, but it changes character north and south of the Glendale Freeway terminus. South of the freeway, it has three to four lanes in each direction, down to Alvarado Street. South of Alvarado, it narrows to two lanes in each direction into downtown Los Angeles. Parking is typically allowed in the southbound direction, with the exception of areas near Echo Park Lake where there are some blocks with AM peak period restrictions. In the northbound direction, there are more blocks with parking restrictions to gain a travel lane in the PM peak period. North of the Glendale Freeway, it is classified as a Major Highway to Rowena and a Secondary Highway north of there. It has two lanes in each direction and parking is generally allowed on both sides of the street. The posted speed limit is 35 MPH, south of Rowena and 30 MPH north of Rowena.

Alvarado Street – is classified as a Major Highway south of Glendale Boulevard. North of Glendale Boulevard, it is a local residential street. It has two lanes of traffic in each direction at all times, but during peak periods, a third travel lane in the peak direction is provided by prohibiting parking. In the AM peak period (7-9 AM) parking is prohibited on the west side to provide a third southbound lane and in the PM peak period (4-7 PM) parking is prohibited on the east side to provide a third northbound lane. The posted speed limit is 30 MPH.

Santa Monica Boulevard - is a Major Highway from its beginning at Sunset Boulevard to the west.

Elysian Park Avenue – is a Major Highway connecting Sunset Boulevard to Stadium Way. It has three lanes in each direction, but is operated with reversible lanes on days when there are events in Dodger Stadium, since it provides direct access to the stadium parking lots.

North Broadway – is classified a Major Highway in the study area.

Secondary Highways

Temple Street – is a Secondary Highway throughout the plan area. It has two lanes in each direction during peak hours. Northwest of Union Avenue, it also has two lanes plus parking in off-peak hours, but southeast of Union Avenue, it is only one lane each direction off peak. The second travel lane is

DRAFT

obtained by prohibiting parking on the south side of the street in the AM peak period and on the north side in the PM peak period. The posted speed limit is 35 MPH.

Stadium Way – is a Secondary Highway from Riverside Drive to Elysian Park Avenue. Beyond that point it becomes a Collector Street as it enters the Central City North Community Plan Area. The street is discontinuous at Academy Road, where drivers must use a short segment of Academy Road to connect between the two segments of Stadium Way. North of Academy Road, it has two to three lanes in each direction and it serves as a major access route between Dodger Stadium and the I-5 Freeway. Lanes are at times operated in a reverse flow manner with cones and traffic control officers to accommodate peak flows into and out of the Stadium. Between Academy Road and Elysian Park Avenue, there is one lane in each direction and parking on each side. The roadway is very wide for a two-lane street. South of Elysian Park Avenue, it has two lanes in each direction with no parking allowed.

Fountain Avenue/Hyperion Avenue – is a Secondary Highway in the Plan Area with two lanes in each direction.

Rowena Avenue – is a Secondary Highway

Silver Lake Boulevard – is a Secondary Highway throughout the study area. It has two lanes in each direction, south of Reservoir Street, and one lane in each direction from there north to its terminus at Glendale Boulevard. It was recently restriped to reduce the number of through lanes and add bicycle lanes in the Silver Lake commercial district. The boulevard is also designated a Scenic Highway adjacent to the reservoir, from Duane Street to Glendale Boulevard. The Silver Lake Reservoir Master Plan proposes narrowing the street cross section adjacent to the Lake to provide off-street walking and jogging paths.

Fletcher Drive – is a Secondary Highway in the study area and provides a connection under the Golden State Freeway and across the Los Angeles River to Atwater Village. It has two lanes in each direction.

Myra Avenue – is a short Secondary Highway which connects Fountain Avenue to Hoover Street. It has one lane in each direction. It was downgraded from Major Highway designation in the last community plan update.

Beaudry Avenue – is a Secondary Highway extending south from Sunset Boulevard into the Central City West area. It has two lanes in each direction.

Collector Streets

The collector streets in the Community Plan Area are intended to primarily collect traffic from the local residential streets and provide access to the highways described above. They are all one lane in each direction, with the exception of Scott Avenue, which has two lanes in each direction. The Collector Streets in the Silver Lake-Echo Park Community Plan Area are:

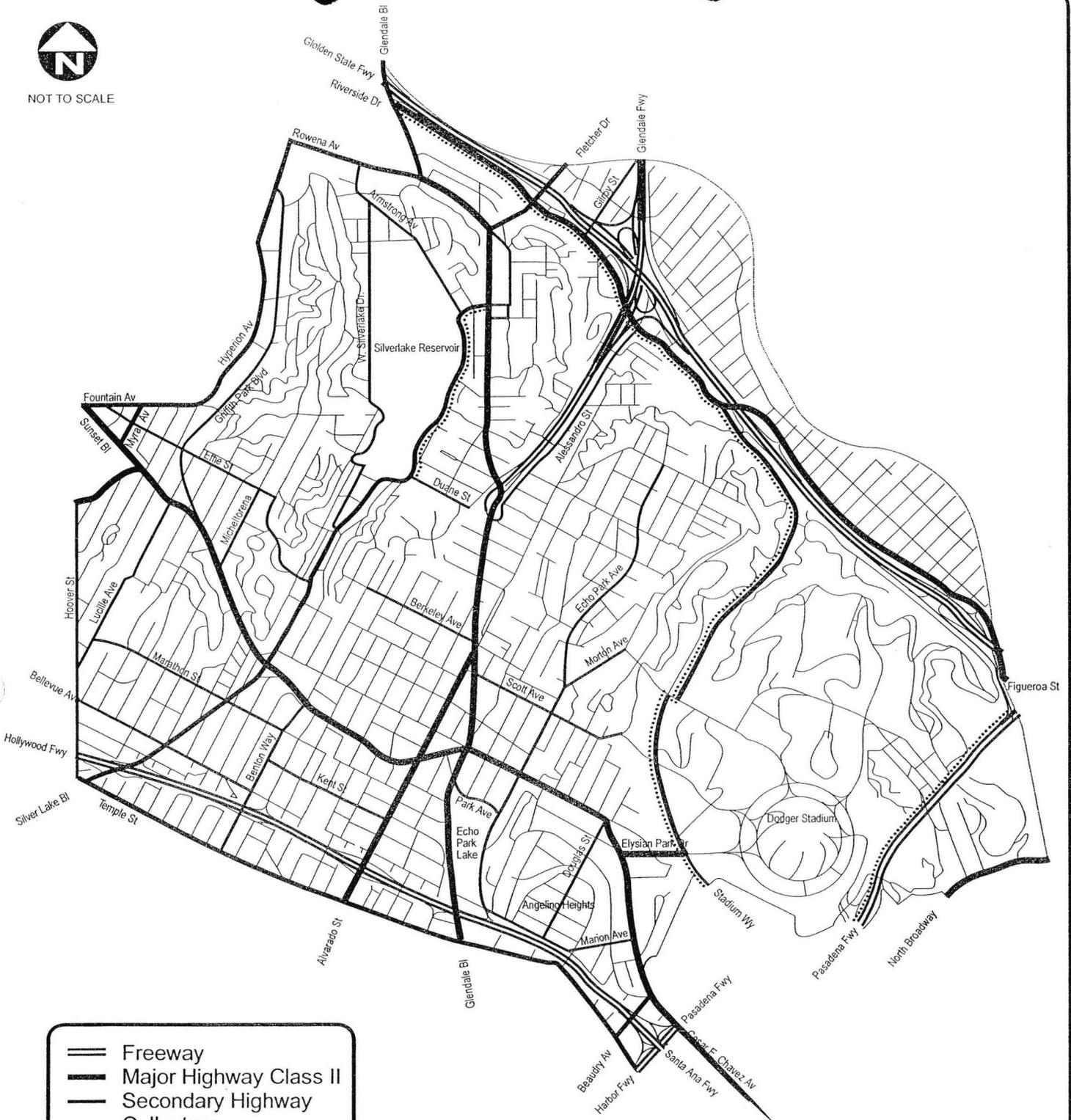
- Allesandro Street, from Glendale Boulevard to Riverside Drive

DRAFT

- Armstrong Avenue, from Rowena Avenue to Silver Lake Boulevard [Note: Armstrong Avenue was downgraded from a Secondary Highway in the last CPU.]
- Bellevue Avenue, from Rampart Street to Hoover Street and from Echo Park Avenue to Marion Avenue
- Benton Way, from Sunset Boulevard to Temple Street
- Berkeley Avenue, from Benton Way to Glendale Boulevard and from Silver Lake Boulevard to Redcliff Street
- Briar Avenue, from Glendale Boulevard to Teviot Street
- Douglas Street, between Bellevue Avenue and Sunset Boulevard
- Duane Street, from Silver Lake Boulevard to Waterloo Street
- Echo Park Avenue, between Cerro Gordo Street and Bellevue Avenue
- Effie Street, from Fountain Avenue to Redcliff Street
- Gilroy Street, from Riverside Drive to the Los Angeles River
- Griffith Park Boulevard, from Sunset Boulevard to Hyperion Avenue [Note: Griffith Park Boulevard was downgraded from a Secondary Highway in the last CPU.]
- Hoover Street, from Temple Street to Santa Monica Boulevard
- Kent Street, between Rampart Street and Alvarado Street
- Lucille Avenue, from Hoover Street to Sunset Boulevard
- Marathon Street, from Lucille Avenue to Benton Way
- Marion Avenue, from Bellevue Avenue to Sunset Boulevard
- Micheltorena Street, between Sunset Boulevard and Effie Street
- Morton Avenue, between Echo Park Avenue and Academy Road
- Park Avenue, from Glendale Boulevard to Echo Park Avenue
- Redcliff Street, from Effie Street to Berkeley Avenue
- Scott Avenue, between Stadium Way and Glendale Boulevard
- Silver Lake Boulevard, east of Glendale Boulevard
- Stadium Way, from Elysian Park Avenue to Lilac Terrace
- Teviot Street, between Briar Avenue and Silver Lake Boulevard
- West Silver Lake Drive, between Rowena Avenue and Silver Lake Boulevard



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

An Iteris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE 4
Existing Roadway Classifications**

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
Academy Rd.	Morton St.	Elysian Park Dr.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Elysian Park Dr.	Stadium Wy.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Stadium Wy.	Boylston St.	L	1	2	1	2	1	2	NSAT	NSAT	30
	Boylston St.	Shoreland Dr.	L	2	2	1	2	2	2	NSAT	NSAT	30
	Shoreland Dr.	Academy Dr.	L	2	2	1	2	2	2	NSAT	NSAT	30
	Academy Dr.	Malvin Ave.	L	1	2	1	2	1	2	PRKG O.K.	NSAT	30
	Malvin Ave.	Solano Canyon Dr.	L	1	1	1	1	1	1	PRKG O.K.	NSAT	30
	Solano Canyon Dr.	Park Rd.	L	2	1	2	1	2	1	PRKG O.K.	NSAT	30
	Park Rd.	Solano Ave.	L	1	1	1	1	1	1	NSAT	NSAT	30
	Solano Ave.	Bouett St.	L	1	2	1	2	1	2	NSAT	NSAT	30
	Bouett St.	SR-110 SB Ramp	L	1	2	1	2	1	2	PRKG O.K.	NSAT	30
Allesandro St.	Riverside Dr.	Baxter St.	C	1	1	1	1	1	1			
	Baxter St.	Glendale Blvd.	C	1	1	1	1	1	1			
Alvarado St.	Glendale Blvd.	Scott Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Scott Ave.	Montana St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Montana St.	Reservoir St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Reservoir St.	Elsinore St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Elsinore St.	Sunset Blvd.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Sunset Blvd.	Montrose St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Montrose St.	Marathon St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Marathon St.	Santa Ynez St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Santa Ynez St.	Kent St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Kent St.	Clinton St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Clinton St.	Bellevue Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	30
	Bellevue Ave.	US-101 NB Ramps	M	3	3	3	2	3	2	NSAT	NS 7-9a	30
	US-101 NB Ramps	US-101 SB Ramps	M	3	3	3	2	3	2	NSAT	NS 7-9a	30
	US-101 SB Ramps	Temple St.	M	3	3	3	2	3	2	NSAT	NS 7-9a	30
Armstrong Ave.	Rowena Ave	Shadowlawn Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Shadowlawn Ave.	Angus St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Angus St.	W Silver Lake Dr.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	W Silver Lake Dr.	Rokeby St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Rokeby St.	Lakewood Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Lakewood Ave.	Lakeview Ter. West	C	1	1	1	1	1	1	PRKG O.K.	NSAT	30

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
	Lakeview Ter. West	Lindsay Ln.	C	1	1	1	1	1	1	PRKG O.K.	NSAT	30
	Lindsay Ln.	Edgewater Ter.	C	1	1	1	1	1	1	PRKG O.K.	NSAT	30
	Edgewater Ter.	Silver Lake Blvd.	C	1	1	1	1	1	1	PRKG O.K.	NSAT	30
Baxter St.	Allesandro St.	Echo Park Ave.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
	Echo Park Ave.	Avon St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Beaudry Ave.	Sunset Blvd.	Temple St.	M			2	1					
Bellevue Ave.	Edgeware Rd.	Echo Park Ave.	C			1	1					
	Echo Park Ave.	Glendale Blvd.	C			1	1					
	Rampart Blvd.	Benton Wy.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Benton Wy.	Lafayette Park Pl.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Lafayette Park Pl.	London St. (East)	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	London St. (East)	Occidental Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Occidental Blvd.	London St. (West)	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	London St. (West)	Parkman Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Parkman Ave.	Vendome St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Vendome St.	Dillon St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Dillon St.	Silver Lake Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Silver Lake Blvd.	Robinson St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Robinson St.	Micheltorena St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Micheltorena St.	Tularosa Dr.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Tularosa Dr.	Maltman Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Maltman Ave.	Imogen Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Imogen Ave.	Hoover St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
Benton Wy.	Sunset Blvd.	Marathon St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
	Marathon St.	Temple St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Broadway	Los Angles River	Casanova St.	M	1	2	2	1	1	1	NS 4-6p	NS 7-9a	30
	Casanova St.	Solano Ave.	M	1	2	2	1	1	1	NS 4-6p	NS 7-9a	30
	Solano Ave.	Bishops Rd.	M	1	2	2	1	1	1	NS 4-6p	NS 7-9a	30
Duane St.	Waterloo St.	Apex Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Apex Ave.	Silver Lake Blvd.	C	1	1	1	1	1	1	PRKG O.K.	NPAT	30

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
Echo Park Ave.	Bellevue Ave.	Cerro Gordo St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Edgeware Rd.	Bellevue Ave.	Temple St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Effie St.	Redcliff St.	Micheltorena St.	C									30
	Micheltorena St.	Golden Gate Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Golden Gate Ave.	Maltman Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Maltman Ave.	Edgecliffe Dr.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Edgecliffe Dr.	Lucile Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Lucile Ave.	Griffith Park Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Griffith Park Blvd.	Hyperion Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Hyperion Ave.	Sanborn Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Sanborn Ave.	Manzanita St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Manzanita St.	Myra Ave.	C									30
	Myra Ave.	Bates Ave.	C									30
	Bates Ave.	Fountain Ave.	C									30
Elysian Park Ave.	Stadium Wy.	Lilac Pl.	M	3	3	3	3	3	3	PRKG O.K.	NSAT	30
	Lilac Pl.	Sunset Blvd.	M	3	3	3	3	3	3	PRKG O.K.	NSAT	30
Fletcher Dr.	Glendale Blvd.	Los Angeles River	S	2	2	2	2	2	2			
Fountain Ave.	Sunset Blvd.	Hyperion Ave.	S	2	2	2	2	2	2			
Glendale Blvd.	Los Angeles River	Riverside Dr.	S	2	2	2	2	2	2	NSAT	NSAT	30
	Riverside Dr.	Waverly Dr.	S	2	2	2	2	2	2	NPAT	NPAT	30
	Waverly Dr.	Rowena Ave.	S	2	2	2	2	2	2	NPAT	NSAT	30
	Rowena Ave.	Silver Lake Blvd.	M	2	2	2	2	2	2	NSAT	PRKG O.K.	30
	Silver Lake Blvd.	Brier Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Brier Ave.	Deane St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Deane St.	Bancroft Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Bancroft Ave.	Earl St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Earl St.	Loma Vista Pl.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Loma Vista Pl.	Edendale Pl.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Edendale Pl.	Apex Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
	Apex Ave.	Cove Ave.	M									35
	Cove Ave.	Baxter St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Baxter St.	Fargo St.	M	2	2	2	2	2	2	NPAT	PRKG O.K.	35
	Fargo St.	Duane St.	M	2	2	2	2	2	2	NSAT	PRKG O.K.	35
	Duane St.	Clifford St.	M	3	3	3	3	3	3	PRKG O.K.	PRKG O.K.	35
	Clifford St.	Branden St.	M	3	3	3	3	3	3	PRKG O.K.	PRKG O.K.	35
	Branden St.	Aaron St.	M	2	3	3	3	2	3	NS 3-7p	PRKG O.K.	35
	Aaron St.	Effie St.	M	2	3	3	3	2	3	NS 3-7p	PRKG O.K.	35
	Effie St.	Berkeley Ave.	M	3	4	4	4	3	4	NS 3-7p	PRKG O.K.	35
	Berkeley Ave.	Alvarado St.	M	4	4	4	4	4	4	PRKG O.K.	PRKG O.K.	35
	Alvarado St.	Scott St.	M	3	3	3	3	3	3	PRKG O.K.	PRKG O.K.	35
	Scott St.	Montana St.	M	3	3	3	3	3	3	PRKG O.K.	PRKG O.K.	35
	Montana St.	Reservoir St.	M	3	3	3	3	3	3	PRKG O.K.	PRKG O.K.	35
	Reservoir St.	Park Ave.	M	1	2	2	1	1	1	TANS 4-7p	TANS 7-9a	35
	Park Ave.	Montrose St.	M	1	2	2	1	1	1	TANS 4-7p	TANS 7-9a	35
	Montrose St.	Santa Ynez St.	M	1	2	2	1	1	1	TANS 4-7p	TANS 7-9a	35
	Santa Ynez St.	Bellevue Ave.	M	2	2	2	2	2	2	NSAT	NSAT	35
	Bellevue Ave.	Palo Alto St.	M	2	2	2	2	2	2	NSAT	NSAT	35
	Palo Alto St.	Temple St.	M	2	2	2	2	2	2	NPAT	NPAT	35
Griffith Park Blvd.	Hyperion Ave.	Angus St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Angus St.	Tracy St	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Tracy St.	Scotland St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Scotland St.	Silverado Dr.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Silverado Dr.	Childs Ct.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Childs Ct.	Lyric Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Lyric Ave.	Fernwood Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Fernwood Ave.	Landa St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Landa St.	Effie St.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Effie St.	Lucile Av.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Lucile Av.	Edgecliffe Dr.	C	1	1	1	1	1	1	2hr. 8a-6p	PRKG O.K.	30
	Edgecliffe Dr.	Sunset Blvd.	C	1	1	1	1	1	1	2hr. 8a-6p	PRKG O.K.	30
Hoover St.	Santa Monica Blvd.	Sanborn Ave.	C			1	1					
	Sanborn Ave.	Marathon St.	C			1	1					
	Marathon St.	Temple St.	C			2	2					

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit
				a.m. peak		p.m. peak		off peak		N/E	S/W	m.p.h.
				N/E	S/W	N/E	S/W	N/E	S/W			
Hyperion Ave.	Fountain Ave.	Rowena Ave.	S	2	2	2	2	2	2			
Lilac Ter.	Stadium Wy.	Lookout Dr.	L	1	1	1	1	1	1			
Marathon St.	Lucile Ave.	Silver Lake Blvd.	C	1	1	1	1	1	1			
	Silver Lake Blvd.	Benton Wy.	C	1	1	1	1	1	1			
	Benton Wy.	Rampart Blvd.	C	1	1	1	1	1	1			
	Rampart Blvd.	Merwin St.	C	1	1	1	1	1	1			
	Merwin St.	Alvarado St.	C	1	1	1	1	1	1			
Marion Ave.	Sunset Blvd.	Edgeware Rd.	C			2	2					
Micheltorena St.	Effie St.	Berkeley Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Berkeley Ave.	Hamilton Wy.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Hamilton Wy.	Sunset Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
Morton Ave.	Academy Rd.	Morton Ter.	C	3	3	3	3	3	3	NSAT	NSAT	30
	Morton Ter.	Parmer Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Parmer Ave.	Echo Park Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
Park Ave.	Sunset Blvd.	Glendale Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
	Glendale Blvd.	Echo Park Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Rampart Blvd.	Sunset Blvd.	Marathon St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Marathon St.	Kent St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Kent St.	Bellevue Ave.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Bellevue Ave.	US-101 NB Ramps	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	US-101 SB Ramps	Plata St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Plata St.	Temple St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
Riverside Dr.	Hyperion Ave.	I-5 SB On-Ramp	M	2	2	2	2	2	2	NPAT	NPAT	30
	I-5 SB On-Ramp	Glendale Blvd.	M	2	2	2	2	2	2	NPAT	NPAT	30
	Glendale Blvd.	Fletcher Dr.	M	2	2	2	2	2	2	NPAT	NPAT	30
	Fletcher Dr.	Fruitdale St.	M	1	2	2	2	1	2	NP 4-5p	PRKG O.K.	30
	Fruitdale St.	Clearwater St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			m.p.h.
	Clearwater St.	Gilroy St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Gilroy St.	SR-2 SB Ramp	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	SR-2 SB Ramp	Gleneden St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Gleneden St.	Allesandro St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Allesandro St.	Newell St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Newell St.	Stadium Wy.	M	2	2	2	2	2	2	NSAT	NSAT	30
	Stadium Wy.	Gail St.	M	2	2	2	2	2	2	NSAT	NSAT	30
	Gail St.	Forney St.	M	2	2	2	2	2	2	Red Curb	NSAT	30
	Forney St.	Eads St.	M	2	2	2	2	2	2	Red Curb	NSAT	30
	Eads St.	Dallas St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Dallas St.	Cabot St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Cabot St.	Birkdale St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Birkdale St.	Altman St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Altman St.	Dorris Pl.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Dorris Pl.	Glover Pl.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Glover Pl.	Riverdale Ave.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Riverdale Ave.	Meadowvale Ave.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Meadowvale Ave.	Shoredale Ave.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Shoredale Ave.	Harwood St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Harwood St.	Gatewood St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Gatewood St.	Fernleaf St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Fernleaf St.	Elmgrove St.	M									30
	Elmgrove St.	Duvall St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Duvall St.	Oros St.	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Oros St.	Barclay St./I-5 NB Ramps	M	2	2	2	2	2	2	PRKG O.K.	NSAT	30
	Barclay St./I-5 NB Ramps	Los Angeles River Bridge	M	2	1	2	1	2	1	PRKG O.K.	NSAT	30
Rowena Ave.	Glendale Blvd.	Rokeby St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Rokeby St.	Auburn St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Auburn St.	Silver Lake Dr.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Silver Lake Dr.	Herkimer St.	S									30
	Herkimer St.	Avenel St.	S									30
	Avenel St.	Hyperion Ave.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
Sanborn Ave.	Fountain Ave.	Effie St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
	Effie St.	Sunset Blvd.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
	Sunset Blvd.	Hoover St.	L	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	
Scott Ave.	Stadium Wy.	Elysian Park Dr.	C	2	2	2	2	2	2	NSAT	NSAT	30
	Elysian Park Dr.	Portia St.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Portia St.	McDuff St.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	McDuff St.	Sargent Pl.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Sargent Pl.	Laveta Ter	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Laveta Ter	Parmer Ave.	C									30
	Parmer Ave.	Fairbanks Pl.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Fairbanks Pl.	Echo Park Ave.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	30
	Morton St.	Glendale Blvd.	C	2	2	2	2	2	2			
Silver Lake Blvd	Glendale Blvd.	Glendale Blvd.	C	1	1	1	1	1	1			
	Glendale Blvd.	Edgewater Ter.	S	1	1	1	1	1	1	NSAT	NSAT	35
	Edgewater Ter.	Armstrong Ave.	S	1	1	1	1	1	1	NSAT	NSAT	35
	Armstrong Ave.	Earl St.	S	1	1	1	1	1	1	NSAT	NSAT	35
	Earl St.	Cove Ave.	S	1	1	1	1	1	1	PRKG O.K.	NSAT	35
	Cove Ave.	Rockord Rd.	S	1	1	1	1	1	1	PRKG O.K.	NSAT	35
	Rockord Rd.	Duane St.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Duane St.	Fanning St.	S	1	1	1	1	1	1	PRKG O.K.	NSAT	35
	Fanning St.	Easterly Ter.	S	1	1	1	1	1	1	PRKG O.K.	NSAT	35
	Easterly Ter.	Van Pelt Pl.	S	1	1	1	1	1	1	PRKG O.K.	NSAT	35
	Van Pelt Pl.	Swan Pl.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Swan Pl.	Silver Lake Dr.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Silver Lake Dr.	Effie St.	S									35
	Effie St.	Berkeley Ave.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Berkeley Ave.	Scott Pl.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Scott Pl.	Parkman Ave.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Parkman Ave.	Sunset Blvd.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Sunset Blvd.	Ellett Pl.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Ellett Pl.	Parkman Ave.	S	2	2	2	2	2	2	NPAT	PRKG O.K.	35
	Parkman Ave.	Marathon St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Marathon St.	Vendome St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Vendome St.	Bellevue Ave.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Bellevue Ave.	London St.	S	2	2	2	2	2	2	PRKG O.K.	NPAT	35
	London St.	US-101 NB Ramps	S	2	2	2	2	2	2	NPAT	NPAT	35

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
	US-101 NB Ramps	US-101 SB Ramps	S	3	2	3	2	3	2	NPAT	NPAT	35
	US-101 SB Ramps	Temple St.	S	2	2	2	2	2	2	NPAT	NPAT	35
Silver Lake Dr.	Rowena Ave.	Shadowlawn Ave.	C	1	1	1	1	1	1			30
	Shadowlawn Ave.	Angus St.	C	1	1	1	1	1	1			30
	Amstrong Ave.	Putnum Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Putnam Ave.	Tesla Ave.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Tesla Ave.	Bright Ln.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Bright Ln.	Hawick St.	C	1	1	1	1	1	1	NPAT	PRKG O.K.	30
	Hawick St.	Moreno Dr.	C	1	1	1	1	1	1	NPAT	PRKG O.K.	30
	Moreno Dr.	Balmer Dr.	C	1	1	1	1	1	1	NPAT	NPAT	30
	Balmer Dr.	Castle St.	C	1	1	1	1	1	1	NPAT	NPAT	30
	Castle St.	Redesdale Ave.	C	1	1	1	1	1	1	NPAT	NPAT	30
	Redesdale Ave.	Westerly Ter.	C									30
	Westerly Ter.	Van Pelt Pl.	C	1	1	1	1	1	1	NPAT	NPAT	30
	Van Pelt Pl.	Swan Pl.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
	Swan Pl.	Silver Lake Blvd.	C	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	30
Solano Ave.	Academy Rd.	Bouett St.	L	1	1	1	1	1	1			
	Bouett St.	Jarvis St.	L	1	1	1	1	1	1			
	Jarvis St.	SR-110 Ramps	L	1	1	1	1	1	1			
Stadium Wy.	Riverside Dr.	Bard St.	S	2	2	2	2	2	2	PRKG O.K.	NSAT	35
	Bard St.	Elysian Park Dr.	S	3	3	3	3	3	3	PRKG O.K.	NSAT	35
	Elysian Park Dr.	Academy Rd.	S	3	3	3	3	3	3	PRKG O.K.	NSAT	35
	Academy Rd.	Scott Ave.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Scott Ave.	Boylston St.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Boylston St.	Elysian Park Ave.	S	1	1	1	1	1	1	PRKG O.K.	PRKG O.K.	35
	Elysian Park Ave.	Lilac Ter.	C	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
Sunset Blvd.	Hoover St.	Bates Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Bates Ave.	Myra Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Myra Ave.	Manzanita St.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Manzanita St.	Santa Monica Blvd.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Santa Monica Blvd.	Sanborn Ave.	M	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Sanborn Ave.	Hyperion Ave.	M	2	2	2	2	2	2	2hr. PRKG	PRKG O.K.	35

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions				Speed Limit	
				a.m. peak		p.m. peak		off peak		N/E		S/W		m.p.h.	
				N/E	S/W	N/E	S/W	N/E	S/W						
	Hyperion Ave.	Lucile Ave.	M	2	2	2	2	2	2	2hr. PRKG	PRKG O.K.	35			
	Lucile Ave.	Edgecliffe Dr.	M	2	2	2	2	2	2	2hr. PRKG	1hr. PRKG	35			
	Edgecliffe Dr.	Maltman Ave.	M	2	2	2	2	2	2	2hr. PRKG	1hr. PRKG	35			
	Maltman Ave.	Golden Gate Ave.	M	2	2	2	2	2	2	2hr. PRKG	1hr. PRKG	35			
	Golden Gate Ave.	Micheltorena St.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Micheltorena St.	Descanso Dr.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Descanso Dr.	Westerly Ter.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Westerly Ter.	Vendome St.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Vendome St.	Reno St.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Reno St.	Parkman Ave.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Parkman Ave.	Silver Lake Blvd.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Silver Lake Blvd.	Occidental Blvd.	M	2	2	2	2	2	2	NS 6a-6p	2hr. PRKG	35			
	Occidental Blvd.	Benton Wy.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Benton Wy.	Rampart Blvd.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Rampart Blvd.	Coronado St.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Coronado St.	Waterloo St.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Waterloo St.	Rosemont Ave.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Rosemont Ave.	Mohawk St.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Mohawk St.	Alvarado St.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Alvarado St.	Park Ave.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Park Ave.	Reservoir St.	M	2	2	2	2	2	2	1hr. PRKG	1hr. PRKG	35			
	Reservoir St.	Lemoine St.	M	2	2	2	2	2	2	2hr. PRKG	2hr. PRKG	35			
	Lemoine St.	Logan St.	M	2	2	2	2	2	2	Red Curb	2hr. PRKG	35			
	Logan St.	Echo Park Ave.	M	2	2	2	2	2	2	Red Curb	2hr. PRKG	35			
	Echo Park Ave.	Laveta Ter.	M	2	2	2	2	2	2	2hr. PRKG	2hr. PRKG	35			
	Laveta Ter.	McDuff St.	M	2	2	2	2	2	2	2hr. PRKG	2hr. PRKG	35			
	McDuff St.	Portia St.	M	2	2	2	2	2	2			35			
	Portia St.	Sutherland St.	M	2	2	2	2	2	2			35			
	Sutherland St.	Quintero St.	M	2	2	2	2	2	2			35			
	Quintero St.	Douglas St.	M	2	2	2	2	2	2			35			
	Douglas St.	Allison Ave.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Allison Ave.	Elysian Park Ave.	M	2	2	2	2	2	2	1hr. PRKG	2hr. PRKG	35			
	Elysian Park Ave.	Innes Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35			
	Innes Ave.	Marion Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35			
	Marion Ave.	Everett St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35			
	Everett St.	Boylston St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35			

**Table 4
Roadway Characteristics**

Segment	From	To	Designation	Number of Lanes						Parking Restrictions		Speed Limit m.p.h.
				a.m. peak		p.m. peak		off peak		N/E	S/W	
				N/E	S/W	N/E	S/W	N/E	S/W			
	Boylston St.	Alpine St.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35
	Alpine St.	Bellevue Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35
	Bellevue Ave.	Beaudry Ave.	M	2	3	3	2	2	2	NS 4-7p	NS 7-9a	35
Temple St.	Hoover St.	Silver Lake Blvd.	S	2	2	2	2	2	2	NPAT	NPAT	35
	Silver Lake Blvd.	Robinson St.	S									35
	Robinson St.	Dillon St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Dillon St.	Vendome St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Vendome St.	Reno St.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Reno St.	Parkman Ave.	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Parkman Ave.	Occidental Blvd.	S									35
	Occidental Blvd.	Benton Wy	S	2	2	2	2	2	2	PRKG O.K.	PRKG O.K.	35
	Benton Wy.	Rampart Blvd.	S	2	2	2	2	2	2	PRKG O.K.	1hr. 8a-6p	35
	Rampart Blvd.	Coronado St.	S	2	2	2	2	2	2	PRKG O.K.	1hr. 8a-6p	35
	Coronado St.	Carondelet St.	S	2	2	2	2	2	2	PRKG O.K.	1hr. 8a-6p	35
	Carondelet St.	Park View St.	S	2	2	2	2	2	2	PRKG O.K.	1hr. 8a-6p	35
	Park View St.	Rosemont Ave.	S	2	2	2	2	2	2	PRKG O.K.	1hr. 8a-6p	35
	Rosemont Ave.	Roselake Ave.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Roselake Ave.	N Lake St.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	N Lake St.	Alvarado St.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Alvarado St.	Mountain View Ave.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Mountain View Ave.	Westlake Ave.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Westlake Ave.	Bonnie Brae St.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Bonnie Brae St.	Burlington Ave.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Burlington Ave.	Union Ave.	S	2	2	2	2	2	2	1hr. 8a-6p	1hr. 8a-6p	35
	Union Ave.	Belmont Ave.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Belmont Ave.	Dawson St.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Dawson St.	Glendale Blvd.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Glendale Blvd.	Laveta Ter.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Laveta Ter.	Patton St.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Patton St.	Douglas St.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Douglas St.	Edgeware Rd.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Edgeware Rd.	Bixel St.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Bixel St.	Boylston St.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Boylston St.	Beaudry Ave.	S	2	1	1	2	1	1	NS 7a-9a	NS 4p-6p	35
	Beaudry Ave.	US-101 SB Ramps	S	2	1	1	2	1	1	NSAT	NSAT	35

Signalized Intersections and Traffic Control Devices

Figure 5 displays the location of all the signalized intersections in Silver Lake-Echo Park. There are currently 47 traffic control signals in Silver Lake-Echo Park area. LADOT has plans to add a traffic signal at the Glendale/Aaron intersection. The signal system in this community plan area is currently in the process of being updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately 7 percent. Currently a portion of the signal system in Silver Lake-Echo Park is online with the ATSAC system. The remaining signals are a combination of fixed time and actuated control systems. It is anticipated that all traffic signals will be a part of the ATSAC system by the year 2010.

2.5 Existing Operating Conditions - Methodology

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service and the methodology used to determine the LOS. Level of service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the V/C ratio on each of the links.

Actual ground counts, compiled from a variety of sources, were used to develop the existing conditions analysis and to calibrate the refined General Plan Framework (GPF) model for the Silver Lake-Echo Park CPU future conditions analysis. The sources of count data include the following:

- Mid-block counts conducted August, 1996
- Counts supplied by LADOT count database
- Counts supplied by LADOT Metro Subregion Programs
- Relevant count locations from other studies identified in Section 1.5 of this report

The ground counts provided the roadway segment volumes used in the existing conditions analysis of the volume to capacity (V/C) ratio and arterial link level of service (LOS). Figure 6 shows the existing traffic volumes in the Silver Lake-Echo Park CPA.

The assumed capacities on roadway links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. The assumed roadway capacities for each type of facility used are as follows:

Facility Type	Hourly Capacity (veh./lane/hour)
---------------	-------------------------------------

DRAFT

Freeway mainline	2,000
Freeway ramp	600
Freeway connector	1,600
Two-way major arterial	800
Two-way secondary arterial	700
Collector and local streets	600

Figure 5. Signalized Intersections in Silver Lake-Echo Park



NOT TO SCALE



● Signalized Intersection



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Silver Lake-
Echo Park TIMP

FIGURE 5
Signalized Intersections

Model Refinement

The General Plan Framework model was focused and refined in order to provide a tool to analyze future impacts due to growth in the Silver Lake-Echo Park CPU area. This required the desegregation of traffic analysis zones (TAZ), addition of roads to the street network and updates of the socioeconomic data (SED). Specifics and results of the model refinement and calibration/validation are discussed in detail in Appendix B of this report. The following is a short discussion of the refinement work conducted for the Silver Lake – Echo Park CPU.

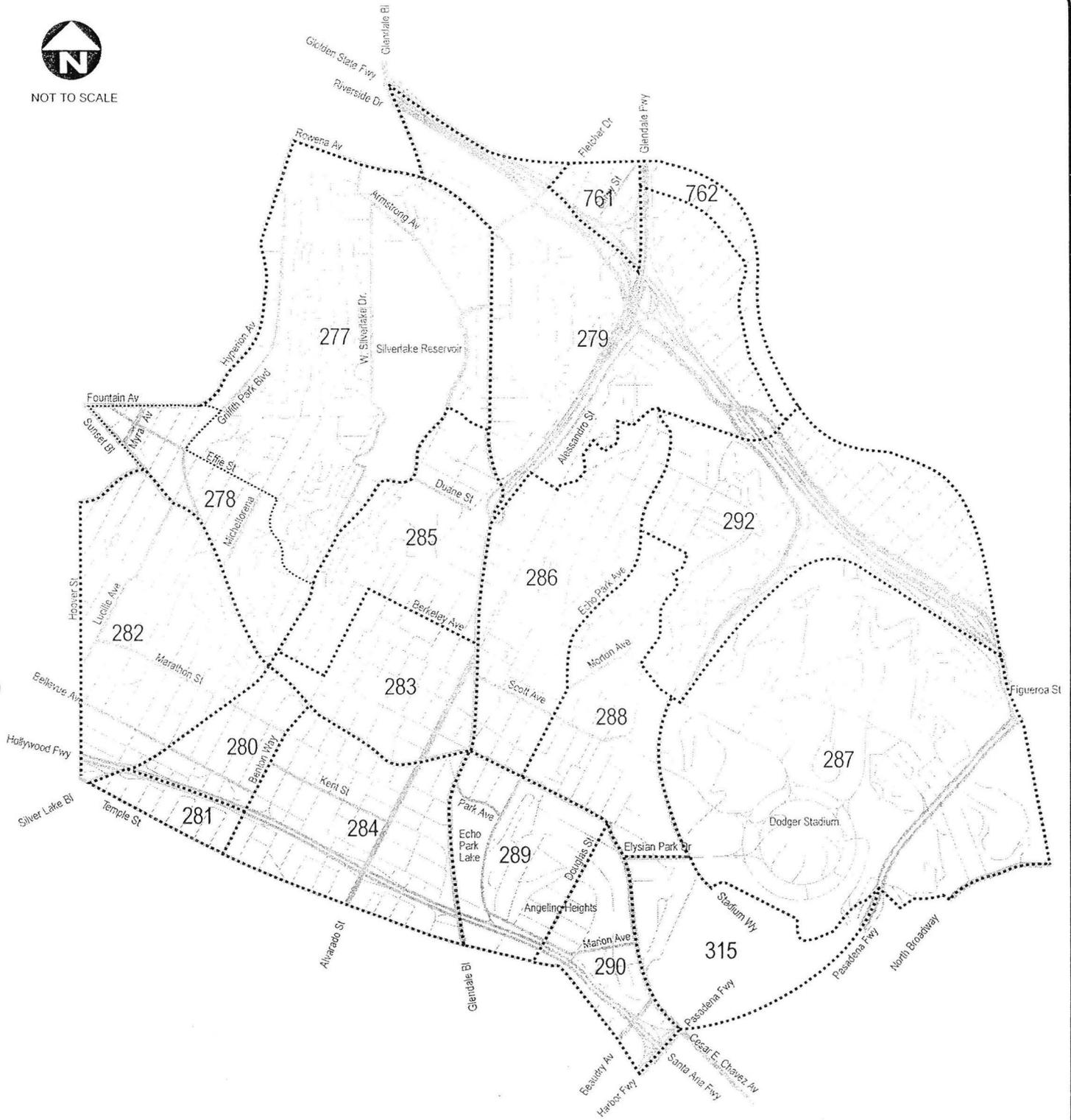
The number of TAZ's was increased from 16 zones to 18 zones in the Silver Lake-Echo Park community plan area. The new zone boundaries were determined based on current and future land use/development boundaries. Figure 7 shows the new refined zone system in the Silver Lake-Echo Park community plan area.

The street system in and around the Silver Lake-Echo Park area needed to be further detailed to conduct a community plan level of analysis. The GPF model contained roadways only down to the secondary arterial level. The goal of the network refinement task was to add all roadways that were determined to be significant for the study. The section, Selected Highway Segments for Analysis, discusses the criteria for determining which roadways were added to the network.

New 1995 SED information was provided by the City of Los Angeles Department of Planning. This information is to replace the 1990 SED information contained in the GPF model. The refinement was completed in two stages. The first stage batched in the SED and the second disaggregated the new information into the refined zone system. The table on the following pages summarizes the SED used in the 1995 Silver Lake-Echo Park community plan area.



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

An Itieris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE 7
Traffic Analysis Zone System**

**1995 SOCIO-ECONOMIC DATA
SILVER LAKE - ECHO PARK TIMP**

CWF Zones	Silver Lake - Echo Park Zones	City of Los Angeles Citywide Plan Framework							
		SF	MF	HH	POP	INC	RET	NRET	EMP
277	277	1,404	689	2,093	4,557	16.862	287	1,605	1,892
278	278	970	1,306	2,276	4,677	13.431	170	594	764
279	279	694	853	1,547	3,096	12.376	357	0	357
	761	0	0	0	0	12.376	0	1,922	1,922
280	280	557	1,829	2,386	6,635	7.953	162	336	498
281	281	266	680	946	3,069	8.200	88	635	723
282	282	687	2,413	3,100	7,304	8.731	222	485	707
283	283	473	778	1,251	3,990	8.610	495	268	763
284	284	473	1,843	2,316	8,192	7.055	366	2,235	2,601
285	285	1,104	1,229	2,333	5,545	12.048	72	868	940
286	286	1,264	1,258	2,522	7,116	8.692	230	988	1,218
287	287	187	438	625	2,166	8.619	84	295	379
288	288	590	1,172	1,762	5,146	8.113	142	921	1,063
289	289	365	1,365	1,730	5,773	7.035	259	357	616
290	290	214	743	957	3,396	7.042	187	427	614
291	291	578	247	825	3,156	8.811	80	0	80
	761	0	0	0	0	8.811	0	2,149	2,149
292	292	1,057	551	1,608	5,053	9.301	23	0	23
	762	0	0	0	0	9.301	0	655	655
Total		10,883	17,394	28,277	78,870		3,224	14,739	17,963

SF: Single Family
 MF: Multi-family
 HH: Total Household
 POP: Population
 INC: Income
 RET: Retail
 NRET: Non-retail
 EMP: Total Employment

1995 Mode Split/Auto Occupancy Assumptions

The 1995 mode split and auto occupancy assumptions used in the refined Silver Lake-Echo Park CPU model is identical to the 1990 GPF model. The assumptions are summarized in the following table.

Trip Purpose	Transit Percentages	Auto Occupancies
	Avg.	Avg.
Home-Work	5.68%	1.14
Other-Work	1.70%	1.09
Non-Work	4.64%	1.38

Model Validation

Model Calibration/Validation details are presented in Appendix B of this report. The model was validated with the ground count data. Re-validation and calibration is necessary in order to ensure that refinements to the model, such as desegregation of the zone system, addition of street network and updates of the SED, did not adversely affect the model's ability to replicate actual conditions. The Calibration of the refined model was completed per the guidelines set forth by staff at the City of Los Angeles Department of Transportation. Specifically, the number of trips across each screen line was calibrated to within plus or minus ten percent of the observed traffic counts. Additionally, individual street segments within the screen line were calibrated within one-half a lane's capacity for major and secondary highways in accordance to its roadway classification. Peak period trip end information was obtained directly by summarizing the full PM peak period trip table generated in the model. The peak hour information utilizes a 0.28 peak hour factor to the results of peak period information. The factor is consistent with LADOT procedures. The screenline report summaries are presented in Appendix B.

Selected Highway Segments for Analysis

As discussed in the Highway System Characteristics of this chapter, a majority of the streets in Silver Lake-Echo Park are designated as collectors and local streets. This is true even of non-continuous streets and streets that provide only local access. In reality, many of these streets function and operate as local streets. Such roadways seldom experience significant traffic impacts due to congestion and are difficult to incorporate in and develop traffic forecasts for in the travel demand model.

One of the purposes of the TIMP is to identify transportation facilities that may need improvements in order to facilitate regional and inter-community connections. The TIMP is to examine collector-level and higher facilities within the City's jurisdiction. The reason for evaluating these facilities is that, typically, streets designated as collectors play a significant role in the movement of traffic.

The analysis of the Link Levels of Service (LOS) conducted in this study follows this recommendation. Within the Silver Lake-Echo Park area, all roadways designated higher than collector-level are analyzed for impact significance. At the collector street level, the roadways are carefully examined to determine their true functional classification. Only streets that truly function in the capacity of a collector are included in the analysis. The following section presents the results of the collector street determination and the analysis of existing conditions.

Existing Link Levels of Service (LOS)

Table 5, which is included in Appendix A, presents the results of the volume-to-capacity calculations for the Existing Base Year conditions. The table lists the roadway separated by each designated segment that lies within the Silver Lake-Echo Park area. The existing traffic volumes are presented under the column heading “Volume”. Traffic volumes have been separated by direction, indicated by the “NB/EB” or “SB/WB” heading. These represent north and south directions or east and west directions of travel, depending on the orientation of the facility.

The calculated volume-to-capacity ratio for each direction is presented under the column “V/C”. The associated Level of Service for each V/C range is presented in the final columns under “LOS.” As can be seen in this table, the existing conditions show 184 roadway segments to be operating at LOS D or better. Segments operating at LOS E with a V/C of 0.9 or worse are roadways that are tracked for Silver Lake-Echo Parks significant growth impacts, which include 20 roadway segments at LOS E and 65 at LOS F. Figure 8 identifies the location of all links that are operating at LOS E or worse in the existing condition during the PM peak hour. The volume-weighted V/C ratio is 0.933.

2.6 Transit Services

The Silver Lake planning area is currently served by the Los Angeles County Metropolitan Transit Authority (MTA) which operates 20 bus routes in and around the area. Table 6 summarizes the service area, the days of operation, and approximate weekday hours of operation. Bus lines operating along Temple St. and North Broadway, which border the Silver Lake area, include Lines 10/11, Lines 45/46/345, Line 83, and Lines 84/85. The remaining lines provide service within the area along Sunset Boulevard, Coronado Street, Alvarado Street, Glendale Boulevard, Riverside Drive, Hyperion Avenue, and Silver Lake Boulevard.

Most of the local routes in the Silver Lake area provide daily service from early morning until late evening; three of these lines: 4, 45, and 92 operate 24 hours. The exception is Line 46, which only runs in the southbound direction Monday through Friday from early morning to early evening. Three limited stop services – 302, 304, and 345 – operate during peak period Monday through Fridays for their respective local lines: 302 for Lines 2/3, 304 for Line 4, and 345 for Lines 45/46. Line 603 is a shuttle route and operates daily from early morning until late evening.

The Echo Park area is also served by a DASH route operated by LADOT. The Pico Union-Echo Park DASH route extends from Echo Park, through Pico Union, to the Washington Boulevard Grand Avenue Blue Line station. It operates seven days a week from 5:00 AM until 10:00 PM with 10-15 minute headways on weekdays and 15-20 minute headways on weekends.

This area is not served by any rail line, although several Metro Red Line stations are located only about one half mile west of the CPA on Vermont Avenue at Beverly Boulevard, Santa Monica Boulevard and Sunset Boulevard. In 2003, service is expected to begin on the Gold Line light rail service between Union Station and Pasadena. The Chinatown station will be only about one-half mile from the eastern edge of the CPU area.

DRAFT

According to MTA, the 20 bus lines carry approximately 6.7 million passengers through the Silver Lake area annually.

A bus route map displaying the existing bus transit service in the Silver Lake area is presented in Figure 9.

TABLE 6. EXISTING TRANSIT SERVICE IN THE SILVER LAKE PLAN AREA

Line	Service Area in Silver Lake	Operating Hours		M-F	Sat	Sun-Hol.
2	Cesar Chavez-Sunset Bl. btwn 110 Fwy & Fountain	5:02 AM	2:14 AM	X	X	X
3	Cesar Chavez-Sunset Bl. btwn 110 Fwy & Fountain	6:08 AM	8:57 PM	X	X	X
302	Cesar Chavez-Sunset Bl. btwn 110 Fwy & Fountain	5:35 AM	5:51 PM	X		
4	Cesar Chavez-Sunset Bl. btwn 110 Fwy & Santa Monica; Santa Monica btwn Sunset and Hoover	12:00 AM	12:00 AM	X	X	X
304	Cesar Chavez-Sunset Bl. btwn 110 Fwy & Santa Monica; Santa Monica btwn Sunset and Hoover	5:41 AM	7:55 PM	X		
10	Temple Av. btwn 110 Fwy. & Hoover St.	4:19 AM	1:10 AM	X	X	X
11	Temple Av. btwn 110 Fwy. & Hoover St.	5:59 AM	7:24 PM	X	X	X
45	Broadway btwn Stadium Way & L.A. River	12:00 AM	12:00 AM	X	X	X
46	Broadway btwn Stadium Way & L.A. River	5:56 AM	7:52 PM	X		
345	Broadway btwn Stadium Way & L.A. River	5:50 AM	7:07 PM	X		
83	Broadway between Stadium Way & L.A. River	3:49 AM	9:18 PM	X	X	X
84	Broadway between Stadium Way & L.A. River	4:12 AM	10:18 PM	X	X	X
85	Broadway between Stadium Way & L.A. River	5:23 AM	9:22 PM	X	X	X
92	Riverside Dr., Glendale Bl., Bellevue Av., Edgeware Rd, Temple St. to Fwy (Line 93 - operates along the same route except via Allesandro instead of Glendale Bl.)	12:00 AM	12:00 AM	X	X	X
93	Riverside Dr., Glendale Bl., Bellevue Av., Edgeware Rd, Temple St. to Fwy	3:55 AM	9:59 PM	X	X	X
96	Riverside Dr. btwn Glendale Bl. & 110 Fwy.	4:50 AM	10:43 PM	X	X	X
175	Fountain Av. Btwn Hollywood Bl. & Talmadge; Hyperion btwn Rowena & Sunset; Special School Route on Rowena from Hyperion, Glendale Bl., Allesandro St., Riverside Dr. to L.A. River	5:41 AM	8:11 PM	X	X	X
200	Alvarado btwn Temple and Sunset	5:05 AM	1:12 AM	X	X	X
201	Silver Lake Bl. Btwn Temple & Rowena; Rowena, Fletcher Dr. to L.A. River	5:14 AM	8:02 PM	X	X	X
603	Temple btwn Rampart & Coronado, Coronado St., Sunset Bl., Alvarado, Glendale Bl., Fletcher Dr. to L.A. River	5:05 AM	10:56 PM	X	X	X

BASE NETWORK

ATTRIBUTE @vc: PM PEAK HOUR VOLUME/CAPACITY

emmy2



LINKS:
all
COL-IND: @vccol
THRESHOLD:
LOWER: -*****
UPPER: *****

LEGEND
V/C RATIO
0.801-0.900 LOS D
0.901-1.00 LOS E
OVER 1.00 LOS F

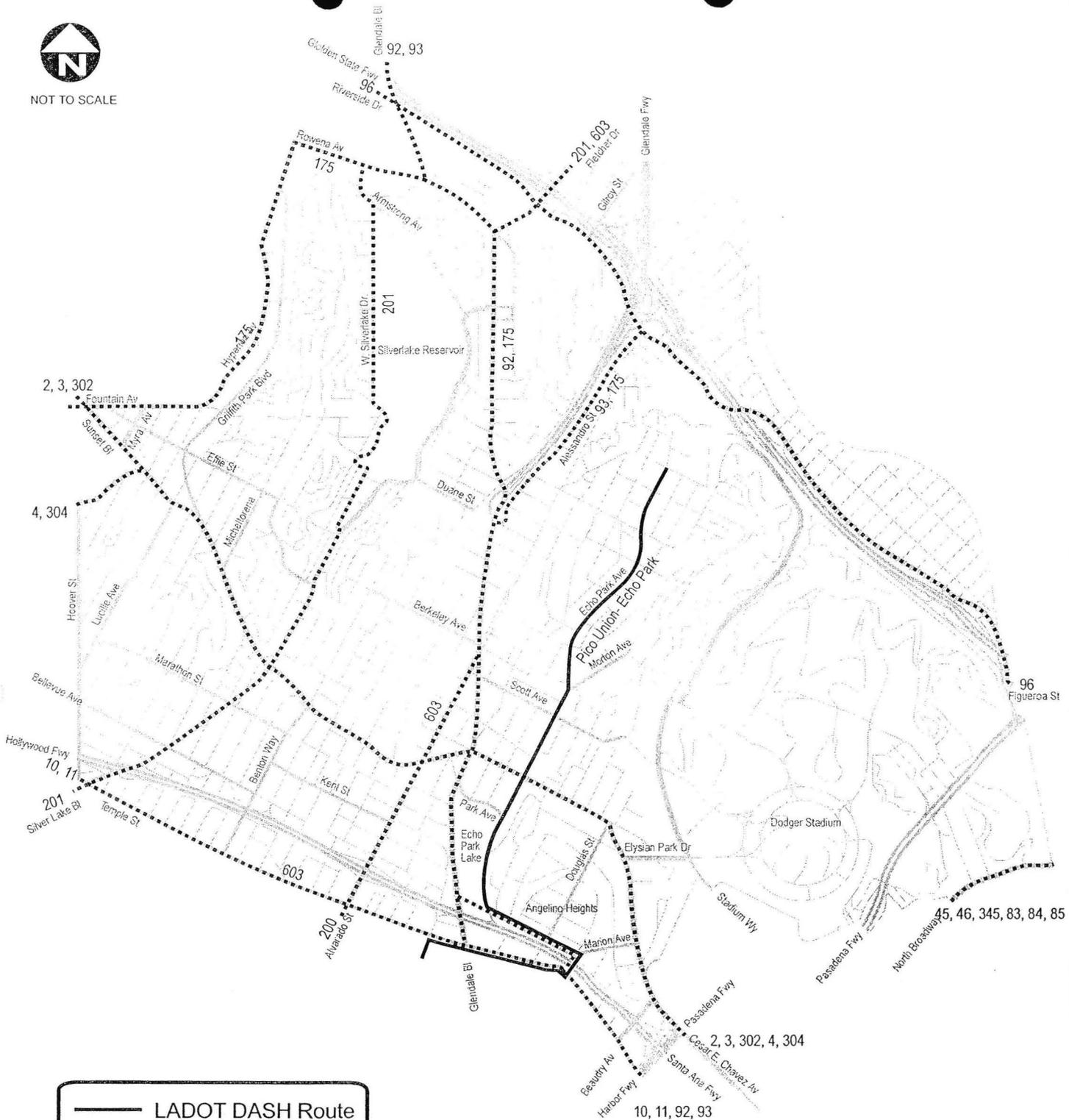
WINDOW:
607.24/ 129.75
615.95/136.284

EMME/2 PROJECT: CITY OF LOS ANGELES CITYWIDE PLAN FRAMEWORK
SCENARIO 1995: SILVERLAKE COMMUNITY PLAN UPDATE TIMP - RUN 12
ATTRIBUTE @vc: PM Peak Hour Volume/Capacity

02-01-31 13:08
MODULE: 2.13
MMA.....axo



NOT TO SCALE



	LADOT DASH Route
	MTA Transit Route
	Route Number



Meyer, Mohaddes Associates, Inc.

An Iteris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE 9
Existing Transit Routes**

2.7 Transportation Demand Management

Bicycle Facilities

The Bicycle Plan in the Transportation Element of the General Plan of the City of Los Angeles includes several Class II Bike Lanes and Commuter Bikeways within the Silver Lake-Echo Park area, as noted on Table 7. There is also a Class III Bikeway Gap Closure (signed bike route) proposed on Stadium Way, north of Academy Road. Figure 10 shows the proposed bicycle facilities plan around the Silver Lake-Echo Park area.

TABLE 7. BICYCLE FACILITIES IN THE SILVER LAKE – ECHO PARK CPA

Class II Bike Lane
Sunset Boulevard (Fountain Avenue – Elysian Park Drive)
Elysian Park Drive (Sunset Blvd – Stadium Way)
Stadium Way (Elysian Park Drive – Academy Road)
Silver Lake Boulevard (Sunset Blvd – Glendale Blvd)
Glendale Boulevard (Silver Lake Blvd – Fletcher Drive)
Fletcher Drive (Glendale Blvd – Los Angeles River)
Class III Bike Route
Riverside Drive (Glendale Blvd – Figueroa St)
Commuter Bikeways
Glendale Boulevard (Temple St – Silver Lake Blvd)
Griffith Park Boulevard (Sunset Blvd – Hyperion Ave)
Sunset Boulevard (Elysian Park Dr – Route 110)

The primary gap in the bicycle plan includes Silver Lake Boulevard between Sunset Boulevard and Temple Street.

Bicycle Racks

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has funded a project that will provide a minimum of 1600 inverted bicycle racks throughout the City on public right-of-way. The Silver Lake-Echo Park area is included in this project area.

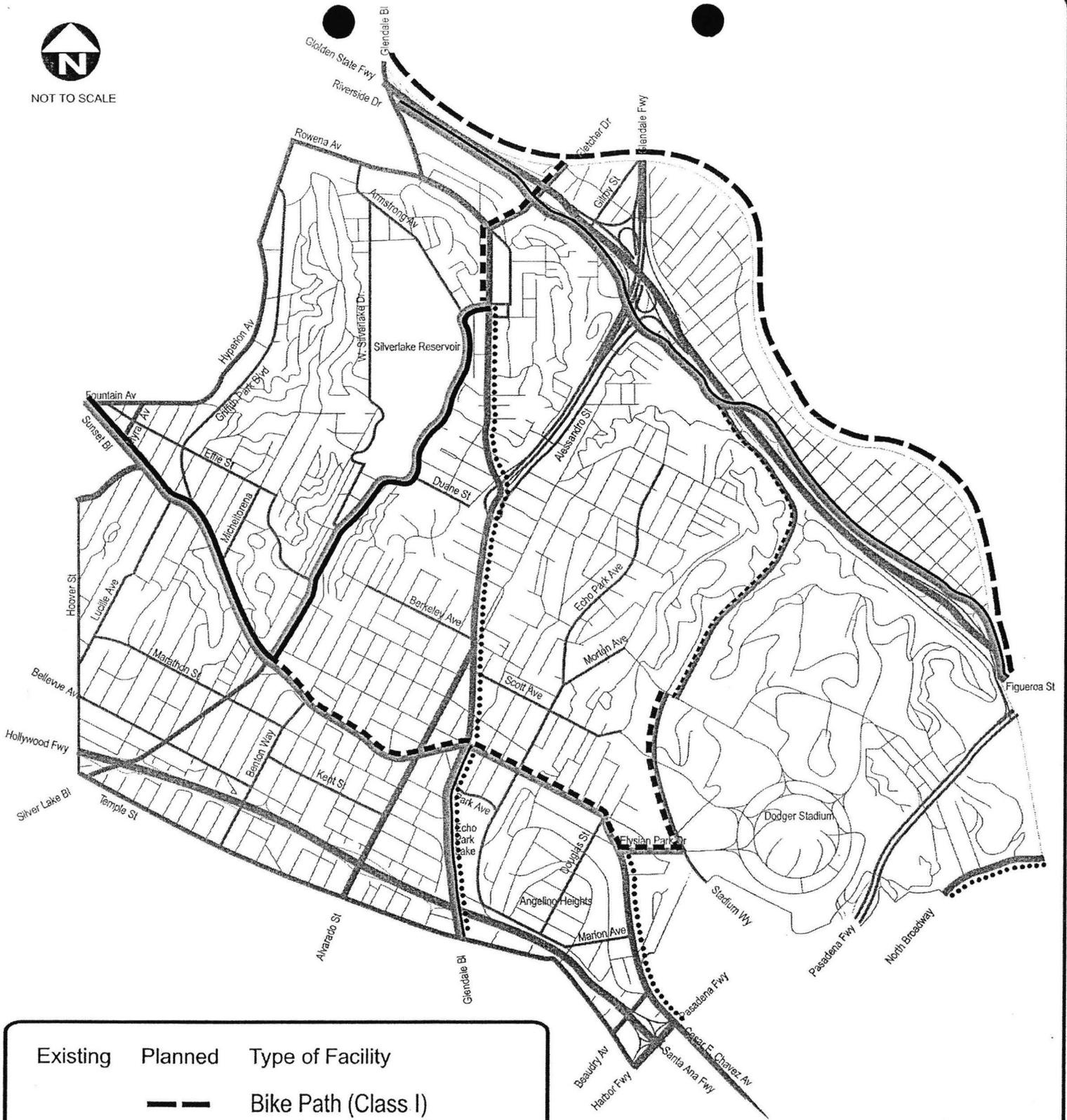
City of Los Angeles TDM Policies

City of Los Angeles policies affecting TDM in the Silver Lake-Echo Park CPA include:

- The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program (TIMP) contains four TDM recommendations (measures in italics should be considered in Silver Lake-Echo Park CPA)
- Continue progress in trip reduction through implementation of Clean Air Program (CAP) projects to meet or exceed the projected 2010 Market levels of ridesharing and transit ridership.



NOT TO SCALE



Existing	Planned	Type of Facility
		Bike Path (Class I)
		Bike Lane (Class II)
		Signed Bike Route (Class III)
		Commuter Bikeway



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Silver Lake-
Echo Park TIMP

FIGURE 10
Bicycle Facilities

DRAFT

- Support proactively the regional implementation of market incentives to achieve regional levels of trip reduction mandated by state and federal Clean Air Acts while protecting the economic future of the City and the region.
- Encourage regional agencies to consider the following measures when developing regional TDM program for work trips:
 - implement parking cash out legislation
 - reduce on-site parking requirements in exchange for Park and Ride lots
 - develop and expand Transportation Management Organizations (TMO)
 - and implement public education on carpooling and ridesharing
 - expand employer based commute assistance programs
 - encourage businesses to implement telecommuting and alternative work schedules
 - require new developments to include bicycle facilities
 - complete Caltrans' HOV-on-freeways facilities
 - implement HOV facilities on arterials
 - implement shuttle bus programs to serve transit stations
 - implement parking pricing and enforcement strategies
 - implement market based incentives
- Encourage regional agencies to consider the following measures when developing regional TDM programs for non-work trips:
 - provide public education on TDM
 - develop and adopt appropriate land use measures
 - provide express bus service to major activity centers and shuttle services within centers
 - enhance and expand local transit services
 - expand the bicycle system
 - develop residential based TMOs
 - develop merchant incentives for customers with bus passes
 - provide Park and Ride services to centers and special events

Parking Management Implementing Ordinance (1983): Allows developers of commercial properties to reduce required on-site parking in consideration of actions taken at a site to reduce vehicle trips.

Transportation Specific Plans: These ordinances, prepared for specific areas of the city, establish minimum trip reduction goals for new developments and provide enforcement measures to remedy undesired performance and penalize responsible parties. The area between Glendale Boulevard, Temple Street, the Harbor Freeway and the Hollywood Freeway is covered by the Central City West Specific Plan.

Traffic Study Policies and Procedures (1993): Establishes guidelines for considering TDM in traffic impact studies and conditions of development.

Transportation Demand Management and Trip Reduction Measures (Los Angeles Municipal Code Section 12.26, Subsection J - Ordinance No. 168700): This ordinance was enacted in 1993 to comply

with the County's Congestion Management Program. It requires developers of new non-residential floor area to provide facilities that make ridesharing more attractive.

Los Angeles City Transit Subsidy Ordinance (No. 164483 - 1989): This regulation requires all employers that are subject to the SCAQMD's Rule 2202 and offer free or subsidized parking to employees to pay \$15 per month to employees who commute using public transit.

Bicycle ordinances: Several regulations provide for bicycle facilities including: 1) requirement for providing off-street bicycle parking and facilities for employee showers and lockers at new non-residential buildings (1991- No. 167409), 2) establishing bicycle lanes (1991 - No. 166526), and 3) establishing bicycle parking zones along, and adjacent to, curbs (1977 - No. 148960).

Implications for TDM Recommendations

- Recent changes in public policy on trip reduction programs (i.e., rescinding the regional Employer Trip Reduction rule and raising the size threshold for compliance with emission reduction regulations to work sites with 250 or more employees) have caused employers to reduce involvement in employee transportation programs although the City of Los Angeles may continue to require employers to provide a subsidy of transit fares.
- City policy to reduce parking requirements as a trade for investments in TDM actions may have appeal for property owners seeking to gain entitlements for development projects that require the provision of parking in areas where developing parking is expensive.
- Designating streets that parallel major arterials as "Commuter Bikeways" will make bicycling more attractive for residents.

3.0 2010 NO GROWTH CONDITIONS

This chapter summarizes operating conditions of the transportation system in the year 2010 under "No Growth" conditions in the Silver Lake-Echo Park area. This scenario assumes regional growth and implementation of funded transportation improvements, but no land use and socioeconomic growth in the Silver Lake-Echo Park area. The purpose of analyzing this scenario is to identify transportation deficiencies that will exist in the area due to factors that are outside of the community plan area boundaries. By identifying such deficiencies, it will be possible to identify Silver Lake-Echo Park area-only impacts when compared to the deficiencies of the Future 2010 Market conditions. The following sections will discuss the assumptions used in this scenario and the results of the No Growth conditions.

3.1 2010 No Growth Land Use Assumptions

The land use and socioeconomic assumptions used in this scenario assume that regionally, the land use development level will be the 2010 Market scenario *with the exception* of the Silver Lake-Echo Park area. The 2010 Market scenario assumes the year 2010 GPF land use in the City of Los Angeles and 2010 SCAG forecasts outside the City of Los Angeles. Within the Silver Lake-Echo Park community plan area, the land use will be assumed to be *unchanged* from the base 1995 conditions. No growth in socioeconomic data will be assumed to transpire between the Existing condition and the 2010 No Growth condition. The table on the following pages summarizes the SED used in the No Growth scenario. The abbreviations used in the table correspond to the following socioeconomic variables: Single-Family Dwelling Units (SF), Multi-Family Dwelling Units (MF), Total Dwelling Units (DU), Population (POP), Income (INC), Retail Employment (RET), Non-retail Employment (NRET) and Total Employment (EMP).

3.2 2010 No Growth Highway Network Assumptions

The highway network used for the 2010 No Growth scenario assumes no additional improvements in the Silver Lake – Echo Park Community area from the 1995 base condition. Regionally, the 2010 highway network assumes that various planned highway/street system improvements associated with public and private projects would be completed. Sources used to identify planned roadway improvements include the Citywide Framework Program (City of Los Angeles), 1992 Adopted 7-Year STIP (Caltrans), Proposed 30-Year Transportation (LACMTA) and the 1993-1994 Capital Improvement Street and Storm Drain Program (City of Los Angeles). The complete list of these regional highway improvements are discussed in detail in the General Plan Framework model documentation.

3.3 2010 No Growth Mode Split/Auto Occupancy Assumptions

The transit mode split and auto occupancy assumptions used in this scenario are consistent with the 2010 Baseline 1 assumptions used in the 2010 GPF model. The assumptions correspond to the values summarized in the following table:

Trip Purpose	Transit Percentages	Auto Occupancies
	Avg.	Avg.
Home-Work	10.24%	1.11
Other-Work	2.37%	1.05

DRAFT

Non-Work	5.93%	1.39
----------	-------	------

2010 SED tables - No Growth

3.4 2010 No Growth Trip End Information

The results of the 2010 No Growth SED assumptions produced the following trip end information for the PM peak period and PM peak hour.

	2010 No Growth
PM Peak Period	9,543,970
PM Peak Hour	2,672,310

Analysis of the trip end information indicates that internally, the Silver Lake-Echo Park Community-generated trips are not that different from the base year condition. The growth in trip ends results from the regional growth taking place outside of the Silver Lake-Echo Park Community plan area. This is consistent with the methodology and theory behind this scenario.

3.5 2010 No Growth Operating Conditions

Methodology

The No Growth scenario serves as the base for identification of market growth impacts and evaluation of the effectiveness of CPU TIMP improvement measures. As discussed in the Section 1.3 of this report, the criteria for mitigating significant impacts requires the following:

- The "volume-weighted" average V/C ratio under the 2010 "Market with TIMP" conditions for all of the analyzed roadway segments must be below that of the 2010 "No Growth" conditions; and
- The number of segments projected to operate at unsatisfactory levels of service (LOS E and F) under the "Market with TIMP" conditions is below those of the "No Growth."

Therefore, this scenario identifies the base conditions of deficiencies allowable in this CPA in terms of volume-weighted average V/C ratio and number of segments projected to operate at unsatisfactory levels of service. Deficiencies above this level require transportation mitigation and improvement plans to be developed under the TIMP.

No Growth Link Levels of Service

Table 8, which is included in Appendix A, summarizes the levels of service for the No Growth Scenario and Figure 11 illustrates 2010 No-growth roadway segment level of service. As with the previous levels of service table summarizing the existing conditions, the table identifies the roadway, tabulated by segments, the volume and V/C ratio and the LOS. The volumes, V/C ratio and LOS results reflect the application of the growth factors to the base volumes. As can be seen from the table, the No Growth scenario contains 99 segments operating at LOS D or better. There are 7 segments forecast to operate at LOS E and 162 segments at LOS F. The volume weighted V/C ratio is 2.102 indicating a significant increase in the level of congestion in the area.

BASE NETWORK

ATTRIBUTE @vc: PM PEAK HOUR VOLUME/CAPACITY

emmi/2



LINKS:
all
COL-IND: @vccol
THRESHOLD:
LOWER: -*****
UPPER: *****

LEGEND
V/C RATIO
0.801-0.900 LOS D
0.901-1.00 LOS E
OVER 1.00 LOS F

WINDOW B:
607.88/130.229
615.31/135.805

EMME/2 PROJECT: CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK
SCENARIO 5001: 2010 SILVERLAKE MARKET CONDITIONS "NO BUILD" (2/13/02)
ATTRIBUTE @vc: PM Peak Hour Volume/Capacity

02-03-29 11:10
MODULE: 2.13
MMA.....ppd



2010 NO BUILD SILVER LAKE LEVELS OF SERVICE V/C = VOLUME/CAPACITY

FIGURE
11

4.0 2010 MARKET WITHOUT TIMP CONDITIONS

This chapter summarizes future market forecast conditions. It is important to distinguish that this scenario examines the future forecasts without the Transportation Impact and Mitigation Program (TIMP) in place. When compared to the previous 2010 No Growth section, the 2010 Market without TIMP scenario identifies impacts of future growth related solely to the Silver Lake-Echo Park Community area. The following sections will discuss the assumptions used in this scenario and the results of the Market Without TIMP conditions.

4.1 2010 Market Land Use Assumptions

As the 2010 No Growth section first introduced, this scenario examines 2010 land use and socioeconomic forecasts for the entire region, including the Silver Lake-Echo Park Community Plan Area. This means that unlike the 2010 No Growth scenario, this scenario examines a Market forecast on all zones. Within the Silver Lake-Echo Park Community Plan Area, the socioeconomic data (SED) has been reviewed in detail by LADOT and the Planning Department to ensure that the 2010 Market projects take into account planned growth in the community.

4.2 2010 Market Highway Network Assumptions

The highway network used for the 2010 Market scenario assumes that various planned highway/street system improvements associated with public and private projects would be completed. Sources used to identify planned roadway improvements include the Citywide Framework Program (City of Los Angeles), 1992 Adopted 7-Year STIP (Caltrans), Proposed 30-Year Transportation (LACMTA) and the 1993-1994 Capital Improvement Street and Storm Drain Program (City of Los Angeles). The complete list of these regional highway improvements are discussed in detail in the General Plan Framework model documentation.

As discussed in detail in the GPF model documentation, the funded future network contains all identified regional projects that are funded or assumed as having funding commitments. Network improvements may include, for example, freeway HOV facilities, gap closures, significant roadway and capacity modifications, and transit facilities.

4.3 2010 Market Without TIMP Mode Split/Auto Occupancy Assumptions

The transit mode split and auto occupancy assumptions used in this scenario are consistent with the 2010 Baseline 1 assumptions used in the 2010 GPF model. The assumptions correspond to the values summarized in the following table:

Trip Purpose	Transit Percentages	Auto Occupancies
	Avg.	Avg.
Home-Work	10.24%	1.11
Other-Work	2.37%	1.05
Non-Work	5.93%	1.39

4.4 2010 Market without TIMP Trip End Information

The results of the 2010 Market without TIMP assumptions produced the following trip end information for the PM peak period and PM peak hour.

	2010 No Growth	2010 Market without TIMP
PM Peak Period	9,543,970	12,360,510
PM Peak Hour	2,672,310	3,536,540

4.5 2010 Market Without TIMP Operating Conditions

Methodology

A review of the results of the Market without TIMP shows the impact of growth for the region, including growth in the Silver Lake-Echo Park CPA. As can be expected, the number of impacts in this scenario exceeds the impacts identified in the No Growth scenario. The goal is to mitigate the level of significance in terms of volume-weighted average V/C ratio and number of links operating at unsatisfactory levels of service back to the No Growth conditions. This will be the subject of the 2010 Market With TIMP section of the project.

Market Without TIMP Levels of Service

Table 9, which is included in Appendix A, summarizes the levels of service for the 2010 Market scenario. Figure 12 illustrates 2010 Market Without TIMP roadway segment level of service. Similar to the previous table presented for the 2010 No Growth conditions, the table presents volumes, V/C ratio and LOS by street segments for roadways in Silver Lake-Echo Park CPA. As can be seen from the table, the 2010 Market Without TIMP scenario contains 122 segments operating at LOS D or better. There are 11 segments forecast to operate at LOS E and 135 segments at LOS F. The volume-weighted V/C ratio is 2.036.

Relative to the No Growth scenario, the number of segments operating at LOS E or F conditions has declined with the number of segments operating at LOS D or better increasing. This is due to a reduction in through traffic that was generated by growth and development in the areas surrounding the CPA..

This is because under no-growth conditions, regional or area-wide through traffic utilizes the excess roadway capacity or facilities with lower levels of congestion than that of the Golden State Freeway or Hollywood Freeway, for example. When “Market” related traffic is introduced onto the street system, the relative attractiveness of the Silver Lake-Echo Park CPA highway network as an alternate system for area-wide through traffic is diminished. Nevertheless, while some levels of congestion are less under this scenario than that realized under No-Growth, there is a considerable degradation in levels of service and V/C ratios under 2010 Market Conditions as compared to existing conditions.

BASE NETWORK

ATTRIBUTE @vc: PM PEAK HOUR VOLUME/CAPACITY

emmi/2



LINKS:
COL-IND: @vccol
THRESHOLD:
LOWER: -*****
UPPER: *****

LEGEND
V/C RATIO
0.801-0.900 LOS D
0.901-1.00 LOS E
OVER 1.00 LOS F

WINDOW B:
607.88/130.229
615.31/135.805

EMME/2 PROJECT: CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK
SCENARIO 5000: 2010 SILVERLAKE MARKET CONDITIONS (2/13/02)
ATTRIBUTE @vc: PM Peak Hour Volume/Capacity

02-03-29 11:28
MODULE: 2.13
MMA.....ppd



2010 MARKET SILVER LAKE LEVELS OF SERVICE

V/C = VOLUME/CAPACITY

FIGURE
12

5.0 PROPOSED TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM – SILVER LAKE-ECHO PARK COMMUNITY

This chapter summarizes the key elements of the proposed Silver Lake-Echo Park Community Plan Update Transportation Improvement and Mitigation Program (TIMP) as well as the long-term regional transportation improvement plans in the area.

5.1 Regional Improvement Plans

A number of regional improvement plans affect transportation in the Silver Lake-Echo Park Community Plan Area, including the Los Angeles County Congestion Management Program (CMP) and the 2001 Long-Range Transportation Plan For Los Angeles County (20 Year) prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA), the 2001 Regional Transportation Plan Update (RTP), “*Community Link 21*” prepared by the Southern California Association of Governments (SCAG), and Regulation XV adopted by the South Coast Air Quality Management District (SCAQMD).

- The Los Angeles County CMP is a state-mandated program that is the monitoring and analytical basis for transportation funding decisions made through the State Transportation Improvement Program (STIP) process. The 2001 Long Range Transportation Plan (LRTP) is a strategic document that serves as a framework for meeting current and projected mobility needs for Los Angeles County. The Plan recommends highway, bus, rail and demand management improvements, and identifies funding sources and implementation schedules over the 20-year period.
- The 2001 LRTP includes implementation by 2010 of Metro Rapid Bus service on a Sunset Boulevard-Santa Monica Boulevard route from Union Station to downtown Santa Monica, as well as on Alvarado Street-Hoover Street from Sunset Boulevard to the USC/Exposition Park area, to intersect with the Exposition Corridor. It also includes a Metro Rapid Bus route on Vermont Avenue by 2010 connecting to a Rapid Bus Line from Hollywood to Pasadena (through Los Feliz), both of which are close to the plan area.
- The 2001 LRTP also proposes one “Priority Freeway Improvement Project” within the Community Plan Area, an I-5/Route 2 interchange improvement for access to Downtown Los Angeles and Alameda Street By-Pass for access from I-5 to Downtown LA, but the project is not included in the list of projects that can be funded by 2010 with the Constrained Funding level. It is listed as a Strategic Highway Project that would be the next priority for funding if additional transportation funds become available. There is also funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call For Project Applications can be submitted for projects in the Plan area.
- The LRTP also included the recommendation that funding be provided for a freeway corridor study of the 101 Corridor from the I-110 to the Ventura County Line. This study is underway and will evaluate short-term and long-term improvements in this corridor.

- The 2001 Regional Transportation Plan Update prepared by the Southern California Association of Governments (SCAG) is a planning document that serves as the Regional Transportation Plan required under State and Federal statute. The RTP forecasts long-term transportation demands, and identifies policies, actions, and funding sources to accommodate those demands. The RTP consists of construction of new transportation facilities; as well as transportation systems management (TSM), transportation demand management (TDM), and land use strategies.
- The only specific project recommended in the Silver Lake-Echo Park area is implementation of a Rapid Bus on the Sunset Blvd-Santa Monica Blvd route from Union Station to downtown Santa Monica. However, other recommendations are likely to affect mobility to and from the area, including the Vermont Rapid Bus. The RTP also includes support for further studies into the feasibility of an Itra-Regional Maglev System, a high speed rail system linking airports, Union Station and other activity centers. One potential line of this system would extend north from Union Station to Van Nuys Airport and beyond to Palmdale, could travel near or through the Silver Lake-Echo Park CPA, but would not provide service to the area, given the limited stops on such a system.

5.2 Proposed Transportation Improvement and Mitigation Program (TIMP)

The proposed Silver Lake-Echo Park Transportation Improvement and Mitigation Program consists of the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Residential Neighborhood Protection Plans

Transportation Systems Management Strategies

The major components of the proposed Silver Lake-Echo Park Community Plan TIMP are summarized and discussed in this section. In the previous sections it has been shown that increases in congestion are projected to occur throughout the CPA. From a practical or financial standpoint, there is limited opportunity to widen streets to resolve the congestion problem, except, perhaps, at isolated intersections when the adjacent properties redevelop. Roadway widening, if it resulted in narrowed sidewalks and/or parkways, would also be counter-productive to the goal of the Community Plan to enhance the pedestrian environment. As a result, many of the improvements for the Silver Lake-Echo Park TIMP are designed around transportation system management/traffic operations strategies. These include the following:

- *Signalization Improvements* - The City of Los Angeles is in the process of designing the second phase of the Automated Traffic Surveillance And Control (ATSAC) signal system. The ATSAC system employs smart corridor technology to traffic signal controls through a series of signal timing enhancements that are designed to manage and minimize congestion at a specific intersection. Phase II of this system is called Adaptive Traffic Control System (ATCS). This

DRAFT

system takes the smart corridor technology to a higher level, whereby the traffic signals along an entire street or corridor are optimized to balance traffic demand by direction. The full implementation of ATSAC and ATCS will have significant benefits in the Silver Lake-Echo Park CPA through the reduction of congestion. Studies have shown increases in the capacities of roadways by approximately 7 percent upon integration of signal systems with ATSAC and an additional 3 percent with ATCS. These gains appear in the form of less congestion, delays and stops at intersections. Traffic flow is improved and in addition, system operations, monitoring and control is significantly enhanced as well.

- *Traffic Operations* - Special traffic operations procedures are utilized in the vicinity of Dodger Stadium to handle game day traffic volumes. These include the use of movable cones and traffic control officers to create reversible lanes on Elysian Park Drive and Stadium Way and to prevent left turns from Glendale Boulevard onto Scott Street. These types of traffic operations techniques should be continued and periodically reviewed for applicability elsewhere and/or modification to increase the capacity of the roadway network in response to changing traffic volumes.
- *Parking Restrictions* - Sunset Boulevard is designated a Major Highway and is operated with two lanes in each direction, plus curb parking. It is common for Major Highways to provide additional capacity in the peak periods by converting the curb lane to a travel lane and prohibiting parking. This could be implemented on the south side of Sunset Boulevard (eastbound) in the AM peak period (e.g., 7-9 AM) and on the north side (westbound) in the PM peak period (e.g., 4-6 PM). Sunset Boulevard is designated in the City of Los Angeles Transportation Element of the General Plan as a Transit Priority Street, so this additional lane could be reserved for transit vehicles either initially or at some point in the future. The use of the curb parking lane as a peak hour travel lane could pose conflicts with the bicycle lanes striped on Sunset Boulevard. They might need to be converted to commuter bicycle lanes.

General Plan Framework Transit Strategies

The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program contains seven transit recommendations [Note: text in bold face identifies how these recommendations can be applied in the Silver Lake – Echo Park area.]:

1. Collaborate with other local, regional, state and federal agencies to expand Citywide bus service miles by five percent per year to support significant increases in transit ridership.
2. Increase bus service along high-demand routes and corridors in transit-dependent areas to reduce bus overcrowding.
3. Provide additional express and local bus service along major transit corridors to augment future rail service and reduce congestion along congested corridors.
4. Provide shuttles and other services that increase access to and within Targeted Growth Areas (TGAs) to encourage growth in TGAs and to mitigate the traffic impacts of that growth. **In the**

Silver Lake – Echo Park CPA, DOT should consider expansion of DASH service to improve connections between residential areas and commercial areas (e.g., Downtown Los Angeles).

5. Increase accessibility in areas with high transit dependence, reduce the unit cost of service delivery, and create entrepreneurial opportunities, by developing alternative community-based services, expanding existing community-based services, and participating in demonstration projects.
6. Seek maximum opportunities for entrepreneurial services and other private-sector initiatives through such strategies as demonstration programs and financial incentives.
7. Implement one supplemental program per year to provide transit between depressed residential areas and work opportunities.
8. Implement designated transit-priority highways and associated improvements. **In the Silver Lake-Echo Park CPA, Sunset Boulevard, Alvarado Street and Santa Monica Boulevard are the streets designated as transit priority streets in the Transportation Element of the General Plan.**
9. Implement pedestrian-priority street improvements and pedestrian oriented districts within neighborhood, community centers and regional centers as discussed in the General Plan Framework. **In the Silver Lake-Echo Park CPA, the area around the Sunset Boulevard/Echo Park Avenue intersection and the area adjacent to Silver Lake Reservoir are designated as potential pedestrian priority street segments in the Transportation Element of the General Plan. In addition, the segment of Sunset Boulevard from Maltman Avenue to Santa Monica Boulevard is identified as a pedestrian oriented segment of the mixed use boulevard.**

Some of the strategies mentioned above, such as the first recommendation, are regional in scope and cannot be implemented in just one planning area. However, given the nature of the Silver Lake-Echo Park Community Planning Area, improvements to the transit system may result in substantial accessibility improvements in the planning area. The second and third recommendations, dealing with high-demand corridors are also regional in nature but have been included in the MTA's countywide plan and in the Regional Transportation Plan. The Silver Lake-Echo Park TIMP should include the proposed Metro Rapid Bus corridors on Sunset Boulevard and Alvarado Street in the CPA. These two high capacity bus corridors will provide express service to Union Station, the Westside, the Exposition Corridor, and transfer opportunities to other Rapid Bus lines and the Metro Red and Rose Lines. This will greatly enhance transit accessibility for the Silver Lake-Echo Park area. It is important to note that funding sources for operating and capital costs need to be identified for these programs and recommendations. Without dedicated funding programs these programs could not be implemented, but they have been included in the countywide and regional planning documents which are used as programming guides for such funds. In evaluating the candidate Metro Rapid Bus corridors for implementation phasing, MTA rated the Sunset Boulevard Corridor higher than the Alvarado Boulevard Corridor partly because of the shorter length of the Alvarado route. Alvarado Street does meet the City of Los Angeles minimum length criteria (at least one and one-half mile in length) for designation as a

transit priority street, so it should be so designated in the Community Plan, even if it is likely to be implemented in the latter phases of the Metro Rapid Bus program.

Public Transportation

Improvement of the public transportation system to meet future increases in trip demand through and within the Silver Lake-Echo Park area and to reduce adverse environmental impacts due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

Short Range - The following improvements should be encouraged during the next five years:

1. *Carpools* - Computerized data systems for forming carpools need to be expanded and improved. Employers should encourage, where possible, use of carpools through incentives such as preferential parking.
2. *Staggered Work Hours* - Work hours need to be significantly staggered in order to spread peak hour traffic, reduce congestion, and allow more efficient use of both buses and the street system.
3. *Bus System* - More buses are needed for both express and local service. More frequent service and additional routes are necessary. Specialized service such as minibuses, jitney services and demand response (dial-a-ride) may be appropriate in some areas.
4. *Preferential Bus/Carpool Lanes* - Preferential and/or exclusive lanes on appropriate surface streets and freeways are needed to facilitate the movement of buses and carpools.
5. *Street Improvements* - Jog eliminations, street widening, bus bays or turnouts and improved traffic signal systems could facilitate the movement of buses and carpools.

Transit Priority Treatments

In order to promote transit usage by commuters who currently drive, transit needs to be made more competitive, convenient and reliable by linking urban form to transit priorities with the intent of:

- reducing the overall travel time (total of actual travel and waiting time)
- maintaining low transit fares
- improving adherence to schedules

These strategies can be most effectively realized when transit and/or HOV facilities are given priority treatment in land use planning and urban form development. Within neighborhood districts, community centers and pedestrian oriented areas, an emphasis is placed more on the movement of people than automobiles. For example transit priority highways would be established on those routes which have three or more bus lines having a 10-minute or shorter headway in the PM peak period. These highways not only carry higher volumes of transit activity but also carry the largest volumes of commute period bus

riders, whose destinations include the residential portions and community activity centers within the Silver Lake-Echo Park CPA and in the adjacent centers of Downtown and Hollywood.

The “Metro Rapid Bus” demonstration project began in 2000 on Wilshire, Whittier and Ventura Boulevards. It has proven highly successful in attracting new riders through the use of low-floor buses, limited stops and transit priority treatment at signalized intersections.

Primary Transit Priority Highways

The Silver Lake-Echo Park Community Plan includes three Primary Transit Priority Highways, including two designated by the Transportation Element of the General Plan; Sunset Boulevard and Santa Monica Boulevard. The third Transit Priority Highway is Alvarado Street, which is a candidate for Metro Rapid Bus service in the MTA Long Range Transportation Plan.

Pedestrian-Oriented Districts

Streets must serve multiple functions including the movement of vehicles, bicycles, pedestrians and multiple users including motorists, transit, trucking (i.e motorized transport), and pedestrians and bicyclists (non-motorized transport).

Pedestrian-priority areas or street segments are those areas or facilities where pedestrians and their treatment are the priority. Typically these streets can serve as open space in both the daytime and nighttime and are served by buildings with ground floor retail and services and are served by sidewalks that are wide, lined with open canopied street trees and pedestrian scale lighting. Pedestrian Priority Streets are explained in the Transportation Element as streets that make pedestrians a priority by allowing for wider sidewalks (15 to 17 feet), curb side parking, wide crosswalks and signals that allow longer crossing times for pedestrians.

Pedestrian oriented areas is just a generic term to talk about areas that have pedestrian friendly features and environment. A Pedestrian Oriented District is an actual overlay district (enabling language is in Section 13 of the Code entitled Supplemental Use Districts), which is adopted by ordinance and legislates development standards that create development that is oriented to pedestrians (building to the property line, articulation and fenestration, active ground floor uses, etc.). In the Silver Lake-Echo Park Community Plan Area there are three types of areas where the application of pedestrian-oriented design could be applied as a catalyst to enhancing non-motorized transportation. These include neighborhood districts, community centers and mixed-use boulevards.

Neighborhood districts are areas that are primarily developed into small commercial village arrangements with a mix of retail, office, and residential uses. There is one neighborhood district in the Silver Lake-Echo Park Community Plan area, the area around the intersection of Silver Lake Boulevard and Glendale Boulevard. Community centers are designated in the Sunset Boulevard/Echo Park Avenue area, the Sunset Boulevard/Glendale Boulevard area, and along Alvarado Street, between Sunset Boulevard and the 101 freeway. Although not a commercial area, the area surrounding Echo Park Lake is also an appropriate pedestrian-oriented district.

The mixed-use boulevard concept would engender cohesive commercial development that could be integrated typically with housing in a vertical pattern. The intent of mixed use development is to provide housing in close proximity to jobs and services, to reduce vehicular trips, traffic congestion and air pollution, to provide rental housing and stimulate a pedestrian oriented environment. In the Silver Lake-Echo Park Community Plan Area, mixed use boulevards are proposed along Sunset Boulevard, Temple Street and Fountain-Hyperion Avenues.

Transportation Demand Management Strategies

Public Policy

Employer-based trip reduction regulations have come under fire for being an ineffective strategy for meeting regional air quality and mobility goals. This sentiment led to state legislation that prohibits public agencies from mandating the employer involvement in trip reduction programs and, at the federal level, the removal of the Employee Commute Options provision of the Clean Air Act. In response to these actions, the SCAQMD repealed Rule 1501 and enacted Rule 2202 by SCAQMD in December 1995 to set mobile source emission reduction targets for employers and provide several ways to comply including retaining employee transportation programs. Some employers will continue their involvement in employee transportation, however many will either diminish their efforts or cease their involvement in trip reduction programs altogether thus making the attainment of a 1.5 area-wide Average Vehicle Ridership an unrealistic assumption to use in forecasting vehicle trips. The effect of the purported “failure” of Rule 1501 has dealt a severe blow to the constituency for ridesharing and makes proposing TDM measures a more difficult task. In fact, the State Legislature is considering legislation that would compel SCAQMD to repeal Rule 2202 and find ways to shift the burden for emission reduction from employers to individuals, a strategy that is not likely to be embraced by local policy makers.

There is recognition, however, among local and regional planners of using TDM to solve local traffic and mobility problems. Numerous studies have found TDM to be highly cost effective in reducing trips if (1) there is a specific problem to be solved, (2) participants are motivated to solve the problem, and (3) there is support to affect change. Trip reductions of between 40 and 50 percent (as compared to existing trip making) have been achieved at individual sites when these conditions have existed. Provisions that call for the inclusion of transit-friendly site design elements and car and vanpool parking spaces, when placed on developers and property owners as a condition of development can help achieve reductions in trip generation. Making TDM requirements affecting property owners and developers part of city policy through Trip Reduction Ordinances (TRO), circulation elements, the Congestion Management Plan, specific plans, as Los Angeles has done in the Coastal Corridor and Warner Center, provide tools for cities to mitigate the effect of traffic generated by new developments. These development-based TROs will endure in the face of receding area-wide employer TROs.

Recent research studies, policy initiatives and investments in demonstration projects by federal and state agencies have begun exploring how pricing can be used to improve performance of the transportation system and reduce mobile source emissions. While it sounds like good economics, pricing projects have significant problems since most people feel that they have already paid for the right to use the transportation system through taxes. In the case of implementing pricing through parking fees, most employers and property owners are reluctant to eliminate free parking since it is considered a staple of

leasing practices and employment. Pricing may become a more accepted tool for managing transportation resources as new techniques, such as debit cards, make its implementation convenient and as communities become more willing to accept pricing's shortcomings relative to the problems of other congestion management strategies, such as employer trip reduction mandates.

Other public policy issues to be considered in crafting a TDM program for the Silver Lake-Echo Park Community include:

- Recognition of the dynamics between land use and travel demand in local land use planning. Effective land use policies can help the area's economy by ensuring convenient access, high level of mobility, and positioning the city as safeguarding the environmental quality.
- Creating a tangible return on investments in public services and infrastructure for those asked to provide financial support.
- A reluctance of the SCAQMD to add regulatory burdens that affect the region's economy.

Institutional Arrangements

There are many organizations involved in the planning and delivery of trip reduction programs including the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), Transportation Management Associations (TMA), and local cities. Key institutional issues affecting the planning for, and delivery of TDM actions in the Silver Lake-Echo Park Community include:

- SCAG has taken the lead in developing and delivering TDM programs. Caltrans has abandoned its involvement in providing financial and technical support for area-wide ridesharing services and transportation information.
- The Los Angeles County Metropolitan Transportation Authority (LACMTA) supports the development, funding, and delivery of TDM activities in Los Angeles County. It oversees the County's Congestion Management Program including the TDM element requiring each jurisdiction to have a TDM ordinance to reduce vehicle trips at work sites with a particular emphasis on managing trip making at sites being developed. The LACMTA distributes funds for TDM projects biennially on a competitive basis. A review of prior TDM projects is being conducted to determine their effectiveness in order to guide future investments.
- Local cities have begun to assume more responsibility for delivering TDM services often through Transportation Management Associations. Communities with TMAs will be better prepared to respond to specific local needs. SCAG will be looking to deliver its rideshare services through TMAs. The likelihood of forming a TMA in the Silver Lake-Echo Park Community is remote, however.
- There is a growing practice of creating partnerships of business and government to reduce costs and improve effectiveness in solving community problems in which businesses hold a stake.

Financing

TDM funds are scarce. This trend will continue and will get worse if initiatives, such as SCAQMD's Rule 2202, are eliminated. Funding has suffered from the criticism leveled at mandatory trip reduction programs. TDM funds available from LACMTA have been reduced to support capital construction funding and may suffer even further to make up a shortfall in transit operating funds caused by changes in federal and state funding. LACMTA and the Mobile Source Review Committee (through the SCAQMD) direct TDM funds through competitive awards to specific investments, such as improving the environment for walking or operating a shuttle service. LACMTA's bi-annual call for projects is a major source of funds that should be considered in developing and demonstrating new transportation programs. Funds are often directed to development and initial operation. Local jurisdictions are expected to sustain services should they prove valuable.

Market Demands

The need to, and desire for, travel has mushroomed. Individual and household travel has increased substantially as demonstrated by the growth of vehicle trips and miles traveled. Most of this increase has occurred for non-work purposes. Discretionary trips for shopping, recreation, and school have also increased as household activities have expanded and diversified and as work schedules have become more varied. This trend has brought attention to the need for addressing the traffic, air quality and mobility consequences of non-work travel. Principles of demand management gained through work-based trip reduction programs offer the opportunity for TDM practitioners to apply their specialized knowledge of travel behavior dynamics to new markets.

Saving travel time is very important to short distance commuters since each minute represents a larger share of a trip compared to longer distance travelers. This is why workers that live close to their jobs find ridesharing (including riding the bus) very inconvenient. Conversely, each minute saved from taking advantage of a rideshare arrangement, such as access to a close parking space, may be very appealing enough to make non-solo travel attractive.

Technology

Information technology is being embraced as a means for removing the need to travel, opening up opportunities that improve productivity at work, and increasing lifestyle choices. In regard to TDM, the use of technology has been demonstrated in:

- the development of real time ridematching capabilities along with use of mapping
- use of computerized transportation information displays
- the growing incidence of work occurring away from an office including at home on a part-time basis, home-based businesses, and at telecenters
- in-vehicle navigation systems including vehicle tracking and dispatching systems
- availability of, and improvement in, traffic condition reports
- the use of communication technology as a substitute for trip making
- residents use of electronic communication services

TDM programs need to consider how technology can improve operations, customer access and convenience. SCAQMD will be placing greater emphasis on improving air quality through technological means as compared to changing travel behavior as evidenced by the liberalization of employer compliance options under Rule 2202.

Implications of Transportation Facilities and Policies

- Recent changes in public policy on trip reduction programs may cause employers to reduce their involvement in employee transportation programs although the City of Los Angeles may continue to require employers to provide a subsidy of transit fares.
- City policy to reduce parking requirements as a trade for investments in TDM actions may have appeal for property owners seeking to gain entitlements for development projects that require the provision of parking.
- Designating streets as “Commuter Bikeways” will make bicycling more attractive for residents in the Silver Lake-Echo Park Community.

TDM Recommendations

This section presents recommendations for Transportation Demand Management (TDM) measures to be considered in the update of the Community Plan for the Silver Lake-Echo Park Community Planning Area. Recommendations are based on:

- factors influencing travel demand including the area’s employment, residential, travel, and demographic characteristics
- Existing Community TDM related transportation services and facilities
- City of Los Angeles TDM policies and practices (e.g., requirement for TDM Plan for new developments, Transit Fare Subsidy Ordinance, TDM Ordinance, and bicycle parking requirements)
- implementation of projects and improvements that have been endorsed and/or improved (e.g., Citywide Bicycle Plan)

Policy Context

Recommendations for TDM measures in Silver Lake-Echo Park Community should be consistent with adopted City policy. The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program (TIMP) contains four TDM recommendations as described in the following paragraphs. Measures marked with an asterisk (*) should be considered in the Silver Lake-Echo Park Community:

1. Continue progress in trip reduction through implementation of Clean Air Program (CAP) projects to meet or exceed the projected 2010 Market levels of Ridesharing and transit ridership
2. Support proactively the regional implementation of market incentives to achieve regional levels of trip reduction mandated by state and federal Clean Air Acts while protecting the economic future of the City and the region.
3. Encourage regional agencies to consider the following measures when developing regional TDM program for work trips:
 - implement parking cash out legislation
 - reduce on-site parking requirements in exchange for Park and Ride lots
 - develop and expand Transportation Management Organizations (TMO)
 - develop and implement public education on carpooling and ridesharing
 - expand employer based commute assistance programs
 - encourage businesses to implement telecommuting and alternative work schedules
 - require new developments to include bicycle facilities
 - complete Caltrans' HOV-on-freeways facilities
 - implement HOV facilities on arterials
 - implement shuttle bus programs to serve transit stations
 - implement parking pricing and enforcement strategies
 - implement market based incentives
4. Encourage regional agencies to consider the following measures when developing regional TDM programs for non-work trips
 - provide public education on TDM
 - develop and adopt appropriate land use measures
 - provide express bus service to major activity centers and shuttle services within centers
 - enhance and expand local transit services
 - expand the bicycle system
 - develop residential based TMOs
 - develop merchant incentives for customers with bus passes
 - provide Park and Ride services to centers and special events

Recommended Specific TDM Strategies

TDM strategies and measures recommended for the Silver Lake-Echo Park Community Planning Area include:

Incentives to Limit Vehicle Trip Generation for New Development

The Community Plan should provide incentives, such as increased density and/or reduced on-site parking requirements, that would encourage new developments to achieve the following:

1. Limit peak period vehicle trips at commercial and industrial development projects to 85 percent of that forecasted for the project (i.e., as compared to trip generation rates used to determine

project traffic impacts) or to achieve a 1.5 peak period Average Vehicle Ridership among employees.

2. Exceed minimum trip reduction performance. Properties conditioned with these requirements should be compelled to monitor performance and provide a contingency plan for addressing potential problems, such as spillover parking.

These programs can be enforced through monitoring programs developed in conjunction with the project developer and City staff. One method, currently in place in the City of Los Angeles at UCLA and Howard Hughes Center, relies on annual vehicle driveway counts. These two sites have established trip caps, which, by agreement with the developers cannot be exceeded. If the number of trips exceed the allowable cap, financial penalties can be imposed.

These recommendations are consistent with City policy established in Transportation Specific Plans and policies of the Community Redevelopment Agency.

Financial Incentives

3. Consider offering employers with 25 or more employees an incentive for providing a transit subsidy to their employees, such as reducing the fees for the City's Business Registration License. Alternatively, smaller employers could be required to participate thus increasing the number of employees receiving the subsidy.

Telecommunications

4. Provide incentives (e.g., increased density, reduced development fees) for developers of new multifamily housing to provide capabilities for use of telecommunications equipment that makes it easier to work at home.

Facility Improvements

5. Designate car/vanpool waiting zones on or adjacent to arterials in employment areas that are out of traffic flows, well lighted, visible, and distinguished from bus stops.
6. Identify and develop a series of pedestrian paths and trails that are well lighted, visible, and well marked that make walking to activity centers convenient and safe.
7. Identify and install signs and pavement markings to guide bicycle riders along bicycle routes and lanes through the Community.

Parking Management

8. Require property owners of new commercial and industrial developments to uncouple leases on parking spaces from that of work space and allow tenants to lease only the parking that they want (versus requiring tenants to take a minimum parking allocation). This would be implemented only in areas where a Transportation Management Association is in place to track and administer the program.

This can be enforced through the implementation of a mitigation monitoring type program. For example, the property owner and lessee can sign agreements which separate the office space from the use of parking facilities. In this case the cost of the office space would not include parking rights. The use of parking would be contracted for separately with the parking operator or with the landlord, depending on who operates the garage. This would then be submitted to the City as any other mitigation monitoring program is for annual review. Property owners failing to meet established thresholds or maximums would be subject to financial penalty.

Capital Improvements

Major and Secondary Highways in the Silver Lake-Echo Park area should be improved and maintained to encourage traffic to use them rather than Local Streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas that they serve. Low-cost, short-term improvements such as reversible lanes, computerized traffic signal systems, street parking restrictions, provision of adequate off-street parking, and management of local street intersections with major arterials should be emphasized.

Highways, Collector Streets and Local Streets shall be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

To meet environmental objectives, the following special standards are established for the development of certain streets. These streets, which are among those that should be considered for alternate standards because of environmental considerations, are as follows:

1. *Silver Lake Boulevard (Armstrong Avenue to Van Pelt Street)* - Improve with 42-foot roadway as shown in Silver Lake & Ivanhoe Reservoirs Master Plan. Allow for appropriate flares to accommodate southbound left turns onto intersecting residential streets.
2. *West Silver Lake Drive (Tesla Avenue to Van Pelt Place)* - Improve with 34-foot roadway as shown in Silver Lake & Ivanhoe Reservoirs Master Plan

Additional specific facility improvements include:

- **Signalization Improvements** - The City of Los Angeles is in the process of designing the second phase of the ATSAAC signal system. Phase II of this system is ATCS. This system takes the smart corridor technology to a higher level, whereby the traffic signals along an entire street or corridor are optimized to balance traffic demand by direction. The full implementation of ATSAAC and ATCS

will have significant benefits in the CPA towards the reduction of congestion. Studies conducted by LADOT have shown increases in the capacities of roadways by approximately 7 percent upon integration of signal systems with ATSAC and an additional 3 percent with ATCS.

- **Intelligent Transportation Systems (ITS) Improvements** – The ATCS system provides capacity improvements on the arterial highway system through the use of new technology to monitor traffic conditions and adjust the signal system accordingly. These and other applications of technology to transportation are referred to as Intelligent Transportation Systems (ITS). Some of the types of ITS elements that would be applicable in the Silver Lake-Echo Park CPA include the following:
 - **Variable Message Signs (VMS)** – VMS could be employed along key arterials to alert motorists to unusual circumstances ahead and alternate routes to avoid congestion. These would be particularly applicable to approach routes to Dodger Stadium and along Sunset and Glendale Boulevards and Alvarado Street.
 - **Transit Information Kiosks/Next Bus Information** - At major transit stops and transfer points, and other activity centers, real time information about transit services and the time at which the next bus will arrive could be employed.
- **Intersection Improvements** – There are several locations where intersection congestion causes drivers to seek alternate routes, often on residential streets:
 - **Glendale Boulevard/Alvarado Street** - The intersection of Glendale Boulevard with Alvarado Street is one of the most congested in the CPA, particularly in the PM peak period. The geometrics at this intersection are complicated by the fact that Berkeley Street intersects the same intersection. Northbound traffic on both Glendale and Alvarado backs up to Sunset Boulevard. Additional capacity should be provided for the northbound left turn movement from Alvarado Street onto Glendale Boulevard to reduce the amount of green time devoted to that movement. Major Capacity enhancements along Glendale Boulevard have been studied and have been opposed by many community members. In order to reduce congestion at this intersection, LADOT plans to implement a modification to the intersection so that southbound left turns from Glendale Boulevard onto Berkeley Street will be prohibited (left turn lane closed) and the southbound Alvarado Street approach to the intersection will also be closed. The Berkeley Street approaches to the intersection will remain open. The elimination of some of the conflicting movements through the intersection will allow more of the green signal time to be assigned to the Glendale and northbound Alvarado approaches.
 - **Stadium Way/Academy Road** - At the off-set intersections of Stadium Way and Academy Road, additional capacity is needed in the segment of Academy Road between the two intersections. Signalization should also be considered to facilitate the northbound right turn onto Academy Road and the subsequent left turn onto Stadium Way. In the southbound direction, it would also be an improvement if a second lane could be carried through the intersections (i.e., double right turn from Stadium Way onto Academy, followed by a double left turn onto Stadium). Improvements to these intersections should be accomplished in a manner to minimize impacts on Elysian Park. The complete reconfiguration of these off-set intersections was at one

time contemplated to create a single, four-legged intersection. This construction would have negative environmental impacts on Elysian Park and is no longer proposed. Improved capacity through these intersections would deter some of the traffic which diverts through adjacent residential streets to avoid the congestion at this location.

- **Sunset Boulevard/Santa Monica Boulevard** – This location presents a challenge to westbound buses attempting to turn left off of Sunset Boulevard onto the connector ramp to Santa Monica Boulevard because the intersection of this connector ramp is unsignalized. Signalization and left turn phasing should be considered by LADOT.
- **Sunset Boulevard/Hollywood Boulevard/Hillhurst Avenue** - This intersection lies just outside the Community Plan, in Hollywood, but the complex nature of the five-legged intersection with heavy turning volumes causes it to be a bottleneck on a major access route to the Silver Lake – Echo Park Community. Additional detailed analysis of improvements at this intersection should be pursued by LADOT.
- **Silver Lake Boulevard/Temple Street/Beverly Boulevard/Virgil Avenue** - This intersection also lies just outside the Community Plan, in the Wilshire CPA, and also has a complex design with five legs and closely spaced adjacent intersections, all with heavy turning volumes. This area frequently becomes a bottleneck on a major access route to the Silver Lake – Echo Park Community from the south. Additional detailed analysis of improvements at this intersection and the adjacent intersections should be pursued by LADOT.
- **Roadway Extensions** - One new street is recommended for construction in the Silver Lake-Echo Park CPA if redevelopment in the industrial area along the Los Angeles River occurs and right of way can be obtained. Blake Avenue would be extended to Gleneden Street, potentially with a jog at Coolidge Avenue, to provide an access route to the industrial zoned land uses that would not utilize local residential streets and which would represent a boundary between industrial and residential land uses.
- **Freeway-related improvements** - There are several freeway interchange improvements in the vicinity of the Silver Lake- Echo Park CPA which would improve conditions on streets within the CPA.
 - **Route 110/I-5 Connector** - The limited capacity on the connector ramps between the I-5 Golden State Freeway and the Route 110 Pasadena Freeway has traditionally caused regional through traffic to use arterial highways in the CPA in lieu of this connection. The southbound I-5 to southbound 110 connector ramp was recently widened to provide a two-lane connection and the back ups onto the Golden State Freeway have been significantly reduced. This should attract some traffic away from the southbound Glendale Boulevard corridor. A similar improvement in the northbound direction would similarly attract some traffic away from northbound Glendale Boulevard. This connection is a more difficult design challenge because of the location of the connector ramp directly after a tunnel and below the southbound 110 structure. Improvements to this connector should be pursued with Caltrans, perhaps even as a peak period option allowing left turns onto the ramp from the number two lane on the northbound 110 freeway. The

DRAFT

Community Plan should identify capacity improvements on this connector ramp as a high priority project for the City of Los Angeles.

- **Route 2 Terminus at Glendale Boulevard** - The potential reconfiguration of the Glendale Freeway terminus at Glendale Boulevard has been under study for several years. Many members of the community would like to reduce the speed and volume of freeway traffic as it transitions to the arterial street system on Glendale Boulevard. The LACMTA is currently preparing a Project Study Report/Project Development Support (PSR/PDS) study evaluating alternatives for the freeway terminus. The alternatives that appear to have the most support would realign the southbound off ramp to the east to intersect Glendale Boulevard in a single signalized intersection adjacent to the northbound on ramp. This would eliminate the flyover off ramp, which passes over Glendale Boulevard, and would eliminate the other southbound off ramp that currently intersects Glendale Boulevard opposite Waterloo Street. The right of way currently occupied by these off ramps could be made available for open space. The Glendale Boulevard/Allesandro Street intersection would remain as is with some pedestrian amenities added.
- **I-5/Route 2 Interchange** - Improvements to the I-5/Route 2 interchange, coupled with the Alameda Bypass, have been proposed as regional improvements to improve access to Downtown in the Long Range Transportation Plan for Los Angeles County. The Community Plan should support implementation of these improvements, as they will reduce the traffic demands on the Glendale Boulevard Corridor and other arterial highways currently utilized by regional through traffic.
- **110/101 Merge** - The congestion caused by the merge on the northbound 101 freeway, just north of the interchange with the 110 freeway, extends back onto the mainline of the 110 freeway in Downtown Los Angeles. In order to avoid this congestion point, some downtown commuter traffic utilizes arterial highways, such as Beaudry Avenue, Glendale Boulevard and Alvarado Street to connect between downtown and the 101 freeway. The addition of an auxiliary lane between the 110 freeway and Glendale Boulevard would significantly reduce this congestion by lengthening the merge distance from less than one-quarter mile to about one-half mile. In order to accomplish this, the freeway would have to be widened within the existing right-of-way, which would require the removal or replacement of the Edgeware Road bridge across the freeway with a longer span bridge. The Community Plan should support this freeway capacity improvement. It will be studied as part of the Highway 101 Corridor Study currently being conducted by the MTA.
- **I-5/Glendale Boulevard** - The City should monitor conditions at the southbound I-5 off ramp at Glendale Boulevard, which currently terminates in an unsignalized intersection at Riverside Drive. This off ramp terminus may need to be signalized in the future.

Residential Neighborhood Protection Plan

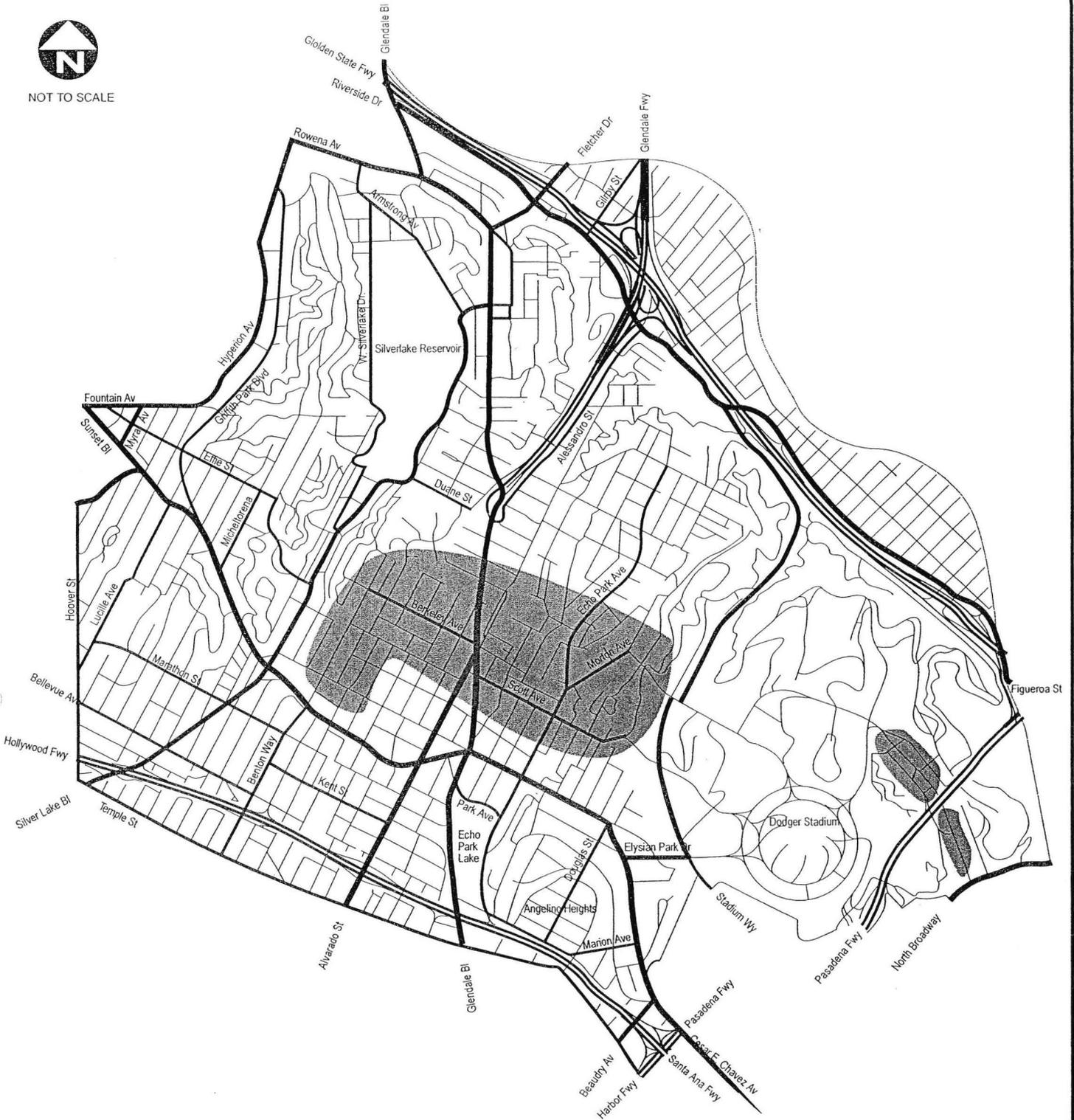
In the Silver Lake-Echo Park Community there is a predominance of local residential streets. As traffic volumes build up on the arterial street network, some drivers seek alternate routes on residential streets to avoid the arterial congestion. This is often referred to as "cut through" traffic. Areas with grid system patterns of streets are particularly susceptible to cut through traffic because the local streets are often parallel to major and secondary highways and provide convenient alternate routes. Similarly, areas with only limited arterial streets and collector streets connecting neighborhoods often experience cut through traffic on those collectors when drivers look for alternate routes. Several of the neighborhoods in the Silver Lake-Echo Park CPA experience commuter cut through traffic daily and others experience cut through traffic related to events at Dodger Stadium. Neighborhood protection plans are frequently developed to reduce the impacts of traffic on local residential streets by either slowing the speed of the traffic or reducing the volume of cut through traffic by making it harder for such vehicles to reach the residential streets. This has already occurred on Scott Street where the entrance to Dodger Stadium is not utilized on most game days and the left turn pocket on Glendale Boulevard at Scott is coned off to divert stadium-bound traffic to Sunset Boulevard, rather than on residential Scott Street. Figure 13 illustrates the general areas within the CPA where neighborhood traffic management plans should be considered to reduce the impact of cut through traffic on the residential environment.

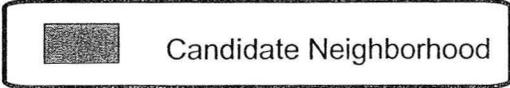
Identification of Problems

As noted in the Silver Lake-Echo Park Community Plan, the Plan does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. Additional studies are required to determine and achieve a balance between circulation demands and facilities, taking into account the minimization of air pollution, noise and community disruption.



NOT TO SCALE



 Candidate Neighborhood



An Iteris Company

Silver Lake-
Echo Park TIMP

FIGURE 13
Candidate Neighborhood Traffic Management Program Areas

Travel demands through the CPA can be accommodated by one or a combination of the following transportation alternatives:

- Surface street improvements, including various types of traffic operational improvements.
- Freeway Access improvements.
- Transportation Demand Management.
- Public Transportation - Including both surface bus and fixed guideway systems
- No Improvements.

Further study of future transportation needs and possible alternative solutions is necessary. These studies should be conducted with participation from the local community, elected officials and City, County, regional and State agencies.

Upon request from members of the community or the Council office, the City should hold neighborhood meetings to identify where traffic or parking intrusion is considered a problem. Such meetings are important not only to identify the locations of problems, but also to discuss the pros and cons of potential solutions to the problems.

Traffic Control Measures

The types of neighborhood traffic control devices that have been used to regulate, warn and guide traffic in residential areas include the following:

- Diverters
- Semi-diverters or partial street closures
- Chokers (narrowing of the roadway)
- Turn Restrictions
- Turn Channelization
- Stop signs
- Traffic circles
- Speed humps
- Special pavement
- On-street Parking
- Bikeway Striping
- Warning or Advisory signs

Installation of certain types of traffic control devices such as stop signs, require satisfaction of specific criteria to justify their installation. The City must study conditions within the neighborhood to determine if the installation on such traffic control devices is warranted.

Implementation of Neighborhood Protection Plans

The Department of Transportation has a new unit to handle citizen complaints about neighborhood traffic intrusion and to work with the neighborhoods to develop neighborhood protection plans. This unit has limited resources and demands for services throughout the City.

The implementation of successful neighborhood protection plans requires consultation with the residents of the neighborhood because they often result in modified travel patterns within a neighborhood. In order to discourage cut through traffic, the neighborhood streets must be made less attractive as alternate routes to the highway network. This typically means making them harder to get to and slower to drive on, changes which will also be experienced by the residents of the neighborhood. It is important that the residents reach consensus on the measures to be implemented in their neighborhood. Sometimes the measures are implemented on a temporary basis to test their effectiveness and gauge community reaction.

Bicycle Plan Changes

The adopted Bicycle Plan provides good connectivity via Class II Bikeways and Commuter Bikeways to most areas of the Silver Lake-Echo Park Community.

Silver Lake Boulevard is designated as a Class II Bikeway north of Sunset Boulevard. Between Sunset Boulevard, which is also a Class II Bikeway, and First Street, which is designated a Commuter Bikeway, Silver Lake Boulevard is not part of the bikeway network. Given the physical constraints of the existing right-of-way, it would be difficult to restripe it with bike lanes and classify it as a Class II Bikeway, so it should be considered for designation as a Class III Bikeway Gap Closure.

6.0 YEAR 2010 TRAFFIC CONDITIONS WITH TIMP

This chapter summarizes future market forecast conditions with the Transportation Impact and Mitigation Program in place. The purpose of this scenario is to analyze the mitigation results of implementing the proposed TIMP on the market forecast. The goal is to mitigate the impacts of growth and additional traffic due to the Wilshire community plan area only.

6.1 2010 Market Model Application

As with the 2010 Market scenario, this scenario uses model generated growth rates to develop future forecast volumes. Growth rates are calculated from the difference between the base calibration assignment and the 2010 Market assignment. The calculated volumes represent forecast travel demands associated with the 2010 Market condition.

Testing of the TIMP improvements discussed in Section 5.0, is done on a post-assignment basis. This approach requires an additional 2010 Market with TIMP assignment. The land use and network assumptions used to generate this future forecast are discussed below.

6.2 2010 Market Land Use Assumptions

Land use assumptions are identical to 2010 Market conditions. The purpose of the scenario is to keep the land use intensity developed in the 2010 Market forecast and to test the effectiveness of TIMP measures.

6.3 2010 Market Highway Network Assumptions

As discussed in Section 6.1, the testing of the mitigation measures requires an additional 2010 Market with TIMP assignment. Highway network assumptions in the this scenario include the 2010 Market network with the proposed TIMP measures.

6.4 2010 Market with TIMP Mode Splits/Auto Occupancy Assumptions

In order to be conservative, the transit mode split and auto occupancy assumptions are the same as the 2010 Market without TIMP scenario. As discussed in the Proposed TIMP section of this report, a community plan level TIMP cannot alter transit shares and auto occupancy patterns in and by itself. Citywide and/or regional policies need to be in place and enforced in order for these patterns to change. The following table summarizes the mode splits and auto occupancy assumptions used in this scenario.

Trip Purpose	Transit Percentages Avg.	Auto Occupancies Avg.
Home-Work	10.24%	1.11
Other-Work	2.37%	1.05
Non-Work	5.93%	1.39

6.5 2010 Market with TIMP Operating Conditions

An additional 2010 Market with TIMP assignment was prepared to analyze the effectiveness of the proposed TIMP improvements. A review of the 2010 Market with TIMP results shows that the level of significance in terms of volume-weighted average V/C ratio and the number of links operating at unsatisfactory levels of service were mitigated to below No Growth conditions. As noted in Section 1.3, the criteria used in this assessment is as follows:

The roadway system within the study CPA is considered to be significantly impacted if one or both of the following conditions exist:

- The "volume-weighted" average V/C ratio under the 2010 "Market with TIMP" conditions for all of the analyzed roadway segments must be below that of the 2010 "No Growth" conditions; and
- The number of segments projected to operate at unsatisfactory levels of service (LOS E and F) under the "Market with TIMP" conditions is below those of the "No Growth."

When the impact of the whole CPA has been mitigated back to "No Growth" levels, the TIMP is considered effective. This implies that the volume-weighted average V/C ratio is at or below "No Growth" conditions *and* the number of roadway segments projected to operate at unsatisfactory LOS is at or below the number in the 2010 "No Growth" condition.

Market with TIMP Levels of Service

Table 10 summarizes the effectiveness indices for each Silver Lake-Echo Park CPA scenario examined in this report. As the table shows, the number of roadway segments operating at unsatisfactory levels of service has increased from the 2010 No-Growth Scenario and Market scenarios. Figure 14 illustrates the Market With TIMP roadway segment levels of service. The locations where additional LOS E and F links have resulted from the TIMP are primarily the freeway ramps and adjacent streets along the Hollywood Freeway. This appears to result from the reduction in travel speeds along the residential collectors where traffic calming measures were simulated. As a result of traffic calming in the Silver Lake- Echo Park area, some of the through traffic shifts to the freeway.

TABLE 10
2010 SCENARIO UNSATISFACTORY LOS

Scenario	Number of Unsatisfactory LOS
Existing	84
2010 No Growth	169
2010 Market without TIMP	146
2010 Market with TIMP	188

DRAFT

Table 11, which is included in Appendix A, summarizes the levels of service for the 2010 Market With TIMP Scenario. As Table 11 indicates, the TIMP Scenario contains 80 segments operating at LOS D or better. There are 17 segments operating at LOS E and 171 segments operating at LOS F. The volume-

BASE NETWORK

ATTRIBUTE @vc: PM PEAK HOUR VOLUME/CAPACITY

emmi/2



LINKS:
all
COL-IND: @vccol
THRESHOLD:
LOWER: -*****
UPPER: *****

LEGEND
V/C RATIO
0.801-0.900 LOS D
0.901-1.00 LOS E
OVER 1.00 LOS F

WINDOW B:
607.88/130.229
615.31/135.805

EMME/2 PROJECT: CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK
SCENARIO 5002: 2010 SILVERLAKE MARKET CONDITIONS W/TIMP (2/28/02)
ATTRIBUTE @vc: PM Peak Hour Volume/Capacity

02-03-29 14:26
MODULE: 2.13
MMA.....oxo



2010 MARKET WITH TIMP SILVER LAKE LEVELS OF SERVICE
V/C = VOLUME/CAPACITY

G:\Users\20001\100_0441\QDA\14\14.DWG 2/28/02

DRAFT

weighted V/C ratio is 1.976, which is less than that of the 2010 No Growth or Market Without TIMP Scenarios. The effect of the TIMP is therefore to reduce the traffic impacts of the community plan land use to a less than significant level. The effect of the TIMP has been to reduce the volume-weighted V/C ratio by redistributing some traffic off of the most heavily traveled congested corridors onto some of the less traveled corridors. This is illustrated in Table 12 below.

TABLE 12
2010 SCENARIO VOLUME-WEIGHTED V/C

Scenario	Volume-Weighted V/C Ratios
Existing	0.933
2010 No Growth	2.102
2010 Market without TIMP	2.036
2010 Market with TIMP	1.976

Proposed Changes in Roadway Classifications

A number of Secondary Highways and Collector streets have not been built to current design standards and there is limited potential to widen them due to existing development patterns. Furthermore, severe traffic congestion exists along most major transportation corridors and intersections with many streets functioning in excess of full capacity during the peak hour. This has resulted in the diversion of traffic in some areas from congested commercial corridors to residential streets, which negatively impacts the quality of life in neighborhoods. Given these physical roadway limitations and neighborhood impacts a number of roadway classification changes are proposed. A second tier of classification changes are also suggested which will support mobility enhancements with minimal or no physical improvements required, such as Transit Priority Streets. Table 13 summarizes the proposed changes in street classifications in the Silver Lake-Echo Park CPA

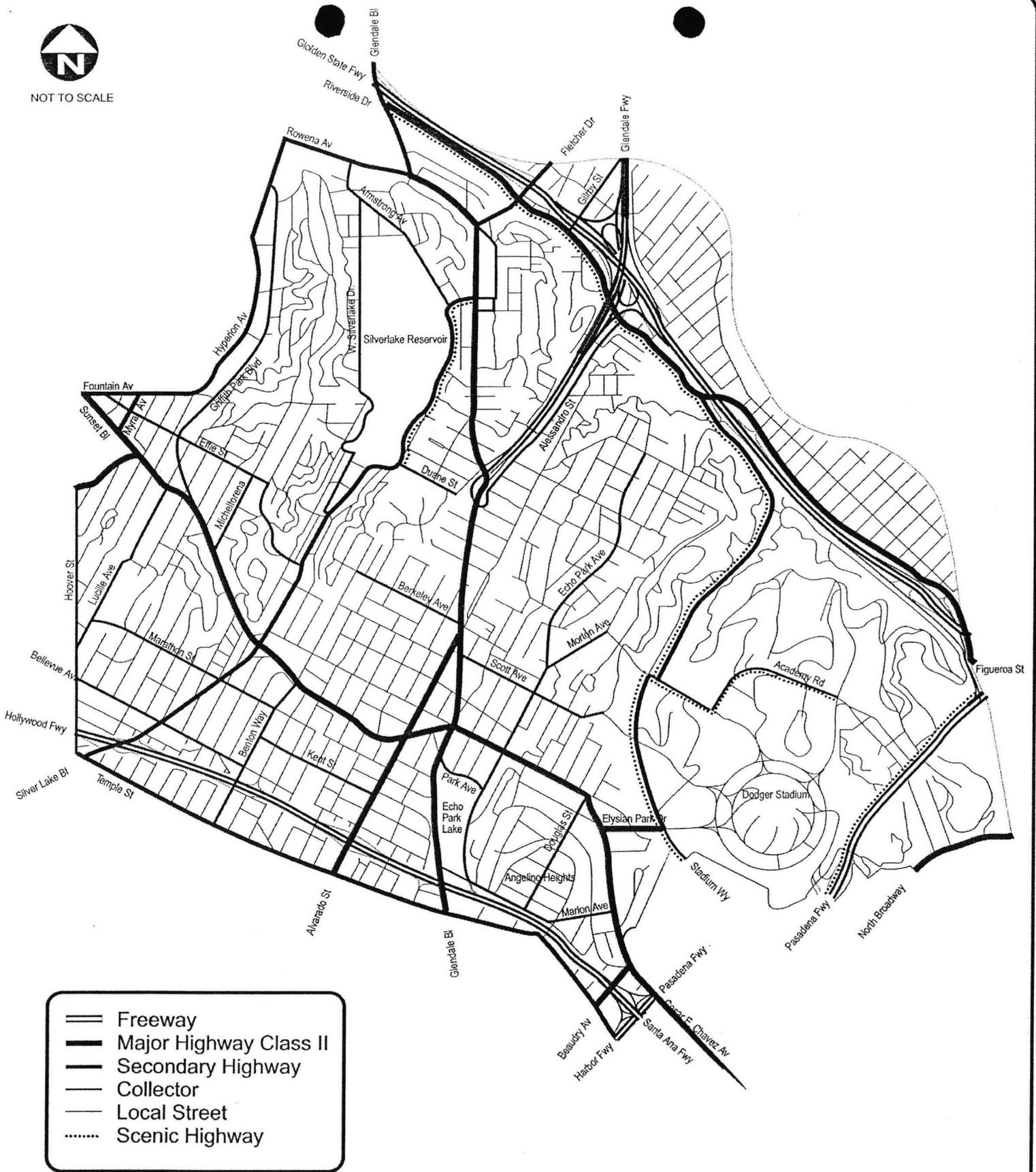
TABLE 13
PROPOSED CHANGES IN STREET CLASSIFICATION

Roadway Segment	Existing Classification	Proposed Classification	Reason For Change
Academy Road	Local Streets	Collector Streets	Reflect how it functions as access to Dodger Stadium, Elysian Park, the Police Academy and Route 110
Silverlake Boulevard – Duane Street to Armstrong Avenue	Secondary	Modified Secondary	Narrower 42' Roadway, consistent with Silverlake Reservoir Master Plan
Bellevue Avenue, Glendale Boulevard to Echo Park Avenue	Local Street	Collector Street	Reflect how it functions as access to Hwy 101
Beaudry Avenue	Secondary	Major	Consistency with Central City West Specific Plan

Figure 15 on the following page, shows the proposed roadway classifications for the Community Plan.



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

An Iteris Company

Silver Lake-
Echo Park TIMP

FIGURE 15
Proposed Roadway Classifications

7.0 CONGESTION MANAGEMENT PROGRAM TRANSPORTATION IMPACT ANALYSIS

7.1 Background

The Congestion Management Program (CMP) for Los Angeles County, first developed by the Metropolitan Transportation Authority in 1992, is a state-mandated program enacted by the state legislature with the passage of Assembly Bill 471 (1989), as amended by Assembly Bills 1791 (1990), 1435 (1992), and 3090 in June, 1990. It has been developed to meet the requirements of Section 65089 of the California Government Code and is intended to address regional congestion by linking transportation, land use and air quality decisions.

The CMP is a key link in county wide, multi-modal planning and program implementation. The CMP includes a deficiency plan which is designed to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. With the inclusion of the deficiency plan, the CMP strengthens partnership among local jurisdictions, the MTA, and other regional agencies.

The purpose of this section is to conduct a CMP Transportation Impact Analysis (TIA) level of analysis consistent with established guidelines. The following section presents the CMP TIA analysis and results for the Silver Lake-Echo Park Community TIMP.

7.2 How Model Used for Analysis

The Congestion Management Program's Transportation Impact Analysis (CMP TIA) prepared for this project compares future growth in vehicle trips associated with land use changes and future development under 2010 Market Conditions with 2010 No Growth Conditions. The Refined GPF Model developed for the Silver Lake-Echo Park Community TIMP was used to forecast traffic conditions expected to occur in Year 2010 under the two conditions.

Only weekday PM peak period forecast were considered to analyze the impacts of the proposed project. Based on the Southern California Association of Governments (SCAG) trip-generation survey, "Home-Work" trips (as a percentage of daily traffic by all trip types) generated about the same percentage for both AM and PM peak periods, whereas the percentages of "Other-Work" and "Non-Work" trips were substantially higher in the PM peak period than the AM peak period. Therefore, it can be assumed that the weekday PM peak period traffic volumes would be higher than AM peak period traffic and hence, will provide the worst-case scenario analyses.

7.3 Scope of Analysis

As presented in the 1995 Congestion Management Program for Los Angeles County, CMP TIA guideline, particularly intersection analyses are well suited towards analysis projects where land use types and design details are known. Where land uses are not defined (such as with projects that are

DRAFT

limited to zone designations and parcel size with no information on access locations), the level of detail in TIA should be adjusted accordingly. This applies directly to redevelopment areas, citywide general plans and in this case, community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the Proposed project will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either directions, during either the AM or PM weekday peak hours.

In this study, the CMP analysis is refined as allowed under Section D.3 of the 1995 Congestion Management Program for Los Angeles County to be more suited to the goals of the TIMP for the Silver Lake-Echo Park Community Plan Update. Because mitigation of freeway impact is beyond the scope of the Community Plan TIMP, freeway segment analysis is not conducted under this study. Freeway segment analysis may be conducted as a separate analysis outside of the Community Plan TIMP and CPU effort. The refined GPF model can readily provide this level of information.

Only one CMP route, Route 2, is located in the Silver Lake-Echo Park Community Plan Area. This route follows Santa Monica Boulevard, Alvarado Street and Glendale Boulevard.

7.4 CMP Impact Analysis

As discussed in Appendix D - Guidelines for CMP Transportation Impact Analysis of the 1995 Congestion Management Program for Los Angeles County, "volume to capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency" for traffic impact analysis involving arterial segment analysis. A capacity of 700 vehicles per hour through traffic lane is used, as allowed in the guidelines, to approximate current congestion levels at localized conditions.

The criteria for determining a significant impact is described by the following definition:

"For the purpose of a CMP TIA, a significant project impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of the capacity ($V/C = 0.02$), causing a worsening LOS F ($V/C = 1.00$)."

Table 14 summarizes the CMP LOS segment analysis for the Route 2 arterial highway segments. The volume to capacity ratios are calculated based on the volumes from the 2010 Market and 2010 with TIMP scenarios. As the table shows, the level of service on the CMP roadway segments would essentially stay the same and in some cases improve. This is due to a reduction in through traffic that was generated by growth and development in the areas surrounding the Silver Lake-Echo Park CPA. In the 2010 Market with TIMP condition all of the Route 2 arterial highway segments operating at LOS D or worse are mitigated to below the 2010 No Growth conditions. Section 5.2 of this report summarizes the details of the TIMP measures.

DRAFT

TABLE 14
CONGESTION MANAGEMENT PLAN SEGMENT ANALYSIS

State Route 2: Alvarado Street, Glendale Boulevard <i>Street Segment (From/To)</i>	2010 No Growth				2010 Market					2010 Market with TIMP				
	V/C Ratio		Level of Service		V/C Ratio		Level of Service		Significant Impact?	V/C Ratio		Level of Service		Mitigated?
	NB	SB	NB	SB	NB	SB	NB	SB		NB	SB	NB	SB	
Temple Street to Glendale Boulevard	1.12	2.83	F	F	3.06	1.31	F	F	YES	1.08	1.05	F	F	YES
Glendale Boulevard to Glendale Freeway	2.43	3.98	F	F	3.25	2.15	F	F	YES	2.28	1.98	F	F	YES
Glendale Freeway to Interstate 5	0.96	1.32	E	F	1.28	2.06	F	F	YES	1.60	1.77	F	F	NO

APPENDIX A

Roadway Classification Tables – Level of Service Analysis

TABLE 5
ROADWAY CLASSIFICATION EVALUATION - 1995 CONDITIONS

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	1995 Volumes		1995 V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Academy Rd.	Stadium Wy.	Shoreland Dr.	Local	1	2	600	333	107	0.555	0.089	A-C	A-C
Academy Rd.	Shoreland Dr.	Academy Dr.	Local	1	2	600	333	107	0.555	0.089	A-C	A-C
Academy Rd.	Academy Dr.	Brooks Ave.	Local	1	1	600	333	107	0.555	0.178	A-C	A-C
Academy Rd.	Brooks Ave.	Solano Ave.	Local	2	1	600	333	107	0.278	0.178	A-C	A-C
Academy Rd.	Solano Ave.	Bouett St.	Local	1	1	600	0	107	0.000	0.178	A-C	A-C
Academy Rd.	Bouett St.	SR-110 SB Ramps	Local	1	2	600	0	107	0.000	0.089	A-C	A-C
Allesandro St.	Riverside Dr.	Baxter St.	Collector	1	1	600	300	378	0.500	0.630	A-C	A-C
Allesandro St.	Baxter St.	Glendale Blvd.	Collector	1	1	600	850	925	1.417	1.542	F	F
Alvarado St.	Scott Ave.	Sunset Blvd.	Major	3	3	700	1817	1687	0.865	0.803	D	D
Alvarado St.	Sunset Blvd.	Marathon St.	Major	3	3	700	1840	1665	0.876	0.793	D	A-C
Alvarado St.	Marathon St.	Kent St.	Major	3	3	700	1840	1665	0.876	0.793	D	A-C
Alvarado St.	Kent St.	US-101 NB Ramps	Major	3	2	700	1752	1579	0.834	1.128	D	F
Alvarado St.	US-101 NB Ramps	US-101 SB Ramps	Major	3	2	700	1690	1506	0.805	1.076	D	F
Alvarado St.	US-101 SB Ramps	Temple St.	Major	3	2	700	1662	854	0.791	0.610	A-C	A-C
Armstrong Ave.	Rowena Ave.	Angus St.	Collector	1	1	600	163	343	0.272	0.572	A-C	A-C
Armstrong Ave.	Angus St.	Silver Lake Blvd.	Collector	1	1	600	18	219	0.030	0.365	A-C	A-C
Baxter St.	Allesandro St.	Echo Park Ave.	Local	1	1	600	1095	1134	1.825	1.890	F	F
Baxter St.	Echo Park Ave.	Avon St.	Local	1	1	600	0	0	0.000	0.000	A-C	A-C
Beaudry Ave.	Sunset Blvd.	Temple St.	Secondary	2	1	700	714	316	0.510	0.451	A-C	A-C
Bellevue Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	323	453	0.538	0.755	A-C	A-C
Bellevue Ave.	Echo Park Ave.	Edgeware Rd.	Collector	1	1	600	551	586	0.918	0.977	E	E
Benton Wy.	Sunset Blvd.	Marathon St.	Collector	1	1	600	245	286	0.408	0.477	A-C	A-C
Benton Wy.	Marathon St.	Temple St.	Collector	1	1	600	109	137	0.182	0.228	A-C	A-C
Broadway	Los Angeles River	Solano Ave.	Major	2	2	700	147	239	0.105	0.171	A-C	A-C
Broadway	Solano Ave.	Bishops Rd.	Major	2	2	700	25	128	0.018	0.091	A-C	A-C
Broadway	Bishop Rd.	Cottage St.	Major	2	2	700	692	128	0.494	0.091	A-C	A-C
Echo Park Ave.	Landa St.	Baxter St.	Collector	1	1	600	492	270	0.820	0.450	D	A-C

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	1995 Volumes		1995 V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Echo Park Ave.	Baxter St.	Morton Ave.	Collector	1	1	600	864	602	1.440	1.003	F	F
Echo Park Ave.	Morton Ave.	Scott Ave.	Collector	1	1	600	982	765	1.637	1.275	F	F
Echo Park Ave.	Scott Ave.	Sunset Blvd.	Collector	1	1	600	1036	869	1.727	1.448	F	F
Echo Park Ave.	Sunset Blvd.	Park Ave.	Collector	1	1	600	135	204	0.225	0.340	A-C	A-C
Echo Park Ave.	Park Ave.	Bellevue St.	Collector	1	1	600	427	427	0.712	0.712	A-C	A-C
Edgeware Rd.	Bellevue Ave.	Temple St.	Local	1	1	600	272	368	0.453	0.613	A-C	A-C
Effie St.	Fountain Ave.	Sanborn Ave.	Collector	1	1	600	163	115	0.272	0.192	A-C	A-C
Effie St.	Sanborn Ave.	Hyperion Ave.	Collector	1	1	600	384	261	0.640	0.435	A-C	A-C
Effie St.	Hyperion Ave.	Griffith Park Blvd.	Collector	1	1	600	75	38	0.125	0.063	A-C	A-C
Effie St.	Griffith Park Blvd.	Silver Lake Blvd.	Collector	1	1	600	52	92	0.087	0.153	A-C	A-C
Elysian Park Ave.	Sunset Blvd.	Stadium Wy.	Secondary	3	3	700	551	12	0.262	0.006	A-C	A-C
Fletcher Dr.	1-5 NB on-ramp	1-5 SB off-ramp	Secondary	2	2	700	1790	738	1.279	0.527	F	A-C
Fletcher Dr.	1-5 SB off-ramp	Riverside Dr.	Secondary	2	2	700	1690	1617	1.207	1.155	F	F
Fletcher Dr.	Riverside Dr.	Rowena Ave.	Secondary	2	2	700	1241	930	0.886	0.664	D	A-C
Fountain Ave.	Hyperion Ave.	Sunset Blvd.	Secondary	2	2	700	316	239	0.226	0.171	A-C	A-C
Glendale Blvd.	1-5 NB Ramps	Riverside Dr.	Secondary	2	2	700	750	169	0.536	0.121	A-C	A-C
Glendale Blvd.	Riverside Dr.	Rowena Ave.	Secondary	2	2	700	690	809	0.493	0.578	A-C	A-C
Glendale Blvd.	Rowena Ave.	Fletcher Dr.	Major	2	2	700	685	1419	0.489	1.014	A-C	F
Glendale Blvd.	Fletcher Dr.	Silver Lake Blvd.	Major	2	2	700	783	1190	0.559	0.850	A-C	D
Glendale Blvd.	Silver Lake Blvd.	Allesandro St.	Major	2	2	700	773	1454	0.552	1.039	A-C	F
Glendale Blvd.	Allesandro St.	Alvarado St.	Major	3	3	700	3927	3424	1.870	1.630	F	F
Glendale Blvd.	Scott Ave.	Park Ave.	Major	2	2	700	2028	1430	1.449	1.021	F	F
Glendale Blvd.	Park Ave.	Bellevue St.	Major	2	2	700	1911	1398	1.365	0.999	F	E
Glendale Blvd.	Bellevue Ave.	Temple St.	Major	2	2	700	1647	1264	1.176	0.903	F	E
Griffith Park Blvd.	Hyperion Ave.	Angus St.	Collector	1	1	600	627	585	1.045	0.975	F	E
Griffith Park Blvd.	Angus St.	Landa St.	Collector	1	1	600	739	627	1.232	1.045	F	F
Griffith Park Blvd.	Landa St.	Effie St.	Collector	1	1	600	601	512	1.002	0.853	F	D
Griffith Park Blvd.	Effie St.	Sunset Blvd.	Collector	1	1	600	598	504	0.997	0.840	E	D

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	1995 Volumes		1995 V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Hoover St.	Santa Monica Blvd.	Sanborn Ave.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C
Hoover St.	Sanborn Ave.	Marathon St.	Collector	1	1	600	419	338	0.698	0.563	A-C	A-C
Hoover St.	Marathon St.	Temple St.	Collector	2	2	600	469	433	0.391	0.361	A-C	A-C
Hyperion Ave.	Rowena Ave.	Griffith Park Blvd.	Secondary	2	2	700	686	674	0.490	0.481	A-C	A-C
Hyperion Ave.	Griffith Park Blvd.	Fountain Ave.	Secondary	2	2	700	734	557	0.524	0.398	A-C	A-C
Hyperion Ave.	Fountain Ave.	Effie St.	Local	1	1	600	530	365	0.883	0.608	D	A-C
Hyperion Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	553	414	0.922	0.690	E	A-C
Lilac Ter.	Stadium Wy.	Lookout Dr.	Local	1	1	600	590	624	0.983	1.040	E	F
Marathon St.	Lucile Ave.	Silver Lake Blvd.	Collector	1	1	600	57	65	0.095	0.108	A-C	A-C
Marathon St.	Silver Lake Blvd.	Benton Wy.	Collector	1	1	600	192	200	0.320	0.333	A-C	A-C
Marathon St.	Benton Wy.	Rampart Blvd.	Collector	1	1	600	53	40	0.088	0.067	A-C	A-C
Marathon St.	Rampart Blvd.	Merwin St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C
Marathon St.	Coronado Ter.	Alvarado St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C
Marion Ave.	Sunset Blvd.	Edgeware Rd.	Collector	2	2	600	194	325	0.162	0.271	A-C	A-C
Morton Ave.	Academy Rd.	Echo Park Ave.	Collector	1	1	600	128	172	0.213	0.287	A-C	A-C
Park Ave.	Sunset Blvd.	Glendale Blvd.	Collector	1	1	600	413	393	0.688	0.655	A-C	A-C
Park Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	402	467	0.670	0.778	A-C	A-C
Rampart Blvd.	Sunset Blvd.	Marathon St.	Local	1	1	600	418	535	0.697	0.892	A-C	D
Rampart Blvd.	Marathon St.	US-101 NB Ramp	Local	1	1	600	611	689	1.018	1.148	F	F
Rampart Blvd.	US-101 NB Ramp	US-101 SB Ramp	Local	1	1	600	818	713	1.363	1.188	F	F
Rampart Blvd.	US-101 SB Ramp	Temple St.	Local	1	1	600	864	745	1.440	1.242	F	F
Riverside Dr.	Glendale Blvd.	I-5 SB Ramp	Major	2	2	700	876	1005	0.626	0.718	A-C	A-C
Riverside Dr.	I-5 SB Ramp	Fletcher Dr.	Major	2	2	700	785	1012	0.561	0.723	A-C	A-C
Riverside Dr.	Fletcher Dr.	I-5 SB Ramp	Major	2	2	700	1329	1330	0.949	0.950	E	E
Riverside Dr.	I-5 SB Ramp	Allesandro St.	Major	2	2	700	1285	1335	0.918	0.954	E	E
Riverside Dr.	Allesandro St.	Newell St.	Major	2	2	700	1059	1082	0.756	0.773	A-C	A-C
Riverside Dr.	Newell St.	Stadium Wy.	Major	2	2	700	1565	1672	1.118	1.194	F	F
Riverside Dr.	Stadium Wy.	Eads St.	Major	2	2	700	1591	1048	1.136	0.749	F	A-C

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	1995 Volumes		1995 V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Riverside Dr.	Eads St.	Elmgrove St.	Major	2	2	700	1470	1380	1.050	0.986	F	E
Riverside Dr.	Elmgrove St.	Duwall St.	Major	2	2	700	1740	1378	1.243	0.984	F	E
Riverside Dr.	Duwall St.	I-5 NB Ramps	Major	2	2	700	1588	1378	1.134	0.984	F	E
Riverside Dr.	I-5 NB Ramps	Los Angeles River	Major	2	2	700	1592	1672	1.137	1.194	F	F
Rowena Ave.	Hyperion Ave.	Armstrong Ave.	Secondary	2	2	700	935	478	0.668	0.341	A-C	A-C
Rowena Ave.	Armstrong Ave.	Glendale Blvd.	Secondary	2	2	700	1179	563	0.842	0.402	D	A-C
Sanborn Ave.	Fountain Ave.	Effie St.	Local	1	1	600	460	392	0.767	0.653	A-C	A-C
Sanborn Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	643	500	1.072	0.833	F	D
Sanborn Ave.	Sunset Blvd.	Hoover St.	Local	1	1	600	352	316	0.587	0.527	A-C	A-C
Scott Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	447	336	0.745	0.560	A-C	A-C
Scott Ave.	Echo Park Ave.	Stadium Wy.	Collector	2	2	600	188	166	0.157	0.138	A-C	A-C
Silver Lake Blvd.	Glendale Blvd.	Armstrong Ave.	Secondary	1	1	700	940	951	1.343	1.359	F	F
Silver Lake Blvd.	Armstrong Ave.	Effie St.	Secondary	1	1	700	1066	847	1.523	1.210	F	F
Silver Lake Blvd.	Effie St.	Sunset Blvd.	Secondary	1	1	700	1033	822	1.476	1.174	F	F
Silver Lake Blvd.	Sunset Blvd.	Marathon St.	Secondary	2	2	700	1056	768	0.754	0.549	A-C	A-C
Silver Lake Blvd.	Marathon St.	Bellevue Ave.	Secondary	1	1	700	969	683	1.384	0.976	F	E
Silver Lake Blvd.	Bellevue Ave.	US-101 NB Ramps	Secondary	2	2	700	969	682	0.692	0.487	A-C	A-C
Silver Lake Blvd.	US-101 NB Ramps	US-101 SB Ramp	Secondary	3	3	700	1183	859	0.563	0.409	A-C	A-C
Silver Lake Blvd.	US-101 SB Ramps	Temple St.	Secondary	2	2	700	1413	1114	1.009	0.796	F	A-C
Solano Ave.	Academy Rd.	Bouett St.	Local	1	1	600	333	0	0.555	0.000	A-C	A-C
Solano Ave.	Bouett St.	Jarvis St.	Local	1	1	600	333	0	0.555	0.000	A-C	A-C
Solano Ave.	Jarvis St.	SR-110 Ramps	Local	1	1	600	0	0	0.000	0.000	A-C	A-C
Stadium Wy.	Riverside Dr.	Landa St.	Secondary	3	3	700	860	210	0.410	0.100	A-C	A-C
Stadium Wy.	Landa St.	Park Dr.	Secondary	3	3	700	1034	1128	0.492	0.537	A-C	A-C
Stadium Wy.	Park Dr.	Academy Rd.	Secondary	3	3	700	1034	1128	0.492	0.537	A-C	A-C
Stadium Wy.	Academy Rd.	Scott Ave.	Secondary	1	1	700	1014	789	1.449	1.127	F	F
Stadium Wy.	Scott Ave.	Elysian Park Ave.	Secondary	1	1	700	1174	974	1.677	1.391	F	F
Stadium Wy.	Elysian Park Ave.	Lilac Ter.	Collector	2	2	600	1017	1358	0.848	1.132	D	F

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	1995 Volumes		1995 V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Sunset Blvd.	Fountain Ave.	Santa Monica Blvd.	Major	2	2	700	501	409	0.358	0.292	A-C	A-C
Sunset Blvd.	Santa Monica Blvd.	Sanborn Ave.	Major	2	2	700	795	594	0.568	0.424	A-C	A-C
Sunset Blvd.	Sanborn Ave.	Hyperion Ave.	Major	2	2	700	512	417	0.366	0.298	A-C	A-C
Sunset Blvd.	Hyperion Ave.	Griffith Park Ave.	Major	2	2	700	824	869	0.589	0.621	A-C	A-C
Sunset Blvd.	Griffith Park Ave.	Silver Lake Blvd.	Major	2	2	700	1370	1537	0.979	1.098	E	F
Sunset Blvd.	Silver Lake Blvd.	Benton Wy.	Major	2	2	700	1522	1709	1.087	1.221	F	F
Sunset Blvd.	Benton Wy.	Rampart Blvd.	Major	2	2	700	1232	1452	0.880	1.037	D	F
Sunset Blvd.	Rampart Blvd.	Alvarado St.	Major	2	2	700	1031	1364	0.736	0.974	A-C	E
Sunset Blvd.	Alvarado St.	Park Ave.	Major	2	2	700	1052	1335	0.751	0.954	A-C	E
Sunset Blvd.	Park Ave.	Echo Park Ave.	Major	2	2	700	645	948	0.461	0.677	A-C	A-C
Sunset Blvd.	Echo Park Ave.	Elysian Park Ave.	Major	2	2	700	1401	1967	1.001	1.405	F	F
Sunset Blvd.	Elysian Park Ave.	Innes Ave.	Major	3	3	700	1026	2159	0.489	1.028	A-C	F
Sunset Blvd.	Innes Ave.	Marion Ave.	Major	2	2	700	1035	2165	0.739	1.546	A-C	F
Sunset Blvd.	Marion Ave.	Beaudry Ave.	Major	3	3	700	801	2324	0.381	1.107	A-C	F
Temple St.	Hoover St.	Benton Wy.	Secondary	2	2	700	351	471	0.251	0.336	A-C	A-C
Temple St.	Benton Wy.	Rampart Blvd.	Secondary	2	2	700	456	517	0.326	0.369	A-C	A-C
Temple St.	Rampart Blvd.	Alvarado St.	Secondary	2	2	700	233	254	0.166	0.181	A-C	A-C
Temple St.	Alvarado St.	Union Ave.	Secondary	2	2	700	483	646	0.345	0.461	A-C	A-C
Temple St.	Union Ave.	Glendale Blvd.	Secondary	2	1	700	168	389	0.120	0.556	A-C	A-C
Temple St.	Glendale Blvd.	Douglas St.	Secondary	2	1	700	223	384	0.159	0.549	A-C	A-C
Temple St.	Douglas St.	Edgeware Rd.	Secondary	2	2	700	223	385	0.159	0.275	A-C	A-C
Temple St.	Edgeware Rd.	Beaudry Ave.	Secondary	2	2	700	571	649	0.408	0.464	A-C	A-C
Temple St.	Beaudry Ave.	Figueroa St.	Secondary	2	2	700	584	372	0.417	0.266	A-C	A-C

Volume Weighted V/C 0.933

**TABLE 8
ROADWAY CLASSIFICATION EVALUATION - 2010 NO BUILD CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 No Build Volumes		2010 No Build Ratio		V/C		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Academy Rd.	Stadium Wy.	Shoreland Dr.	Local	1	2	600	789	45	1.315	0.038	F	A-C		
Academy Rd.	Shoreland Dr.	Academy Dr.	Local	1	2	600	789	45	1.315	0.038	F	A-C		
Academy Rd.	Academy Dr.	Brooks Ave.	Local	1	1	600	789	45	1.315	0.075	F	A-C		
Academy Rd.	Brooks Ave.	Solano Ave.	Local	2	1	600	789	45	0.658	0.075	A-C	A-C		
Academy Rd.	Solano Ave.	Bouett St.	Local	1	1	600	0	45	0.000	0.075	A-C	A-C		
Academy Rd.	Bouett St.	SR-110 SB Ramps	Local	1	2	600	0	45	0.000	0.038	A-C	A-C		
Allesandro St.	Riverside Dr.	Baxter St.	Collector	1	1	600	1934	1410	3.223	2.350	F	F		
Allesandro St.	Baxter St.	Glendale Blvd.	Collector	1	1	600	1322	1536	2.203	2.560	F	F		
Alvarado St.	Scott Ave.	Sunset Blvd.	Major	3	3	749	2292	6503	1.020	2.894	F	F		
Alvarado St.	Sunset Blvd.	Marathon St.	Major	3	3	749	2487	5422	1.107	2.413	F	F		
Alvarado St.	Marathon St.	Kent St.	Major	3	3	749	2487	5422	1.107	2.413	F	F		
Alvarado St.	Kent St.	US-101 NB Ramps	Major	3	2	749	2429	5351	1.081	3.572	F	F		
Alvarado St.	US-101 NB Ramps	US-101 SB Ramps	Major	3	2	749	2216	5311	0.986	3.545	E	F		
Alvarado St.	US-101 SB Ramps	Temple St.	Major	3	2	749	2205	1550	0.981	1.035	E	F		
Armstrong Ave.	Rowena Ave.	Angus St.	Collector	1	1	600	610	2257	1.017	3.762	F	F		
Armstrong Ave.	Angus St.	Silver Lake Blvd.	Collector	1	1	600	584	2256	0.973	3.760	E	F		
Baxter St.	Allesandro St.	Echo Park Ave.	Local	1	1	600	1623	2390	2.705	3.983	F	F		
Baxter St.	Echo Park Ave.	Avon St.	Local	1	1	600	0	0	0.000	0.000	A-C	A-C		
Beadry Ave.	Sunset Blvd.	Temple St.	Secondary	2	1	749	1283	2519	0.856	3.363	D	F		
Bellevue Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	1907	881	3.178	1.468	F	F		
Bellevue Ave.	Echo Park Ave.	Edgeware Rd.	Collector	1	1	600	2705	1603	4.508	2.672	F	F		
Benton Wy.	Sunset Blvd.	Marathon St.	Collector	1	1	600	314	535	0.523	0.892	A-C	D		
Benton Wy.	Marathon St.	Temple St.	Collector	1	1	600	2112	484	3.520	0.807	F	D		
Broadway	Los Angeles River	Solano Ave.	Major	2	2	749	80	549	0.053	0.366	A-C	A-C		
Broadway	Solano Ave.	Bishops Rd.	Major	2	2	749	347	313	0.232	0.209	A-C	A-C		
Broadway	Bishop Rd.	Cottage St.	Major	2	2	749	1334	310	0.891	0.207	D	A-C		
Echo Park Ave.	Landa St.	Baxter St.	Collector	1	1	600	708	1913	1.180	3.188	F	F		

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 No Build Volumes		2010 No Build Ratio		V/C		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Echo Park Ave.	Baxter St.	Morton Ave.	Collector	1	1	600	869	1307	1.448	2.178	F	F		
Echo Park Ave.	Morton Ave.	Scott Ave.	Collector	1	1	600	1400	1719	2.333	2.865	F	F		
Echo Park Ave.	Scott Ave.	Sunset Blvd.	Collector	1	1	600	1323	1181	2.205	1.968	F	F		
Echo Park Ave.	Sunset Blvd.	Park Ave.	Collector	1	1	600	63	151	0.105	0.252	A-C	A-C		
Echo Park Ave.	Park Ave.	Bellevue St.	Collector	1	1	600	2184	2710	3.640	4.517	F	F		
Edgeware Rd.	Bellevue Ave.	Temple St.	Local	1	1	600	362	573	0.603	0.955	A-C	E		
Effie St.	Fountain Ave.	Sanborn Ave.	Collector	1	1	600	108	424	0.180	0.707	A-C	A-C		
Effie St.	Sanborn Ave.	Hyperion Ave.	Collector	1	1	600	681	618	1.135	1.030	F	F		
Effie St.	Hyperion Ave.	Griffith Park Blvd.	Collector	1	1	600	39	410	0.065	0.683	A-C	A-C		
Effie St.	Griffith Park Blvd.	Silver Lake Blvd.	Collector	1	1	600	39	410	0.065	0.683	A-C	A-C		
Elysian Park Ave.	Sunset Blvd.	Stadium Wy.	Secondary	3	3	749	3255	2283	1.449	1.016	F	F		
Fletcher Dr.	I-5 NB on-ramp	I-5 SB off-ramp	Secondary	2	2	749	3127	1363	2.087	0.910	F	E		
Fletcher Dr.	I-5 SB off-ramp	Riverside Dr.	Secondary	2	2	749	2856	3169	1.907	2.115	F	F		
Fletcher Dr.	Riverside Dr.	Rowena Ave.	Secondary	2	2	749	1922	2663	1.283	1.778	F	F		
Fountain Ave.	Hyperion Ave.	Sunset Blvd.	Secondary	2	2	749	991	789	0.662	0.527	A-C	A-C		
Glendale Blvd.	I-5 NB Ramps	Riverside Dr.	Secondary	2	2	749	604	427	0.403	0.285	A-C	A-C		
Glendale Blvd.	Riverside Dr.	Rowena Ave.	Secondary	2	2	749	2808	1659	1.874	1.107	F	F		
Glendale Blvd.	Rowena Ave.	Fletcher Dr.	Major	2	2	749	1292	1573	0.862	1.050	D	F		
Glendale Blvd.	Fletcher Dr.	Silver Lake Blvd.	Major	2	2	749	1160	2193	0.774	1.464	A-C	F		
Glendale Blvd.	Silver Lake Blvd.	Allesandro St.	Major	2	2	749	814	1748	0.543	1.167	A-C	F		
Glendale Blvd.	Allesandro St.	Alvarado St.	Major	3	3	749	5572	9124	2.480	4.061	F	F		
Glendale Blvd.	Scott Ave.	Park Ave.	Major	2	2	749	3481	3057	2.324	2.041	F	F		
Glendale Blvd.	Park Ave.	Bellevue St.	Major	2	2	749	1325	1293	0.885	0.863	D	D		
Glendale Blvd.	Bellevue Ave.	Temple St.	Major	2	2	749	2351	1293	1.569	0.863	F	D		
Griffith Park Blvd.	Hyperion Ave.	Angus St.	Collector	1	1	600	2204	1814	3.673	3.023	F	F		
Griffith Park Blvd.	Angus St.	Landa St.	Collector	1	1	600	2237	1838	3.728	3.063	F	F		
Griffith Park Blvd.	Landa St.	Effie St.	Collector	1	1	600	2145	503	3.575	0.838	F	D		
Griffith Park Blvd.	Effie St.	Sunset Blvd.	Collector	1	1	600	2145	503	3.575	0.838	F	D		

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 No Build Volumes		2010 No Build Ratio		V/C		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Hoover St.	Santa Monica Blvd.	Sanborn Ave.	Collector	1	1	600	3319	1	5.532	0.002	F	A-C		
Hoover St.	Sanborn Ave.	Marathon St.	Collector	1	1	600	3704	1673	6.173	2.788	F	F		
Hoover St.	Marathon St.	Temple St.	Collector	2	2	600	3662	680	3.052	0.567	F	A-C		
Hyperion Ave.	Rowena Ave.	Griffith Park Blvd.	Secondary	2	2	749	1279	1757	0.854	1.173	D	F		
Hyperion Ave.	Griffith Park Blvd.	Fountain Ave.	Secondary	2	2	749	1180	1039	0.788	0.694	A-C	A-C		
Hyperion Ave.	Fountain Ave.	Effie St.	Local	1	1	600	534	805	0.890	1.342	D	F		
Hyperion Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	208	894	0.347	1.490	A-C	F		
Lilac Ter.	Stadium Wy.	Lookout Dr.	Local	1	1	600	1069	2453	1.782	4.088	F	F		
Marathon St.	Lucile Ave.	Silver Lake Blvd.	Collector	1	1	600	227	58	0.378	0.097	A-C	A-C		
Marathon St.	Silver Lake Blvd.	Benton Wy.	Collector	1	1	600	468	2105	0.780	3.508	A-C	F		
Marathon St.	Benton Wy.	Rampart Blvd.	Collector	1	1	600	160	33	0.267	0.055	A-C	A-C		
Marathon St.	Rampart Blvd.	Merwin St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C		
Marathon St.	Coronado Ter.	Alvarado St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C		
Marion Ave.	Sunset Blvd.	Edgeware Rd.	Collector	2	2	600	2407	1517	2.006	1.264	F	F		
Morton Ave.	Academy Rd.	Echo Park Ave.	Collector	1	1	600	506	412	0.843	0.687	D	A-C		
Park Ave.	Sunset Blvd.	Glendale Blvd.	Collector	1	1	600	2960	2132	4.933	3.553	F	F		
Park Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	2633	2197	4.388	3.662	F	F		
Rampart Blvd.	Sunset Blvd.	Marathon St.	Local	1	1	600	662	483	1.103	0.805	F	D		
Rampart Blvd.	Marathon St.	US-101 NB Ramp	Local	1	1	600	709	709	1.182	1.182	F	F		
Rampart Blvd.	US-101 NB Ramp	US-101 SB Ramp	Local	1	1	600	725	769	1.208	1.282	F	F		
Rampart Blvd.	US-101 SB Ramp	Temple St.	Local	1	1	600	840	959	1.400	1.598	F	F		
Riverside Dr.	Glendale Blvd.	I-5 SB Ramp	Major	2	2	749	5143	723	3.433	0.483	F	A-C		
Riverside Dr.	I-5 SB Ramp	Fletcher Dr.	Major	2	2	749	4981	1179	3.325	0.787	F	A-C		
Riverside Dr.	Fletcher Dr.	I-5 SB Ramp	Major	2	2	749	5014	1685	3.347	1.125	F	F		
Riverside Dr.	I-5 SB Ramp	Allesandro St.	Major	2	2	749	789	1870	0.527	1.248	A-C	F		
Riverside Dr.	Allesandro St.	Newell St.	Major	2	2	749	2429	2815	1.621	1.879	F	F		
Riverside Dr.	Newell St.	Stadium Wy.	Major	2	2	749	2756	2764	1.840	1.845	F	F		
Riverside Dr.	Stadium Wy.	Eads St.	Major	2	2	749	1991	1607	1.329	1.073	F	F		

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 No Build Volumes		2010 No Build Ratio		V/C		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Riverside Dr.	Eads St.	Elmgrove St.	Major	2	2	749	1986	1784	1.326	1.191	F	F		
Riverside Dr.	Elmgrove St.	Duvall St.	Major	2	2	749	2619	1780	1.748	1.188	F	F		
Riverside Dr.	Duvall St.	I-5 NB Ramps	Major	2	2	749	1632	1780	1.089	1.188	F	F		
Riverside Dr.	I-5 NB Ramps	Los Angeles River	Major	2	2	749	1647	2406	1.099	1.606	F	F		
Rowena Ave.	Hyperion Ave.	Armstrong Ave.	Secondary	2	2	749	1811	1983	1.209	1.324	F	F		
Rowena Ave.	Armstrong Ave.	Glendale Blvd.	Secondary	2	2	749	3412	1981	2.278	1.322	F	F		
Sanborn Ave.	Fountain Ave.	Effie St.	Local	1	1	600	305	1729	0.508	2.882	A-C	F		
Sanborn Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	790	1834	1.317	3.057	F	F		
Sanborn Ave.	Sunset Blvd.	Hoover St.	Local	1	1	600	379	1660	0.632	2.767	A-C	F		
Scott Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	831	1166	1.385	1.943	F	F		
Scott Ave.	Echo Park Ave.	Stadium Wy.	Collector	2	2	600	554	462	0.462	0.385	A-C	A-C		
Silver Lake Blvd.	Glendale Blvd.	Armstrong Ave.	Secondary	1	1	749	922	1499	1.231	2.001	F	F		
Silver Lake Blvd.	Armstrong Ave.	Effie St.	Secondary	1	1	749	2531	1434	3.379	1.915	F	F		
Silver Lake Blvd.	Effie St.	Sunset Blvd.	Secondary	1	1	749	2528	1050	3.375	1.402	F	F		
Silver Lake Blvd.	Sunset Blvd.	Marathon St.	Secondary	2	2	749	2552	907	1.704	0.605	F	A-C		
Silver Lake Blvd.	Marathon St.	Bellevue Ave.	Secondary	1	1	749	526	677	0.702	0.904	A-C	E		
Silver Lake Blvd.	Bellevue Ave.	US-101 NB Ramps	Secondary	2	2	749	526	677	0.351	0.452	A-C	A-C		
Silver Lake Blvd.	US-101 NB Ramps	US-101 SB Ramp	Secondary	3	3	749	785	1593	0.349	0.709	A-C	A-C		
Silver Lake Blvd.	US-101 SB Ramps	Temple St.	Secondary	2	2	749	927	1855	0.619	1.238	A-C	F		
Solano Ave.	Academy Rd.	Bouett St.	Local	1	1	600	789	0	1.315	0.000	F	A-C		
Solano Ave.	Bouett St.	Jarvis St.	Local	1	1	600	789	0	1.315	0.000	F	A-C		
Solano Ave.	Jarvis St.	SR-110 Ramps	Local	1	1	600	789	0	1.315	0.000	F	A-C		
Stadium Wy.	Riverside Dr.	Landa St.	Secondary	3	3	749	1227	851	0.546	0.379	A-C	A-C		
Stadium Wy.	Landa St.	Park Dr.	Secondary	3	3	749	2717	1595	1.209	0.710	F	A-C		
Stadium Wy.	Park Dr.	Academy Rd.	Secondary	3	3	749	2710	2047	1.206	0.911	F	E		
Stadium Wy.	Academy Rd.	Scott Ave.	Secondary	1	1	749	2309	970	3.083	1.295	F	F		
Stadium Wy.	Scott Ave.	Elysian Park Ave.	Secondary	1	1	749	2355	1112	3.144	1.485	F	F		
Stadium Wy.	Elysian Park Ave.	Lilac Ter.	Collector	2	2	600	2694	2426	2.245	2.022	F	F		

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 No Build Volumes		2010 No Build Ratio		V/C		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Sunset Blvd.	Fountain Ave.	Santa Monica Blvd.	Major	2	2	749	883	3173	0.589	2.118	A-C	F		
Sunset Blvd.	Santa Monica Blvd.	Sanborn Ave.	Major	2	2	749	1193	694	0.796	0.463	A-C	A-C		
Sunset Blvd.	Sanborn Ave.	Hyperion Ave.	Major	2	2	749	966	586	0.645	0.391	A-C	A-C		
Sunset Blvd.	Hyperion Ave.	Griffith Park Ave.	Major	2	2	749	1192	144	0.796	0.096	A-C	A-C		
Sunset Blvd.	Griffith Park Ave.	Silver Lake Blvd.	Major	2	2	749	1702	2288	1.136	1.527	F	F		
Sunset Blvd.	Silver Lake Blvd.	Benton Wy.	Major	2	2	749	1887	2303	1.260	1.537	F	F		
Sunset Blvd.	Benton Wy.	Rampart Blvd.	Major	2	2	749	1584	2308	1.057	1.541	F	F		
Sunset Blvd.	Rampart Blvd.	Alvarado St.	Major	2	2	749	1637	2129	1.093	1.421	F	F		
Sunset Blvd.	Alvarado St.	Park Ave.	Major	2	2	749	3062	2277	2.044	1.520	F	F		
Sunset Blvd.	Park Ave.	Echo Park Ave.	Major	2	2	749	2205	2248	1.472	1.501	F	F		
Sunset Blvd.	Echo Park Ave.	Elysian Park Ave.	Major	2	2	749	2472	2776	1.650	1.853	F	F		
Sunset Blvd.	Elysian Park Ave.	Innes Ave.	Major	3	3	749	1228	2536	0.547	1.129	A-C	F		
Sunset Blvd.	Innes Ave.	Marion Ave.	Major	2	2	749	932	2484	0.622	1.658	A-C	F		
Sunset Blvd.	Marion Ave.	Beaudry Ave.	Major	3	3	749	2943	3780	1.310	1.682	F	F		
Temple St.	Hoover St.	Benton Wy.	Secondary	2	2	749	1624	3888	1.084	2.595	F	F		
Temple St.	Benton Wy.	Rampart Blvd.	Secondary	2	2	749	1567	3950	1.046	2.637	F	F		
Temple St.	Rampart Blvd.	Alvarado St.	Secondary	2	2	749	648	2958	0.433	1.975	A-C	F		
Temple St.	Alvarado St.	Union Ave.	Secondary	2	2	749	1932	1185	1.290	0.791	F	A-C		
Temple St.	Union Ave.	Glendale Blvd.	Secondary	2	1	749	3868	793	2.582	1.059	F	F		
Temple St.	Glendale Blvd.	Douglas St.	Secondary	2	1	749	782	791	0.522	1.056	A-C	F		
Temple St.	Douglas St.	Edgeware Rd.	Secondary	2	2	749	782	791	0.522	0.528	A-C	A-C		
Temple St.	Edgeware Rd.	Beaudry Ave.	Secondary	2	2	749	894	895	0.597	0.597	A-C	A-C		
Temple St.	Beaudry Ave.	Figuroa St.	Secondary	2	2	749	920	759	0.614	0.507	A-C	A-C		

Volume Weighted V/C 2.102

**TABLE 9
ROADWAY CLASSIFICATION EVALUATION - 2010 MARKET CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 Market Volumes		2010 Market V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Academy Rd.	Stadium Wy.	Shoreland Dr.	Local	1	2	600	1439	128	2.398	0.107	F	A-C
Academy Rd.	Shoreland Dr.	Academy Dr.	Local	1	2	600	1439	128	2.398	0.107	F	A-C
Academy Rd.	Academy Dr.	Brooks Ave.	Local	1	1	600	1439	128	2.398	0.213	F	A-C
Academy Rd.	Brooks Ave.	Solano Ave.	Local	2	1	600	1439	128	1.199	0.213	F	A-C
Academy Rd.	Solano Ave.	Bouett St.	Local	1	1	600	0	128	0.000	0.213	A-C	A-C
Academy Rd.	Bouett St.	SR-110 SB Ramps	Local	1	2	600	0	128	0.000	0.107	A-C	A-C
Allesandro St.	Riverside Dr.	Baxter St.	Collector	1	1	600	1408	512	2.347	0.853	F	D
Allesandro St.	Baxter St.	Glendale Blvd.	Collector	1	1	600	1351	1047	2.252	1.745	F	F
Alvarado St.	Scott Ave.	Sunset Blvd.	Major	3	3	749	6840	2358	3.044	1.049	F	F
Alvarado St.	Sunset Blvd.	Marathon St.	Major	3	3	749	6808	2579	3.030	1.148	F	F
Alvarado St.	Marathon St.	Kent St.	Major	3	3	749	6808	2579	3.030	1.148	F	F
Alvarado St.	Kent St.	US-101 NB Ramps	Major	3	2	749	6772	2573	3.014	1.718	F	F
Alvarado St.	US-101 NB Ramps	US-101 SB Ramps	Major	3	2	749	7078	2419	3.150	1.615	F	F
Alvarado St.	US-101 SB Ramps	Temple St.	Major	3	2	749	7053	1842	3.139	1.230	F	F
Armstrong Ave.	Rowena Ave.	Angus St.	Collector	1	1	600	685	2592	1.142	4.320	F	F
Armstrong Ave.	Angus St.	Silver Lake Blvd.	Collector	1	1	600	681	2582	1.135	4.303	F	F
Baxter St.	Allesandro St.	Echo Park Ave.	Local	1	1	600	1645	2234	2.742	3.723	F	F
Baxter St.	Echo Park Ave.	Avon St.	Local	1	1	600	0	0	0.000	0.000	A-C	A-C
Beaudry Ave.	Sunset Blvd.	Temple St.	Secondary	2	1	749	1105	714	0.738	0.953	A-C	E
Bellevue Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	1118	436	1.863	0.727	F	A-C
Bellevue Ave.	Echo Park Ave.	Edgeware Rd.	Collector	1	1	600	2245	348	3.742	0.580	F	A-C
Benton Wy.	Sunset Blvd.	Marathon St.	Collector	1	1	600	269	80	0.448	0.133	A-C	A-C
Benton Wy.	Marathon St.	Temple St.	Collector	1	1	600	2421	172	4.035	0.287	F	A-C
Broadway	Los Angeles River	Solano Ave.	Major	2	2	749	103	1134	0.069	0.757	A-C	A-C
Broadway	Solano Ave.	Bishops Rd.	Major	2	2	749	4	359	0.003	0.240	A-C	A-C
Broadway	Bishop Rd.	Cottage St.	Major	2	2	749	1661	358	1.109	0.239	F	A-C
Echo Park Ave.	Landa St.	Baxter St.	Collector	1	1	600	773	538	1.288	0.897	F	D

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 Market Volumes		2010 Market V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Echo Park Ave.	Baxter St.	Morton Ave.	Collector	1	1	600	1696	871	2.827	1.452	F	F
Echo Park Ave.	Morton Ave.	Scott Ave.	Collector	1	1	600	2167	1151	3.612	1.918	F	F
Echo Park Ave.	Scott Ave.	Sunset Blvd.	Collector	1	1	600	1378	1066	2.297	1.777	F	F
Echo Park Ave.	Sunset Blvd.	Park Ave.	Collector	1	1	600	101	134	0.168	0.223	A-C	A-C
Echo Park Ave.	Park Ave.	Bellevue St.	Collector	1	1	600	2547	362	4.245	0.603	F	A-C
Edgeware Rd.	Bellevue Ave.	Temple St.	Local	1	1	600	379	648	0.632	1.080	A-C	F
Effie St.	Fountain Ave.	Sanborn Ave.	Collector	1	1	600	122	227	0.203	0.378	A-C	A-C
Effie St.	Sanborn Ave.	Hyperion Ave.	Collector	1	1	600	581	743	0.968	1.238	E	F
Effie St.	Hyperion Ave.	Griffith Park Blvd.	Collector	1	1	600	44	558	0.073	0.930	A-C	E
Effie St.	Griffith Park Blvd.	Silver Lake Blvd.	Collector	1	1	600	44	558	0.073	0.930	A-C	E
Elysian Park Ave.	Sunset Blvd.	Stadium Wy.	Secondary	3	3	749	736	242	0.328	0.108	A-C	A-C
Fletcher Dr.	1-5 NB on-ramp	1-5 SB off-ramp	Secondary	2	2	749	2026	1491	1.352	0.995	F	E
Fletcher Dr.	1-5 SB off-ramp	Riverside Dr.	Secondary	2	2	749	1772	3589	1.183	2.396	F	F
Fletcher Dr.	Riverside Dr.	Rowena Ave.	Secondary	2	2	749	1756	1979	1.172	1.321	F	F
Fountain Ave.	Hyperion Ave.	Sunset Blvd.	Secondary	2	2	749	812	661	0.542	0.441	A-C	A-C
Glendale Blvd.	1-5 NB Ramps	Riverside Dr.	Secondary	2	2	749	1538	89	1.027	0.059	F	A-C
Glendale Blvd.	Riverside Dr.	Rowena Ave.	Secondary	2	2	749	3581	3013	2.391	2.011	F	F
Glendale Blvd.	Rowena Ave.	Fletcher Dr.	Major	2	2	749	1882	3278	1.256	2.188	F	F
Glendale Blvd.	Fletcher Dr.	Silver Lake Blvd.	Major	2	2	749	1600	3212	1.068	2.144	F	F
Glendale Blvd.	Silver Lake Blvd.	Allesandro St.	Major	2	2	749	1406	2922	0.939	1.951	E	F
Glendale Blvd.	Allesandro St.	Alvarado St.	Major	3	3	749	7972	5286	3.548	2.352	F	F
Glendale Blvd.	Scott Ave.	Park Ave.	Major	2	2	749	1357	1187	0.906	0.792	E	A-C
Glendale Blvd.	Park Ave.	Bellevue St.	Major	2	2	749	1178	1394	0.786	0.931	A-C	E
Glendale Blvd.	Bellevue Ave.	Temple St.	Major	2	2	749	2309	1397	1.541	0.933	F	E
Griffith Park Blvd.	Hyperion Ave.	Angus St.	Collector	1	1	600	2725	738	4.542	1.230	F	F
Griffith Park Blvd.	Angus St.	Landa St.	Collector	1	1	600	2757	719	4.595	1.198	F	F
Griffith Park Blvd.	Landa St.	Effie St.	Collector	1	1	600	2647	375	4.412	0.625	F	A-C
Griffith Park Blvd.	Effie St.	Sunset Blvd.	Collector	1	1	600	2647	375	4.412	0.625	F	A-C

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 Market Volumes		2010 Market V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Hoover St.	Santa Monica Blvd.	Sanborn Ave.	Collector	1	1	600	0	10	0.000	0.017	A-C	A-C
Hoover St.	Sanborn Ave.	Marathon St.	Collector	1	1	600	465	429	0.775	0.715	A-C	A-C
Hoover St.	Marathon St.	Temple St.	Collector	2	2	600	434	311	0.362	0.259	A-C	A-C
Hyperion Ave.	Rowena Ave.	Griffith Park Blvd.	Secondary	2	2	749	975	1896	0.651	1.266	A-C	F
Hyperion Ave.	Griffith Park Blvd.	Fountain Ave.	Secondary	2	2	749	917	1660	0.612	1.108	A-C	F
Hyperion Ave.	Fountain Ave.	Effie St.	Local	1	1	600	517	1586	0.862	2.643	D	F
Hyperion Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	249	1594	0.415	2.657	A-C	F
Lilac Ter.	Stadium Wy.	Lookout Dr.	Local	1	1	600	1081	472	1.802	0.787	F	A-C
Marathon St.	Lucile Ave.	Silver Lake Blvd.	Collector	1	1	600	116	74	0.193	0.123	A-C	A-C
Marathon St.	Silver Lake Blvd.	Benton Wy.	Collector	1	1	600	2411	498	4.018	0.830	F	D
Marathon St.	Benton Wy.	Rampart Blvd.	Collector	1	1	600	0	25	0.000	0.042	A-C	A-C
Marathon St.	Rampart Blvd.	Merwin St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C
Marathon St.	Coronado Ter.	Alvarado St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C
Marion Ave.	Sunset Blvd.	Edgeware Rd.	Collector	2	2	600	71	427	0.059	0.356	A-C	A-C
Morton Ave.	Academy Rd.	Echo Park Ave.	Collector	1	1	600	271	441	0.452	0.735	A-C	A-C
Park Ave.	Sunset Blvd.	Glendale Blvd.	Collector	1	1	600	2482	641	4.137	1.068	F	F
Park Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	2566	340	4.277	0.567	F	A-C
Rampart Blvd.	Sunset Blvd.	Marathon St.	Local	1	1	600	744	1660	1.240	2.767	F	F
Rampart Blvd.	Marathon St.	US-101 NB Ramp	Local	1	1	600	668	1694	1.113	2.823	F	F
Rampart Blvd.	US-101 NB Ramp	US-101 SB Ramp	Local	1	1	600	666	1772	1.110	2.953	F	F
Rampart Blvd.	US-101 SB Ramp	Temple St.	Local	1	1	600	813	1823	1.355	3.038	F	F
Riverside Dr.	Glendale Blvd.	I-5 SB Ramp	Major	2	2	749	551	1524	0.368	1.017	A-C	F
Riverside Dr.	I-5 SB Ramp	Fletcher Dr.	Major	2	2	749	354	2098	0.236	1.401	A-C	F
Riverside Dr.	Fletcher Dr.	I-5 SB Ramp	Major	2	2	749	2059	2216	1.374	1.479	F	F
Riverside Dr.	I-5 SB Ramp	Allesandro St.	Major	2	2	749	1798	2414	1.200	1.611	F	F
Riverside Dr.	Allesandro St.	Newell St.	Major	2	2	749	1814	1524	1.211	1.017	F	F
Riverside Dr.	Newell St.	Stadium Wy.	Major	2	2	749	2443	2285	1.631	1.525	F	F
Riverside Dr.	Stadium Wy.	Eads St.	Major	2	2	749	2058	1951	1.374	1.302	F	F

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 Market Volumes		2010 Market V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Riverside Dr.	Eads St.	Elmgrove St.	Major	2	2	749	1527	2319	1.019	1.548	F	F
Riverside Dr.	Elmgrove St.	Duvall St.	Major	2	2	749	2150	2314	1.435	1.545	F	F
Riverside Dr.	Duvall St.	I-5 NB Ramps	Major	2	2	749	1781	2327	1.189	1.553	F	F
Riverside Dr.	I-5 NB Ramps	Los Angeles River	Major	2	2	749	1815	2157	1.212	1.440	F	F
Rowena Ave.	Hyperion Ave.	Armstrong Ave.	Secondary	2	2	749	1076	1003	0.718	0.670	A-C	A-C
Rowena Ave.	Armstrong Ave.	Glendale Blvd.	Secondary	2	2	749	2988	1024	1.995	0.684	F	A-C
Sanborn Ave.	Fountain Ave.	Effie St.	Local	1	1	600	386	374	0.643	0.623	A-C	A-C
Sanborn Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	736	781	1.227	1.302	F	F
Sanborn Ave.	Sunset Blvd.	Hoover St.	Local	1	1	600	428	391	0.713	0.652	A-C	A-C
Scott Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	2845	1029	4.742	1.715	F	F
Scott Ave.	Echo Park Ave.	Stadium Wy.	Collector	2	2	600	2940	1875	2.450	1.563	F	F
Silver Lake Blvd.	Glendale Blvd.	Armstrong Ave.	Secondary	1	1	749	1067	1571	1.425	2.097	F	F
Silver Lake Blvd.	Amstrong Ave.	Effie St.	Secondary	1	1	749	2920	1504	3.899	2.008	F	F
Silver Lake Blvd.	Effie St.	Sunset Blvd.	Secondary	1	1	749	2918	970	3.896	1.295	F	F
Silver Lake Blvd.	Sunset Blvd.	Marathon St.	Secondary	2	2	749	2951	778	1.970	0.519	F	A-C
Silver Lake Blvd.	Marathon St.	Bellevue Ave.	Secondary	1	1	749	784	566	1.047	0.756	F	A-C
Silver Lake Blvd.	Bellevue Ave.	US-101 NB Ramps	Secondary	2	2	749	784	566	0.523	0.378	A-C	A-C
Silver Lake Blvd.	US-101 NB Ramps	US-101 SB Ramp	Secondary	3	3	749	975	810	0.434	0.360	A-C	A-C
Silver Lake Blvd.	US-101 SB Ramps	Temple St.	Secondary	2	2	749	1056	1144	0.705	0.764	A-C	A-C
Solano Ave.	Academy Rd.	Bouett St.	Local	1	1	600	0	1439	0.000	2.398	A-C	F
Solano Ave.	Bouett St.	Jarvis St.	Local	1	1	600	0	1439	0.000	2.398	A-C	F
Solano Ave.	Jarvis St.	SR-110 Ramps	Local	1	1	600	0	0	0.000	0.000	A-C	A-C
Stadium Wy.	Riverside Dr.	Landa St.	Secondary	3	3	749	1672	1672	0.744	0.744	A-C	A-C
Stadium Wy.	Landa St.	Park Dr.	Secondary	3	3	749	1568	2164	0.698	0.963	A-C	E
Stadium Wy.	Park Dr.	Academy Rd.	Secondary	3	3	749	1478	2489	0.658	1.108	A-C	F
Stadium Wy.	Academy Rd.	Scott Ave.	Secondary	1	1	749	1049	895	1.401	1.195	F	F
Stadium Wy.	Scott Ave.	Elysian Park Ave.	Secondary	1	1	749	2030	2957	2.710	3.948	F	F
Stadium Wy.	Elysian Park Ave.	Lilac Ter.	Collector	2	2	600	1581	3018	1.318	2.515	F	F

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 Market Volumes		2010 Market V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Sunset Blvd.	Fountain Ave.	Santa Monica Blvd.	Major	2	2	749	185	193	0.123	0.129	A-C	A-C
Sunset Blvd.	Santa Monica Blvd.	Sanborn Ave.	Major	2	2	749	594	662	0.397	0.442	A-C	A-C
Sunset Blvd.	Sanborn Ave.	Hyperion Ave.	Major	2	2	749	277	263	0.185	0.176	A-C	A-C
Sunset Blvd.	Hyperion Ave.	Griffith Park Ave.	Major	2	2	749	1636	262	1.092	0.175	F	A-C
Sunset Blvd.	Griffith Park Ave.	Silver Lake Blvd.	Major	2	2	749	1937	2831	1.293	1.890	F	F
Sunset Blvd.	Silver Lake Blvd.	Benton Wy.	Major	2	2	749	2181	2849	1.456	1.902	F	F
Sunset Blvd.	Benton Wy.	Rampart Blvd.	Major	2	2	749	2223	2880	1.484	1.923	F	F
Sunset Blvd.	Rampart Blvd.	Alvarado St.	Major	2	2	749	1162	2595	0.776	1.732	A-C	F
Sunset Blvd.	Alvarado St.	Park Ave.	Major	2	2	749	1002	2684	0.669	1.792	A-C	F
Sunset Blvd.	Park Ave.	Echo Park Ave.	Major	2	2	749	636	479	0.425	0.320	A-C	A-C
Sunset Blvd.	Echo Park Ave.	Elysian Park Ave.	Major	2	2	749	1058	1286	0.706	0.858	A-C	D
Sunset Blvd.	Elysian Park Ave.	Innes Ave.	Major	3	3	749	1063	1826	0.473	0.813	A-C	D
Sunset Blvd.	Innes Ave.	Marion Ave.	Major	2	2	749	998	1748	0.666	1.167	A-C	F
Sunset Blvd.	Marion Ave.	Beaudry Ave.	Major	3	3	749	1105	2241	0.492	0.997	A-C	E
Temple St.	Hoover St.	Benton Wy.	Secondary	2	2	749	634	483	0.423	0.322	A-C	A-C
Temple St.	Benton Wy.	Rampart Blvd.	Secondary	2	2	749	546	547	0.364	0.365	A-C	A-C
Temple St.	Rampart Blvd.	Alvarado St.	Secondary	2	2	749	648	538	0.433	0.359	A-C	A-C
Temple St.	Alvarado St.	Union Ave.	Secondary	2	2	749	518	5631	0.346	3.759	A-C	F
Temple St.	Union Ave.	Glendale Blvd.	Secondary	2	1	749	429	1239	0.286	1.654	A-C	F
Temple St.	Glendale Blvd.	Douglas St.	Secondary	2	1	749	403	890	0.269	1.188	A-C	F
Temple St.	Douglas St.	Edgeware Rd.	Secondary	2	2	749	403	890	0.269	0.594	A-C	A-C
Temple St.	Edgeware Rd.	Beaudry Ave.	Secondary	2	2	749	677	959	0.452	0.640	A-C	A-C
Temple St.	Beaudry Ave.	Figueroa St.	Secondary	2	2	749	519	677	0.346	0.452	A-C	A-C

Volume Weighted V/C 2.036

**TABLE 11
ROADWAY CLASSIFICATION EVALUATION - 2010 TIMP CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 TIMP Volumes		2010 TIMP		V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Academy Rd.	Stadium Wy.	Shoreland Dr.	Local	1	2	600	1974	342	3.290	0.285	F	A-C		
Academy Rd.	Shoreland Dr.	Academy Dr.	Local	1	2	600	1974	342	3.290	0.285	F	A-C		
Academy Rd.	Academy Dr.	Brooks Ave.	Local	1	1	600	1974	342	3.290	0.570	F	A-C		
Academy Rd.	Brooks Ave.	Solano Ave.	Local	2	1	600	1974	342	1.645	0.570	F	A-C		
Academy Rd.	Solano Ave.	Bouett St.	Local	1	1	600	0	342	0.000	0.570	A-C	A-C		
Academy Rd.	Bouett St.	SR-110 SB Ramps	Local	1	2	600	0	342	0.000	0.285	A-C	A-C		
Allesandro St.	Riverside Dr.	Baxter St.	Collector	1	1	600	587	1908	0.978	3.180	E	F		
Allesandro St.	Baxter St.	Glendale Blvd.	Collector	1	1	600	566	1499	0.943	2.498	E	F		
Alvarado St.	Scott Ave.	Sunset Blvd.	Major	3	3	770	2955	2215	1.279	0.959	F	E		
Alvarado St.	Sunset Blvd.	Marathon St.	Major	3	3	770	2137	1896	0.925	0.821	E	D		
Alvarado St.	Marathon St.	Kent St.	Major	3	3	770	2137	1896	0.925	0.821	E	D		
Alvarado St.	Kent St.	US-101 NB Ramps	Major	3	2	770	2007	1802	0.869	1.170	D	F		
Alvarado St.	US-101 NB Ramps	US-101 SB Ramps	Major	3	2	770	2853	1762	1.235	1.144	F	F		
Alvarado St.	US-101 SB Ramps	Temple St.	Major	3	2	770	2835	2108	1.227	1.369	F	F		
Armstrong Ave.	Rowena Ave.	Angus St.	Collector	1	1	600	339	699	0.565	1.165	A-C	F		
Armstrong Ave.	Angus St.	Silver Lake Blvd.	Collector	1	1	600	301	727	0.502	1.212	A-C	F		
Baxter St.	Allesandro St.	Echo Park Ave.	Local	1	1	600	1960	1584	3.267	2.640	F	F		
Baxter St.	Echo Park Ave.	Avon St.	Local	1	1	600	0	0	0.000	0.000	A-C	A-C		
Beaudry Ave.	Sunset Blvd.	Temple St.	Secondary	2	1	770	1226	748	0.796	0.971	A-C	E		
Bellevue Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	1442	965	2.403	1.608	F	F		
Bellevue Ave.	Echo Park Ave.	Edgeware Rd.	Collector	1	1	600	612	4990	1.020	8.317	F	F		
Benton Wy.	Sunset Blvd.	Marathon St.	Collector	1	1	600	2968	402	4.947	0.670	F	A-C		
Benton Wy.	Marathon St.	Temple St.	Collector	1	1	600	3035	533	5.058	0.888	F	D		
Broadway	Los Angeles River	Solano Ave.	Major	2	2	770	796	1282	0.517	0.832	A-C	D		
Broadway	Solano Ave.	Bishops Rd.	Major	2	2	770	57	904	0.037	0.587	A-C	A-C		
Broadway	Bishop Rd.	Cottage St.	Major	2	2	770	646	904	0.419	0.587	A-C	A-C		
Echo Park Ave.	Landa St.	Baxter St.	Collector	1	1	600	945	474	1.575	0.790	F	A-C		
Echo Park Ave.	Baxter St.	Morton Ave.	Collector	1	1	600	1333	1238	2.222	2.063	F	F		
Echo Park Ave.	Morton Ave.	Scott Ave.	Collector	1	1	600	1449	1586	2.415	2.643	F	F		

**TABLE 11
ROADWAY CLASSIFICATION EVALUATION - 2010 TIMP CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 TIMP Volumes		2010 TIMP		V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Echo Park Ave.	Scott Ave.	Sunset Blvd.	Collector	1	1	600	1578	1478	2.630	2.463	F	F		
Echo Park Ave.	Sunset Blvd.	Park Ave.	Collector	1	1	600	46	128	0.077	0.213	A-C	A-C		
Echo Park Ave.	Park Ave.	Bellevue St.	Collector	1	1	600	1623	624	2.705	1.040	F	F		
Edgeware Rd.	Bellevue Ave.	Temple St.	Local	1	1	600	291	429	0.485	0.715	A-C	A-C		
Effie St.	Fountain Ave.	Sanborn Ave.	Collector	1	1	600	708	498	1.180	0.830	F	D		
Effie St.	Sanborn Ave.	Hyperion Ave.	Collector	1	1	600	804	721	1.340	1.202	F	F		
Effie St.	Hyperion Ave.	Griffith Park Blvd.	Collector	1	1	600	673	477	1.122	0.795	F	A-C		
Effie St.	Griffith Park Blvd.	Silver Lake Blvd.	Collector	1	1	600	673	477	1.122	0.795	F	A-C		
Elysian Park Ave.	Sunset Blvd.	Stadium Wy.	Secondary	3	3	770	274	24	0.119	0.010	A-C	A-C		
Fletcher Dr.	1-5 NB on-ramp	1-5 SB off-ramp	Secondary	2	2	770	2264	1391	1.470	0.903	F	E		
Fletcher Dr.	1-5 SB off-ramp	Riverside Dr.	Secondary	2	2	770	2175	4257	1.412	2.764	F	F		
Fletcher Dr.	Riverside Dr.	Rowena Ave.	Secondary	2	2	770	2700	2090	1.753	1.357	F	F		
Fountain Ave.	Hyperion Ave.	Sunset Blvd.	Secondary	2	2	770	1297	1015	0.842	0.659	D	A-C		
Glendale Blvd.	1-5 NB Ramps	Riverside Dr.	Secondary	2	2	770	1852	257	1.203	0.167	F	A-C		
Glendale Blvd.	Riverside Dr.	Rowena Ave.	Secondary	2	2	770	1933	1833	1.255	1.190	F	F		
Glendale Blvd.	Rowena Ave.	Fletcher Dr.	Major	2	2	770	1869	2824	1.214	1.834	F	F		
Glendale Blvd.	Fletcher Dr.	Silver Lake Blvd.	Major	2	2	770	2411	2699	1.566	1.753	F	F		
Glendale Blvd.	Silver Lake Blvd.	Allesandro St.	Major	2	2	770	4765	4000	3.094	2.597	F	F		
Glendale Blvd.	Allesandro St.	Ahvarado St.	Major	3	3	770	5747	5012	2.488	2.170	F	F		
Glendale Blvd.	Scott Ave.	Park Ave.	Major	2	2	770	2948	2500	1.914	1.623	F	F		
Glendale Blvd.	Park Ave.	Bellevue St.	Major	2	2	770	2174	2239	1.412	1.454	F	F		
Glendale Blvd.	Bellevue Ave.	Temple St.	Major	2	2	770	2647	2235	1.719	1.451	F	F		
Griffith Park Blvd.	Hyperion Ave.	Angus St.	Collector	1	1	600	1847	948	3.078	1.580	F	F		
Griffith Park Blvd.	Angus St.	Landa St.	Collector	1	1	600	1864	921	3.107	1.535	F	F		
Griffith Park Blvd.	Landa St.	Effie St.	Collector	1	1	600	595	734	0.992	1.223	E	F		
Griffith Park Blvd.	Effie St.	Sunset Blvd.	Collector	1	1	600	595	734	0.992	1.223	E	F		
Hoover St.	Santa Monica Blvd.	Sanborn Ave.	Collector	1	1	600	0	11	0.000	0.018	A-C	A-C		
Hoover St.	Sanborn Ave.	Marathon St.	Collector	1	1	600	1710	1955	2.850	3.258	F	F		
Hoover St.	Marathon St.	Temple St.	Collector	2	2	600	1557	1858	1.298	1.548	F	F		

**TABLE 11
ROADWAY CLASSIFICATION EVALUATION - 2010 TIMP CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 TIMP Volumes		2010 TIMP		V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W	N/E	S/W
Hyperion Ave.	Rowena Ave.	Griffith Park Blvd.	Secondary	2	2	770	1779	2694	1.155	1.749	F	F		
Hyperion Ave.	Griffith Park Blvd.	Fountain Ave.	Secondary	2	2	770	1338	2578	0.869	1.674	D	F		
Hyperion Ave.	Fountain Ave.	Effie St.	Local	1	1	600	811	655	1.352	1.092	F	F		
Hyperion Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	678	372	1.130	0.620	F	A-C		
Lilac Ter.	Stadium Wy.	Lookout Dr.	Local	1	1	600	736	2723	1.227	4.538	F	F		
Marathon St.	Lucile Ave.	Silver Lake Blvd.	Collector	1	1	600	1211	1010	2.018	1.683	F	F		
Marathon St.	Silver Lake Blvd.	Benton Wy.	Collector	1	1	600	1456	1146	2.427	1.910	F	F		
Marathon St.	Benton Wy.	Rampart Blvd.	Collector	1	1	600	1176	935	1.960	1.558	F	F		
Marathon St.	Rampart Blvd.	Mervin St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C		
Marathon St.	Coronado Ter.	Alvarado St.	Collector	1	1	600	0	0	0.000	0.000	A-C	A-C		
Marion Ave.	Sunset Blvd.	Edgeware Rd.	Collector	2	2	600	462	4978	0.385	4.148	A-C	F		
Morton Ave.	Academy Rd.	Echo Park Ave.	Collector	1	1	600	69	325	0.115	0.542	A-C	A-C		
Park Ave.	Sunset Blvd.	Glendale Blvd.	Collector	1	1	600	1032	1596	1.720	2.660	F	F		
Park Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	549	1626	0.915	2.710	E	F		
Rampart Blvd.	Sunset Blvd.	Marathon St.	Local	1	1	600	360	501	0.600	0.835	A-C	D		
Rampart Blvd.	Marathon St.	US-101 NB Ramp	Local	1	1	600	1231	1597	2.052	2.662	F	F		
Rampart Blvd.	US-101 NB Ramp	US-101 SB Ramp	Local	1	1	600	1267	1639	2.112	2.732	F	F		
Rampart Blvd.	US-101 SB Ramp	Temple St.	Local	1	1	600	1378	2897	2.297	4.828	F	F		
Riverside Dr.	Glendale Blvd.	I-5 SB Ramp	Major	2	2	770	1651	1220	1.072	0.792	F	A-C		
Riverside Dr.	I-5 SB Ramp	Fletcher Dr.	Major	2	2	770	1576	1662	1.023	1.079	F	F		
Riverside Dr.	Fletcher Dr.	I-5 SB Ramp	Major	2	2	770	3016	369	1.958	0.240	F	A-C		
Riverside Dr.	I-5 SB Ramp	Allesandro St.	Major	2	2	770	3005	2993	1.951	1.944	F	F		
Riverside Dr.	Allesandro St.	Newell St.	Major	2	2	770	2896	2708	1.881	1.758	F	F		
Riverside Dr.	Newell St.	Stadium Wy.	Major	2	2	770	3231	2702	2.098	1.755	F	F		
Riverside Dr.	Stadium Wy.	Eads St.	Major	2	2	770	1902	324	1.235	0.210	F	A-C		
Riverside Dr.	Eads St.	Elmgrove St.	Major	2	2	770	1880	2325	1.221	1.510	F	F		
Riverside Dr.	Elmgrove St.	Duvall St.	Major	2	2	770	3746	2316	2.432	1.504	F	F		
Riverside Dr.	Duvall St.	I-5 NB Ramps	Major	2	2	770	2519	2316	1.636	1.504	F	F		
Riverside Dr.	I-5 NB Ramps	Los Angeles River	Major	2	2	770	2519	2633	1.636	1.710	F	F		

**TABLE 11
ROADWAY CLASSIFICATION EVALUATION - 2010 TIMP CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 TIMP Volumes		2010 TIMP		V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W		
Rowena Ave.	Hyperion Ave.	Armstrong Ave.	Secondary	2	2	770	2427	1746	1.576	1.134	F	F		
Rowena Ave.	Armstrong Ave.	Glendale Blvd	Secondary	2	2	770	2419	1363	1.571	0.885	F	D		
Sanborn Ave.	Fountain Ave.	Effie St.	Local	1	1	600	1818	2412	3.030	4.020	F	F		
Sanborn Ave.	Effie St.	Sunset Blvd.	Local	1	1	600	1838	2560	3.063	4.267	F	F		
Sanborn Ave.	Sunset Blvd.	Hoover St.	Local	1	1	600	1706	1963	2.843	3.272	F	F		
Scott Ave.	Glendale Blvd.	Echo Park Ave.	Collector	1	1	600	1244	889	2.073	1.482	F	F		
Scott Ave.	Echo Park Ave.	Stadium Wy.	Collector	2	2	600	1206	685	1.005	0.571	F	A-C		
Silver Lake Blvd.	Glendale Blvd.	Armstrong Ave.	Secondary	1	1	770	1875	2040	2.435	2.649	F	F		
Silver Lake Blvd.	Armstrong Ave.	Effie St.	Secondary	1	1	770	1812	1514	2.353	1.966	F	F		
Silver Lake Blvd.	Effie St.	Sunset Blvd.	Secondary	1	1	770	1298	1158	1.686	1.504	F	F		
Silver Lake Blvd.	Sunset Blvd.	Marathon St.	Secondary	2	2	770	1519	1521	0.986	0.988	E	E		
Silver Lake Blvd.	Marathon St.	Bellevue Ave.	Secondary	1	1	770	1414	1298	1.836	1.686	F	F		
Silver Lake Blvd.	Bellevue Ave.	US-101 NB Ramps	Secondary	2	2	770	1414	1298	0.918	0.843	E	D		
Silver Lake Blvd.	US-101 NB Ramps	US-101 SB Ramp	Secondary	3	3	770	1356	1557	0.587	0.674	A-C	A-C		
Silver Lake Blvd.	US-101 SB Ramps	Temple St.	Secondary	2	2	770	2986	1690	1.939	1.097	F	F		
Solano Ave.	Academy Rd.	Bouett St.	Local	1	1	600	1974	0	3.290	0.000	F	A-C		
Solano Ave.	Bouett St.	Jarvis St.	Local	1	1	600	1974	0	3.290	0.000	F	A-C		
Solano Ave.	Jarvis St.	SR-110 Ramps	Local	1	1	600	1974	0	3.290	0.000	F	A-C		
Stadium Wy.	Riverside Dr.	Landa St.	Secondary	3	3	770	2723	1671	1.179	0.723	F	A-C		
Stadium Wy.	Landa St.	Park Dr.	Secondary	3	3	770	2805	2530	1.214	1.095	F	F		
Stadium Wy.	Park Dr.	Academy Rd.	Secondary	3	3	770	2696	2726	1.167	1.180	F	F		
Stadium Wy.	Academy Rd.	Scott Ave.	Secondary	1	1	770	2708	828	3.517	1.075	F	F		
Stadium Wy.	Scott Ave.	Elysian Park Ave.	Secondary	1	1	770	2728	1368	3.543	1.777	F	F		
Stadium Wy.	Elysian Park Ave.	Lilac Ter.	Collector	2	2	600	2723	1615	2.269	1.346	F	F		
Sunset Blvd.	Fountain Ave.	Santa Monica Blvd.	Major	2	2	770	1057	3741	0.686	2.429	A-C	F		
Sunset Blvd.	Santa Monica Blvd.	Sanborn Ave.	Major	2	2	770	1952	4376	1.268	2.842	F	F		
Sunset Blvd.	Sanborn Ave.	Hyperion Ave.	Major	2	2	770	1827	3787	1.186	2.459	F	F		
Sunset Blvd.	Hyperion Ave.	Griffith Park Ave.	Major	2	2	770	1552	3855	1.008	2.503	F	F		
Sunset Blvd.	Griffith Park Ave.	Silver Lake Blvd.	Major	2	2	770	1936	4099	1.257	2.662	F	F		

**TABLE 11
ROADWAY CLASSIFICATION EVALUATION - 2010 TIMP CONDITIONS**

Primary Street	N/E end of segment	S/W end of segment	Roadway Class	No. of Lanes Pk Hr/Pk /Dir		Cap/LN	2010 TIMP Volumes		2010 TIMP V/C Ratio		Level of Service	
				N/E	S/W		N/E	S/W	N/E	S/W	N/E	S/W
Sunset Blvd.	Silver Lake Blvd.	Benton Wy.	Major	2	2	770	2290	4612	1.487	2.995	F	F
Sunset Blvd.	Benton Wy.	Rampart Blvd.	Major	2	2	770	1924	1695	1.249	1.101	F	F
Sunset Blvd.	Rampart Blvd.	Alvarado St.	Major	2	2	770	1901	1872	1.234	1.216	F	F
Sunset Blvd.	Alvarado St.	Park Ave.	Major	2	2	770	1916	2368	1.244	1.538	F	F
Sunset Blvd.	Park Ave.	Echo Park Ave.	Major	2	2	770	1475	1364	0.958	0.886	E	D
Sunset Blvd.	Echo Park Ave.	Elysian Park Ave.	Major	2	2	770	1968	2061	1.278	1.338	F	F
Sunset Blvd.	Elysian Park Ave.	Innes Ave.	Major	3	3	770	1724	2094	0.746	0.906	A-C	E
Sunset Blvd.	Innes Ave.	Marion Ave.	Major	2	2	770	1617	1890	1.050	1.227	F	F
Sunset Blvd.	Marion Ave.	Beaudry Ave.	Major	3	3	770	1936	6582	0.838	2.849	D	F
Temple St.	Hoover St.	Benton Wy.	Secondary	2	2	770	229	397	0.149	0.258	A-C	A-C
Temple St.	Benton Wy.	Rampart Blvd.	Secondary	2	2	770	741	3202	0.481	2.079	A-C	F
Temple St.	Rampart Blvd.	Alvarado St.	Secondary	2	2	770	906	1149	0.588	0.746	A-C	A-C
Temple St.	Alvarado St.	Union Ave.	Secondary	2	2	770	1019	1409	0.662	0.915	A-C	E
Temple St.	Union Ave.	Glendale Blvd.	Secondary	2	1	770	671	832	0.436	1.081	A-C	F
Temple St.	Glendale Blvd.	Douglas St.	Secondary	2	1	770	348	604	0.226	0.784	A-C	A-C
Temple St.	Douglas St.	Edgeware Rd.	Secondary	2	2	770	348	604	0.226	0.392	A-C	A-C
Temple St.	Edgeware Rd.	Beaudry Ave.	Secondary	2	2	770	1411	1111	0.916	0.721	E	A-C
Temple St.	Beaudry Ave.	Figuerroa St.	Secondary	2	2	770	727	876	0.472	0.569	A-C	A-C

Volume Weighted V/C 1.976

APPENDIX B

The travel demand model used for the Silver Lake Community Plan Update and TIMP is based on the City of Los Angeles' General Plan Framework (GPF) model. A key focus of the effort was to maintain compatibility between the two models in terms of core structure, job streams and input data. The goal was to build on the efforts of the original citywide model. This appendix summarizes the key components in the refinement of the GPF model and its development and application of the Silver Lake TIMP model.

Network Refinements

Network refinements consisted of updates to the zone system and highway network. These refinements were required in order for the model to be sensitive enough to measure the impacts of growth on mobility and the effectiveness of TIMP measures on congestion.

For the base year (1995), street network refinements involved coding all significant streets down to the collector level, disaggregating the zone system within the study area and developing more realistic centroid connections within the refined zone system. The result of the zonal desegregation created two new zones within the Silver Lake-Echo Park CPA. Future network refinements involved checking the parent GPF model future funded network infrastructure, coding capital improvement projects specific to the Silver Lake area and developing the highway network refinements proposed in the TIMP measures.

Land Use Refinements

Two levels of land use refinements were conducted for the Silver Lake-Echo Park TIMP model. The first level incorporated new socioeconomic data (SED) provided by Planning Department staff. The new SED reflected the latest distribution assumptions by the City regarding population and employment. The second level of refinement required the new SED information to be disaggregated to the Silver Lake TIMP zone system. This process followed the City's requirement regarding strict adherence to the core zone structure utilized by the GPF model. This process was documented via Technical Memoranda and presented to staff during the course of the study.

Model Jobstreams

In order to maintain the maximum level of compatibility between the GPF parent model and the Silver Lake-Echo Park TIMP model, nearly identical job streams and assignment algorithms were utilized. The job stream goes the same step-by-step macro process. The following list summarizes the assignment process:

- fw0skim.mac - Initial travel skim of the model.
- fw1tg.mac - Trip generation using the specified SED input file.
- fw2dist.mac - Trip distribution of the model.
- fw3veh.mac - Mode split and vehicle trip table development.
- fw4assn.mac - Assignment of the vehicle trip tables.
- fw5pmvol - Calculation of the PM peak hour volumes from the assignment.

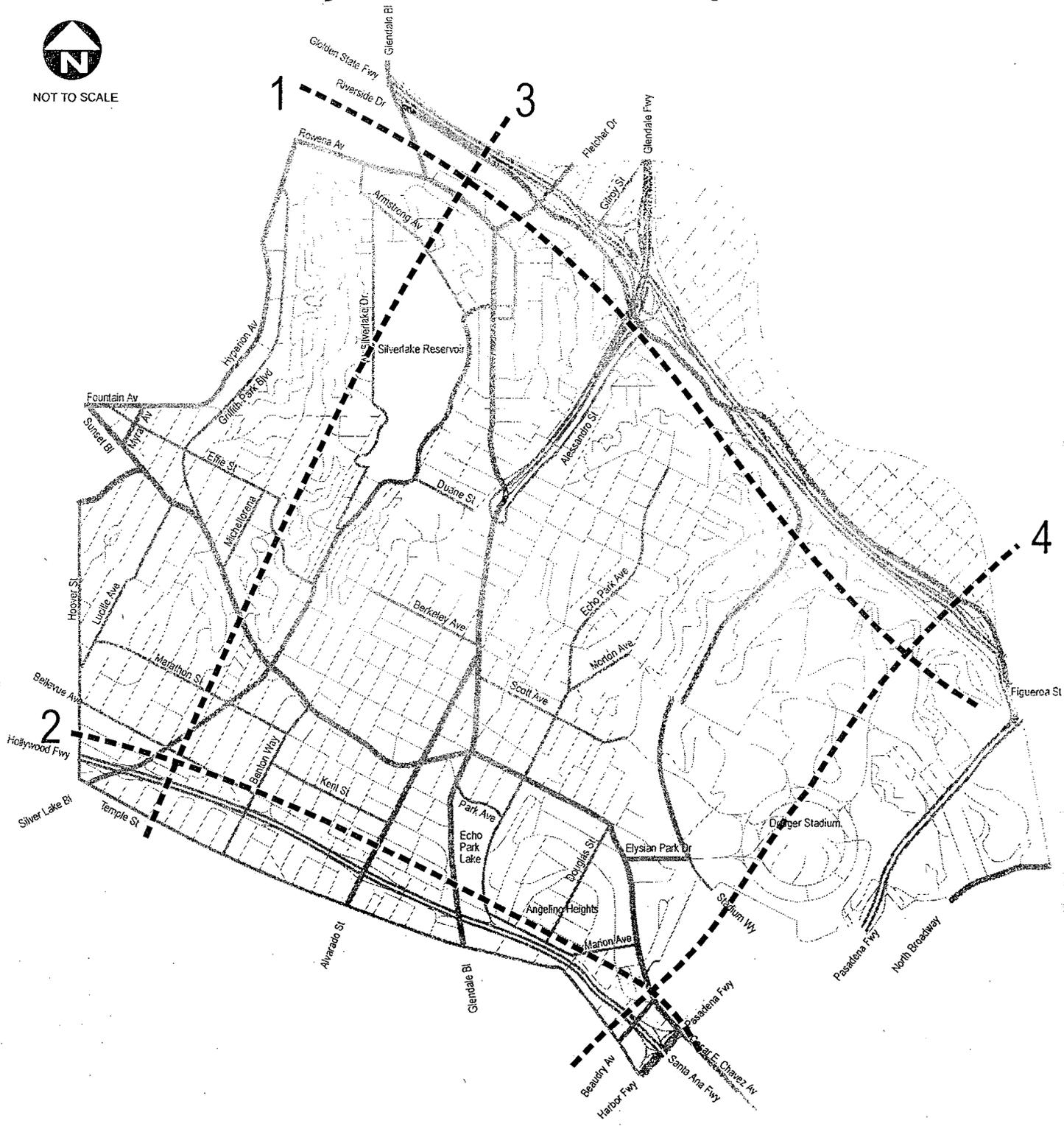
ADMIN DRAFT

Calibration/Validation Results

The screenlines within the Silver Lake-Echo Park CPA were developed to gage the calibration of the Silver Lake TIMP model and to validate its ability to replicate existing conditions. Three north-south and three east-west screenlines were used to capture vehicular flows. The locations of the six screenlines are illustrated on Figure B-1. Table B-1 summarizes the results of the calibration process.



NOT TO SCALE



Meyer, Mohaddes Associates, Inc.

An Iteris Company

**Silver Lake-
Echo Park TIMP**

**FIGURE B-1
Screenline Locations**

SILVERLAKE TIMP
SCREENLINE ANALYSIS
FINAL MODEL VALIDATION - PM PEAK HOUR

SCREENLINE 1 (E/W) S/O I-5

Street	Class	Node A	Node B	TOTAL						EB/NB						WB/SB					
				Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)
Los Feliz Blvd.	M	7926	7927	4487	4408	-79	-2%	1400	-0.1	2151	2184	33	2%	700	0.0	2336	2224	-112	-5%	700	-0.2
Hyperion Ave.	S	7963	5490	1905	1884	-21	-1%	1400	0.0	1015	966	-49	-5%	700	-0.1	890	918	28	3%	700	0.0
Glendale Blvd.	S	7965	5955	986	1500	514	52%	1400	0.4	476	691	215	45%	700	0.3	510	809	299	59%	700	0.4
Fletcher Dr.	S	7966	5446	2627	2172	-455	-17%	1400	-0.3	1534	1241	-293	-19%	700	-0.4	1093	931	-162	-15%	700	-0.2
Allesandro St.	C	791	11025	387	679	292	75%	1200	0.2	167	301	134	80%	600	0.2	220	379	159	72%	600	0.3
Echo Park Ave.	C	3027	3052	400	764	364	91%	1200	0.3	200	493	293	147%	600	0.5	200	271	71	35%	600	0.1
Stadium Way	S	8137	13672	2200	2162	-38	-2%	1400	0.0	1000	1034	34	3%	700	0.0	1200	1128	-72	-6%	700	-0.1
Total				12992	13570	578	4%	9400		6543	6910	367	6%	4700		6449	6661	212	3%	4700	

SCREENLINE 2 (E/W) N/O Hollywood Fwy

Street	Class	Node A	Node B	TOTAL						EB/NB						WB/SB					
				Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)
Virgil Ave.	M	10898	778	2148	2182	34	2%	1400	0.0	1367	1179	-188	-14%	700	-0.3	781	1003	222	28%	700	0.3
Hoover St.*	C	783	782	769	902	133	17%	1200	0.1	459	469	10	2%	600	0.0	310	433	123	40%	600	0.2
Silver Lake Blvd.	S	6437	765	1685	1652	-33	-2%	1400	0.0	1000	969	-31	-3%	700	0.0	685	683	-2	0%	700	0.0
Benton Way	C	3045	796	555	247	-308	-55%	1200	-0.3	358	109	-249	-69%	600	-0.4	197	138	-59	-30%	600	-0.1
Rampart Blvd.	C	4945	797	1300	1302	2	0%	1200	0.0	600	612	12	2%	600	0.0	700	690	-10	-1%	600	0.0
Alvarado St.	M	4795	16379	2965	3332	367	12%	1400	0.3	1765	1752	-13	-1%	700	0.0	1200	1580	380	32%	700	0.5
Glendale Blvd.	M	804	16380	3672	3310	-362	-10%	1400	-0.3	2172	1912	-260	-12%	700	-0.4	1500	1399	-101	-7%	700	-0.1
Echo Park Ave.	C	2778	16372	701	845	144	21%	1200	0.1	355	424	69	20%	600	0.1	346	421	75	22%	600	0.1
Marion Ave.	C	805	3395	728	520	-208	-29%	1200	-0.2	183	194	11	6%	600	0.0	545	326	-219	-40%	600	-0.4
Beaudry Ave.	M	808	809	1229	1031	-198	-16%	1400	-0.1	1000	714	-286	-29%	700	-0.4	229	316	87	38%	700	0.1
Total				15752	15324	-428	-3%	13000		9259	8335	-924	-10%	6500		6493	6988	495	8%	6500	

SCREENLINE 3 (N/S) W/O Silverlake Blvd

Street	Class	Node A	Node B	TOTAL						EB/NB						WB/SB					
				Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)
Riverside Dr.	M	6032	5446	1409	1797	388	28%	1200	0.3	609	785	176	29%	600	0.3	800	1012	212	26%	600	0.4
Glendale Blvd.	M	7965	7966	2543	2105	-438	-17%	1400	-0.3	1704	1420	-284	-17%	700	-0.4	839	685	-154	-18%	700	-0.2
Armstrong Ave.	C	3043	3044	115	238	123	107%	1200	0.1	54	18	-36	-66%	600	-0.1	61	220	159	260%	600	0.3
Effie St.	C	789	790	82	118	36	44%	1200	0.0	30	80	50	166%	600	0.1	52	38	-14	-27%	600	0.0
Sunset Blvd.	M	16493	4026	2505	2798	293	12%	1400	0.2	1279	1329	50	4%	700	0.1	1226	1469	243	20%	700	0.3
Marathon St.	C	795	8134	148	123	-25	-17%	1200	0.0	86	58	-28	-33%	600	0.0	62	65	3	5%	600	0.0
Silverlake Blvd.	S	6437	765	1885	1652	-233	-12%	1400	-0.2	1200	969	-231	-19%	700	-0.3	685	683	-2	0%	700	0.0
Temple St.	S	764	16381	1374	843	-531	-39%	1400	-0.4	494	360	-134	-27%	700	-0.2	880	482	-398	-45%	700	-0.6
Total				10061	9674	-387	-4%	10400		5456	5020	-436	-8%	5200		4605	4653	48	1%	5200	

SCREENLINE 4 (N/S) W/O Pasadena Fwy

Street	Class	Node A	Node B	TOTAL						EB/NB						WB/SB					
				Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)	Count	Model	Actual Difference	% Difference	Lane Capacity	(Diff/ Lane Cap)
Cypress Ave.	M	16336	16331	1264	1644	380	30%	1400	0.3	546	786	240	44%	700	0.3	718	858	140	19%	700	0.2
San Fernando Rd.	M	7991	8099	2102	2576	474	23%	1400	0.3	721	840	119	16%	700	0.2	1381	1736	355	26%	700	0.5
Riverside Dr.	S	8055	9742	2500	2586	86	3%	1400	0.1	1500	1560	60	4%	700	0.1	1000	1026	26	3%	700	0.0
Academy Rd.	C	771	770	84	441	357	425%	1200	0.3	72	334	262	364%	600	0.4	12	107	95	793%	600	0.2
Lilac Ter.	C	3411	3410	1200	1215	15	1%	1200	0.0	600	590	-10	-2%	600	0.0	600	625	25	4%	600	0.0
Stadium Way	C	3412	4880	770	1162	392	51%	1200	0.3	533	768	235	44%	600	0.4	237	393	156	66%	600	0.3
Figuroa Ter.	C	3400	3402	777	285	-492	-63%	1200	-0.4	519	162	-357	-69%	600	-0.6	258	124	-134	-52%	600	-0.2
Alpine St.	C	3398	3405	138	514	376	272%	1200	0.3	100	365	265	265%	600	0.4	38	149	111	292%	600	0.2
Sunset Blvd.	M	3395	809	3296	3126	-170	-5%	1400	-0.1	957	801	-156	-16%	700	-0.2	2339	2324	-15	-1%	700	0.0
Temple St.	S	807	808	1300	1220	-80	-6%	1400	-0.1	600	571	-29	-5%	700	0.0	700	649	-51	-7%	700	-0.1
Total				7565	7963	398	5%			6148	6778	630	10%			7283	7991	708	10%		

MEMO

RECEIVED
CITY OF LOS ANGELES

DEC 06 2000

CITY PLANNING DEPT.
PLANNING COMMISSION

To: Con Howe, Director of Planning
221 N. Figueroa Street, 16th Floor

From: John A. White, Legislative Assistant
Planning and Land Use Management Committee

Subject: CF 00-2217

Date: December 1, 2000

At its meeting held November 21, 2000, the Planning and Land Use Management Committee referred to your office accompanying Motion (Goldberg-Hernandez) instructing the Planning Department to analyze the Silverlake - Echo pack District Plan to determine whether amendments are necessary, and to recommend appropriate policies and zone changes in response to community input and land use issues.

In compliance with the Committee's direction, the Council file is being transmitted for staff review. Thank you for your cooperation.

PLANNING & LAND USE MANAGEMENT

MOTION

NOV 08 2000

SILVER LAKE - ECHO PARK COMMUNITY PLAN UPDATE

3

The Silver Lake - Echo Park District Plan was adopted in 1984 to provide a general guide to development of the estimated seven square mile area over a 20-year term. The planning area includes varied landmarks such as Echo Park lake, historic turn-of-the-century residences on Carroll Avenue, Dodger Stadium, the Silver Lake reservoir and distinctive architecture designed by modernist architects Rudolph Schindler and Richard Neutra.

As the Plan approaches its 20-year horizon, the Community Plan Update (CPU) program presents an opportunity to analyze and evaluate changes in population, land use, transportation and environmental conditions and to refine policies, if appropriate, to be responsive to such changes and any anticipated needs. It provides the opportunity to implement the recommended studies and specific plans already outlined in the 1984 Plan (such as, a proposed Echo Park Center Specific Plan and a Silver Lake Scenic Corridor Specific Plan) and to incorporate new planning policies and zoning measures. The Silver Lake - Echo Park District Plan is one of the last remaining plans yet to be completed under the CPU program.

Since the Plan's adoption sixteen years ago, community members have witnessed growth and have reiterated a strong desire to preserve the Plan's integrity and to fine-tune its policies in light of changing conditions. They have raised concerns about a full range of land use issues which may be addressed through the city planning process, including issues related to density, urban design, open space, economic development, traffic mitigation and resolution of industrial-residential land use conflicts.

In August, 2000, the Department of City Planning led preliminary "focus group" discussions with community members. The Department ought to continue to facilitate strong community participation which is inclusive and representative of the district's diversity of people and perspectives.

It is appropriate and timely to study, analyze and amend if appropriate the Silver Lake - Echo Park District Plan through the City Planning Department's Community Plan Update program.

I THEREFORE MOVE that the Department of City Planning be instructed to evaluate and recommend whether the Studies and Specific Plans recommended in the original 1984 Plan as shown in Attachment I should be implemented or eliminated from consideration.

I FURTHER MOVE that the Department of City Planning be instructed to analyze and recommend appropriate policies and zoning actions in response to the land use issues (including Density, Design, Open Space, Commerce / Economic Development, Industrial - Residential Land Use, Undesirable Land Uses and Special Use Districts) recommended for inclusion in the Plan as shown in Attachment II.

BL

I FURTHER MOVE that the Department of City Planning be instructed to consider the report "Elysian Valley Industrial / Residential Conflict Study" prepared by the City Planning Department in October, 1994, (Council File No. 94-0530) and recommend the appropriate policies and zoning actions to resolve such conflicts.

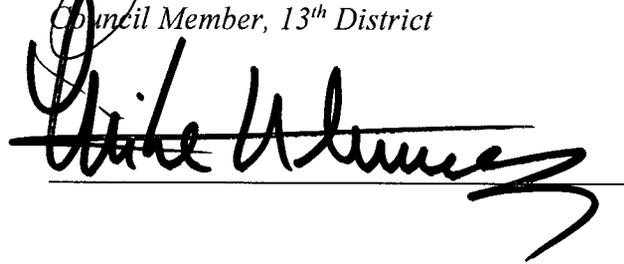
I FURTHER MOVE that the City Planning Department be instructed to initiate the appropriate General Plan Amendments and Zone Changes to effectuate an update of the Silver Lake - Echo Park District Plan.

PRESENTED BY:



Jackie Goldberg
Council Member, 13th District

SECONDED BY:



ATTACHMENT I

Studies and Specific Plans Recommended in the Silver Lake - Echo Park District Plan (1984)

Housing:

- Conduct a study to determine the appropriate housing programs tailored to both social characteristics and housing conditions of areas within District
- Conduct a study to determine the minimum housing rehabilitation standards required to correct major health and safety hazards
- Conduct a study to investigate the benefits and feasibility of providing tax incentives to property owners for rehabilitating older structures

Commerce:

"Area I":

- Conduct a study to determine the opportunities for and feasibility of public improvements at Neighborhood and Community shopping areas
- Conduct a study of the need for improved off-site parking facilities and / or drive-through facilities for Highway-Oriented commercial uses

"Area II":

- Conduct a study of methods to enhance and rehabilitate the Echo Park Center
- Formulate and adopt a Specific Plan for Echo Park Center focused on pedestrian orientation

Industry:

"Area III":

- Conduct a comprehensive industrial analysis be made to determine solutions to incompatibility between industrial and residential uses

Circulation:

"Area I":

- Conduct a study to determine the feasibility of providing alternative local transportation methods within the District to provide for transit-dependent members of the area
- Prepare a detailed analysis of selected intersections for purposes of accident reduction and safety (Santa Monica and Sunset Boulevards; Alvarado Street, Glendale Boulevard and Berkeley Avenue)
- Formulate and adopt a Scenic Corridor Specific Plan for Silver Lake Boulevard (between Duane Street and Armstrong Avenue)

ATTACHMENT I
Studies and Specific Plans
Recommended in the Silver Lake - Echo Park District Plan (1984)

- Conduct a study to determine the methods by which the hillside area's various narrow and scenic local streets can be preserved

"Area II":

- Conduct a study regarding rerouting of traffic using the Solano Avenue gate at Dodger Stadium to protect the integrity of the Solano Canyon Community
- Conduct a study and implement solutions to traffic congestion on Glendale Boulevard between the terminus of the Glendale Freeway (Route 2) and Temple Street
- Conduct a study and implement traffic solutions at the problem intersections of: Sunset Boulevard and Echo Park Avenue; and Scott Avenue and Echo Park Avenue
- Conduct a study regarding the possible relocation of access to the Edendale Post Office from Berkeley Avenue

Recreation and Parks:

- Conduct a study to develop revised standards and facility requirements appropriate to a highly developed urban community including the provision of additional small parks

"Area I":

- Conduct a study to determine location and means of implementation of jogging trails in the vicinity of the Silver Lake Reservoir
- Conduct a study to amend Equestrian and Hiking Trails Plan in Elysian Park

"Area II":

- Purchase suitably located vacant City-owned parcels proposed for sale for use as miniparks

Library:

- Relocate Echo Park Library to general vicinity of Echo Park Avenue and Sunset Boulevard

Public Schools:

- Conduct a study to evaluate possible changes in site standards for elementary schools and facility requirements appropriate for a highly developed urban community

Cultural and Historical Monuments:

- Conduct studies of candidates as architecturally distinct residences for inclusion in the Cultural and Historical Element of the General Plan: *(16 sites identified)*

ATTACHMENT II

Land Use Issues Recommended for Inclusion in the Silver Lake - Echo Park District Plan

Density:

- Adjust allowable density based on the constraints of public infrastructure
- Add "slope density" provisions
- Prohibit aggregation of lots to increase densities
- Expand single-family residential land use designations
- Promote mixed-use development on commercial boulevards

Design:

- Formulate "Urban Design Guidelines" for commercial and multi-family residential development
- Add effective massing and bulk limitations to apply to hillside development
- Impose building restrictions to avoid out-of-scale, incompatible multi-family development
- Regulate additions to existing houses to avoid "mansion-ization"
- Regulate billboards and signs to minimize "visual blight"
- Formulate "Sign and Facade Improvement Guidelines" for commercial development

Open Space:

- Preserve natural open space throughout entire area
- Promote local neighborhood pocket parks
- Create land use designations of existing and potential community gardens

Commerce / Economic Development:

- Promote economic development efforts which benefit local business districts

Industrial - Residential Land Uses:

- Resolve conflicts between industrial and residential land uses

Land Uses Which Generate Public Nuisances:

- Prohibit undesirable land uses which generate public nuisances, degrade neighborhood quality and contribute to urban blight

Special Use Districts or Overlay Zones:

- Create a "Community Design Overlay District" where appropriate
- Create "Pedestrian-Oriented Districts" where appropriate
- Create "Artist's Districts" where appropriate