J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

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

01-0317

CITY OF LOS ANGELES
CALIFORNIA

JAMES K. HAHN
MAYOR

Office of the
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Council and Public Services
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HELEN GINSBURG
Chief, Council and Public Services Division

CDs 1 & 14

PLACE IN FILES
JUL 18 2002
DEPUTY

July 15, 2002

Councilmember Reyes
Councilmember Pacheco
City Attorney
Planning Department,
Planning Commission
Director of Planning
Office of Zoning Administration
Community Planning Section
Geographic Information Section
Attn: Fae Tsukamoto

Councilmember Bernson
Chief Legislative Analyst
Housing Department
Cultural Affairs Department
Bureau of Engineering,
Land Development Group
Department of Building & Safety
c/o Zoning Coordinator
Department of Transportation,
Traffic/Planning Sections

RE: ESTABLISHING THE AVENUE 57 TRANSIT ORIENTED DISTRICT SPECIFIC PLAN IN THE HIGHLAND PARK COMMUNITY OF NORTHEAST LOS ANGELES COMMUNITY PLAN

At the meeting of the Council held June 11, 2002, the following action was taken:

Attached report adopted, as amended	X
Amending motion (Reyes - Bernson) adopted	X
Ordinance adopted	6-18-02
Mayor approved	6-27-02
Ordinance Number	174663
Posting date	7-9-02
Effective date	8-18-02
Findings adopted	X
Environmental Impact Report certified	X

J. Michael Carey
City Clerk
jr
steno/010317
FF

7/17/02

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

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Mayor's Time Stamp	TIME LIMIT FILES ORDINANCE RECEIVED '02 JUN 21 A11 :40 DEPUTY MAYOR	City Clerk's Time Stamp RECEIVED CITY CLERK'S OFFICE 2002 JUN 21 AM 11: 14 CITY CLERK BY _____ DEPUTY

COUNCIL FILE NUMBER 01-0317 COUNCIL DISTRICTS 1 & 14

COUNCIL APPROVAL DATE June 18, 2002 LAST DAY FOR MAYOR TO ACT JUL 0 1 2002

ORDINANCE TYPE: ___ Ord of Intent ___ Zoning ___ Personnel ___ General

xx Improvement ____ LAMC ____ LAAC ____ CU or Var Appeals - CPC No. 99-0524 SP(TOD)

SUBJECT MATTER: ORDINANCE ESTABLISHING THE AVENUE 57 TRANSIT ORIENTED DISTRICT SPECIFIC PLAN IN THE HIGHLAND PARK COMMUNITY PLAN

	APPROVED	DISAPPROVED
DIRECTOR OF PLANNING	____	____
CITY ATTORNEY	X	____
CITY ADMINISTRATIVE OFFICER	____	____
PLANNING AND LAND USE MANAGEMENT COMMITTEE	X	____
MOTION (REYES - BERNSON)	X	____

RECEIVED CITY CLERK'S OFFICE 2002 JUN 27 PM 3:29 CITY CLERK BY _____ DEPUTY

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: JUN 27 2002 JUL 12 2002

*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 JUN 27 2002 ORDINANCE NO. 174663

DATE PUBLISHED _____ DATE POSTED JUL 09 2002 EFFECTIVE DATE AUG 18 2002

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes [] No []

calagend\010317.ord

ORDINANCE NO. 174663

An ordinance establishing a Specific Plan for the Avenue 57 Transit Oriented District.

WHEREAS, the Avenue 57 Transit Oriented District is located within the Highland Park community; and

WHEREAS, Figueroa Street is the main commercial thoroughfare through the District with a mixture of commercial and residential uses; and

WHEREAS, the artistic community of Highland Park is long standing and has been a significant part of the neighborhood's history; and

WHEREAS, this Specific Plan provides a unique opportunity for the Highland Park community to address reviving its commercial center and the surrounding neighborhood; and

WHEREAS, this Specific Plan provides a unique opportunity to recognize and bring into zone code compliance the artistic community of Highland park; and

WHEREAS, the Pasadena Gold Line light rail extension has been revived and is proceeding under a Joint Powers Authority as approved by the State of California under Senate Bill 1847; and

WHEREAS, the addition of a transit station to Highland Park allows the integration of land use and transportation planning for the benefit of both the affected neighborhood and the transportation system as a whole; and

WHEREAS, the unique contribution of Highland Park's architectural history and rich historical context within Los Angeles, as a whole, requires development controls to re-enforce the Historic Preservation Overlay Zone now in place in Highland Park; and

WHEREAS, development incentives can create an environment to attract economic development which will complement the neighborhood;

6-11-02
NEW ORD

NOW THEREFORE,

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

Section 1.

A. ESTABLISHMENT OF THE SPECIFIC PLAN. The City Council hereby establishes the Avenue 57 Transit Oriented District Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the following Map No. 1:

Map No. 1



Avenue 57 Neighborhood Specific Plan

Specific Plan Area

▮▮▮▮▮▮▮ Proposed Metro Blue Line Station

Not to Scale

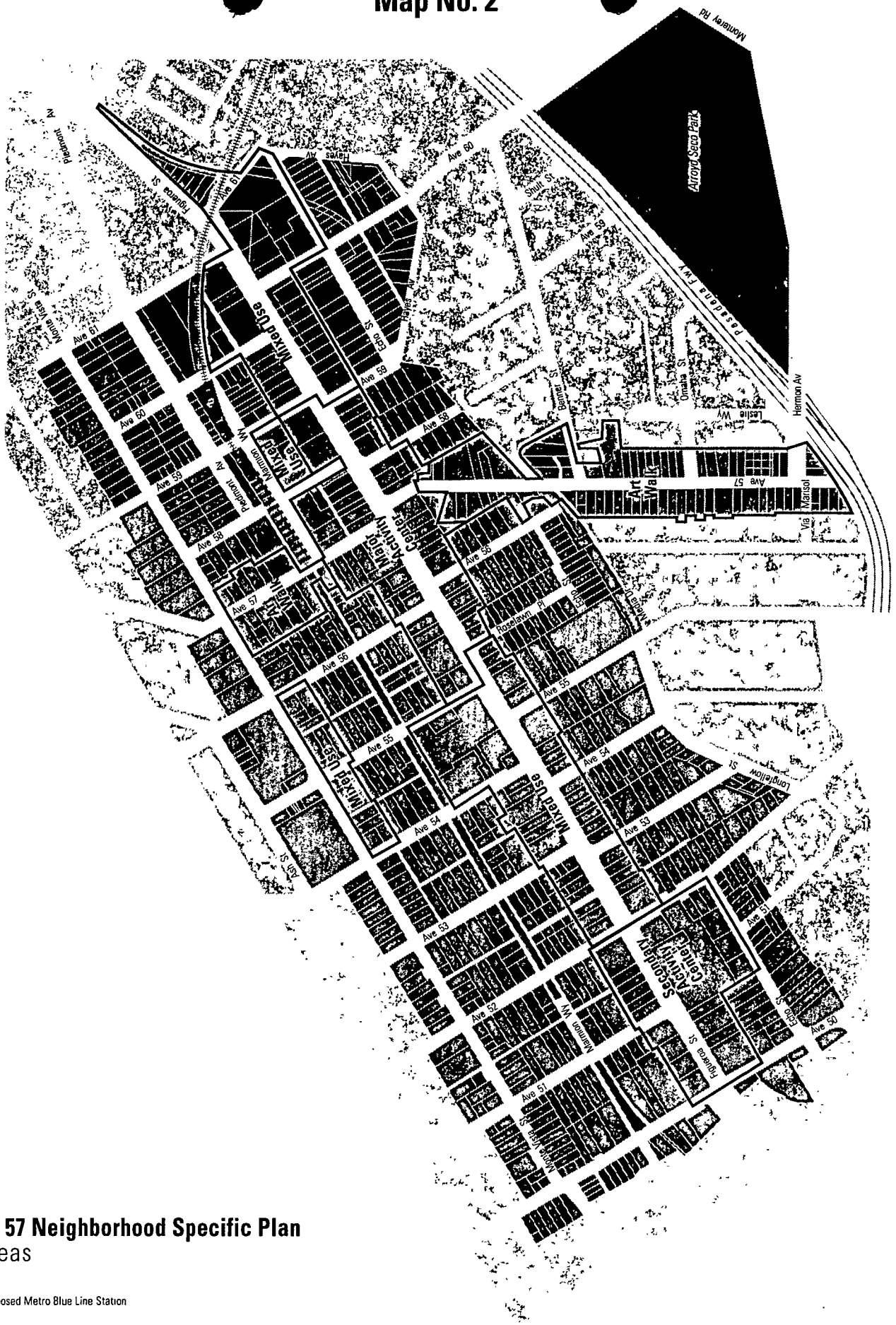
Prepared by City of Los Angeles Planning Department • Graphic Services Section • February, 2000

B. DESIGNATION OF SUBAREAS. The Specific Plan area is divided into seven Subareas, as shown on the map below (Map No. 2). The Subareas are designated as follows:

Subarea 1	-	Major Activity Center;
Subarea 2	-	Secondary Activity Center;
Subarea 3	-	Mixed Use Areas;
Subarea 4	-	Avenue 58 Farmers Market *
Subarea 5	-	Artwalk
Subarea 6	-	Marmion Way Transit Corridor*
Subarea 7	-	Residential Areas

* These Subareas do not have additional regulations

Map No. 2



Avenue 57 Neighborhood Specific Plan
Sub Areas

▮▮▮▮▮▮▮ Proposed Metro Blue Line Station

Not to Scale

Prepared by City of Los Angeles Planning Department • Graphic Services Section • September, 1999

Sec. 2. PURPOSES. This Specific Plan is intended to:

A. Implement the goals and policies of the Northeast Los Angeles Community Plan, the Citywide General Plan Framework Element of the General Plan, and the Transportation Element of the General Plan;

B. Develop a center for commercial activities to provide needed goods and services in a location convenient to residents and in close proximity to the proposed Gold Line Metro Rail station;

C. Create an economically vital community by stimulating economic development through incentives to re-use existing structures without the normally required additional parking or other non-safety related building requirements, by instituting a mixed use component to the commercial areas, and by streamlining the approval process;

D. Preserve and maintain the historic character, or "grain" of the neighborhood while accommodating anticipated growth to 2020, through continuation of the Historic Preservation Overlay Zone's policies and by establishing adaptive re-use policies, granting non-conforming rights status to existing non-conforming buildings, and by limiting the massing of parcels to maintain an appropriate scale of development;

E. Continue and maintain a diverse community, where people of many different ages, incomes, family formation types, and cultural perspectives will live, work and shop in harmony in a neighborhood that supports cultural differences among neighbors by encouraging provision of a range of housing types to allow a diversity of income ranges, providing for transportation linkages to allow the existing diverse population access to job centers, and assisting in the preservation of a sense of place that brought the diverse population mix here in the first place;

F. Maintain a stable community that residents can invest in and live in from childhood, through family formation, to retirement, by supporting home ownership, promoting development of family-friendly affordable homes available to local residents to purchase, and supporting new construction of family-sized, affordable housing units;

G. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;

H. Encourage the creation of cultural facilities and services, and the creation of open spaces; and

I. Retain, support and expand the traditional local population of working writers and artists in the neighborhood.

Sec. 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. The regulations set forth in this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code ("Code"), as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under those other provisions, except as specifically provided herein. The provisions of the Highland Park Historic Preservation Overlay Zone, Ordinance No. 169,776 which became effective June 7, 1995, and the provisions of Section 12.20.3 of the Code, relating to the "HP" Historic Preservation Overlay Zone, or their successor ordinances, shall continue to apply to properties located within the Specific Plan area. Notwithstanding Section 11.5.7B of the Code or any other provision of this Specific Plan to the contrary, if any procedure established in this Specific Plan conflicts with the Highland Park HPOZ, the Highland Park HPOZ shall take precedent.

B. Wherever this Specific Plan contains provisions which differ from, or conflict with provisions contained in Chapter 1 of the Code with respect to greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, more restrictive sign regulations or other greater restrictions or limitations on development; or provisions, including development incentives, which provide for less restrictive setbacks, lesser street dedications, greater densities, greater heights, less restrictive uses, less restrictive parking requirements, less restrictive sign regulations, or other lesser or greater restrictions or limitations on development, this Specific Plan shall prevail and supersede the applicable provisions of the Code. Except that, Section 6 B 7 of this Specific Plan shall be superseded by the Citywide Adaptive Reuse Ordinance if Section 12.22 A 6 of the Code is expanded to include this Specific Plan area. Whenever this Specific Plan is silent, the provisions of the Code shall apply.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 F of the Code or its successor ordinance. In approving an exception to this Specific Plan pursuant to Section 11.5.7 F of the Code or any successor ordinance, the City decision-making body granting an approval, and any City body exercising appellate review of an approval, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

D. Commercial Corner Ordinance. The requirements of this Specific Plan shall supersede the Mini-Shopping Centers and Commercial Corner Development requirements of Sections 12.22 A 23 and 12.24 W 27 of the Code.

E. Site Plan Review Ordinance. The requirements of this Specific Plan shall supersede the Site Plan Review requirements of Section 16.05 and 12.24 U 14 of the Code.

Sec. 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 12.20.3, 13.07 C and 13.09 B 3 of the Code, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code, if defined therein:

A. Adaptive Reuse Project. Any change of use from an existing commercial use to another commercial use, to dwelling units, guest rooms, or Joint Living and Work Quarters in all or portions of an existing building located anywhere in the Specific Plan area.

B. Bed and Breakfast Facility. Any existing building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which includes guest rooms and one kitchen where lodging is provided with at least one meal daily for the guests.

C. Community Uses. Day or senior care centers, museums, cultural centers, community use centers, small concert spaces or public theaters (2500 square foot maximum), police substations, or, other such uses as determined by the Director of Planning.

D. Extensive Remodeling. Any construction to make over a structure, where the value of the construction work is 51 percent or more of the value of the building at the time the building permit for the construction work is issued.

E. Ground Floor. The lowest story within a building that is accessible to the street, the finished floor level of which is not more than three feet above or below the curb elevation, as determined by the Bureau of Engineering. A floor having frontage on or primarily facing any public street, and the depth of which shall be at least 50 feet or the total depth of the building, whichever is less.

F. Mixed Use Project. A project containing both commercial and residential uses, including one or more commercial uses and more than one dwelling unit in a single building or in a Unified Development. A Mixed Use Project shall provide the following:

(1) A separate, ground floor entrance to the residential component, or a lobby that serves both the residential and commercial use components; and

(2) A pedestrian entrance to the commercial use component that is directly accessible from a public street and that is open during the normal business hours posted by the business.

G. Pedestrian Amenities. The areas of a lot or parcel developed with and used for outdoor dining, public plazas, retail courtyards, or pedestrian arcades which are located on the Ground Floor, and that are accessible to and available for use by the public.

H. Project. Any grading, construction, erection, addition to or structural alteration of any building or structure, an on-site or off-site sign, a use of land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit, building permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction of a building unless it (a) increases the floor area; or (b) increases the number of vehicle trips, as determined by the Department of Transportation; (c) increases parking requirements; or (d) includes a change of use. In addition, a Project shall not include an addition to an existing one-family dwelling, so long as the total cumulative floor area for all additions made after the effective date of this Specific Plan does not exceed 200 square feet and the height of the addition does not exceed the height of the existing building.

K. Targeted Uses. A new building permit or change of use to include any of the following retail uses, with the stated minimum floor areas:

1) General Merchandise - Department Store, not less than 5,000 square feet;
2) Home Improvement or Hardware Store, not less than 3,500 square feet;
3) Computer or Software Store, not less than 1,000 square feet;
4) Graphic or Art Supply Store, not less than 1,000 square feet;
5) Book Store, not less than 2,000 square feet; or
6) Music Store, not less than 1,000 square feet.

L. Unified Development. The combination of not more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, containing individual buildings that are developed with a unifying design concept. Unifying features may include similar architectural details, common courtyards or public areas.

Sec. 5. ZONING AND LAND USE. Except as may be otherwise permitted herein, the uses permitted within each of the subareas of the Specific Plan shall be those permitted by the underlying zoning of each parcel and the maximum permitted development on any lot or combination of lots forming a single development site including all incentives listed in Section 6 of this Ordinance shall not exceed a floor area ratio of 3:1. Notwithstanding any provision of the Code or this Specific Plan to the contrary, no more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, may be tied or otherwise combined together to form a site for the construction of a single non-residential building or Unified Development. All site access and parking shall be provided within the combined lot area, without crossing

or connecting to any adjoining commercial developments.

Sec. 6. DEVELOPMENT INCENTIVES.

A. Application of Incentives. Any Project shall be entitled by right to two of the incentives set forth in Subsection B of this Section. Application of more than two incentives will require the approval of the Director of Planning pursuant to Section 11.5.7 C of the Code.

B. Incentives. The following Incentives are only applicable in specific subareas as designated in Sections 9 through 12 of this Specific Plan.

1. Joint Living and Work Quarters. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, Subarea 2 - Secondary Activity Center, Subarea 3 - Mixed Use Areas, and Subarea 7 - Residential Areas. Joint Living and Work Quarters shall be permitted for the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate, and travel agents; photographers and other similar occupations as determined by the Director of Planning pursuant to the Project Approval process set forth in Section 11.5.7 C of the Code, provided that the commercial uses are permitted by the underlying zone. Commercial uses on A or R zoned properties shall comply with the use restrictions and other regulations applicable to Home Occupations, contained in Section 12.05 A 16 of the Code. Except that one wall sign or window sign, not exceeding three square feet, shall be permitted on the dwelling.

2. Pedestrian Amenities Floor Area Bonus. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, and Subarea 2 - Secondary Activity Center in conjunction with a Project that includes lot area developed with Pedestrian Amenities. The floor area bonus incentive shall consist of an increase in allowable floor area not to exceed 25% of the lot area devoted to Pedestrian Amenities. The Floor Area Bonus may be granted as part of the approval process set forth in Section 11.5.7 C of the Code.

3. Targeted Use Floor Area Bonus. Following the effective date of this Specific Plan, the first Project within either Subarea 1 - Major Activity Center or Subarea 2 - Secondary Activity Center that includes the minimum amount of square feet of floor area set forth in Section 4 L ("Targeted Use") of this Specific Plan, shall be eligible for a 25 % floor area bonus as part of the approval process set forth in Section 11.5.7 C of the Code. The floor area bonus which may be

granted under this Subdivision shall be approved by the Director of Planning as part of the Project Approval Process in Section 11.5.7 C of the Code, and shall expire at the end of 18 months if a building permit for the Project containing a Targeted Use has not been issued and construction of such Targeted Use has not commenced and been diligently carried on without substantial suspension or abandonment of work. A covenant and agreement, approved by the Director of Planning, restricting the Project to the Targeted Use for at least ten years shall be recorded as a condition of the approval of the floor area bonus for that use.

4. Reduced Parking.

(a) New Projects. Notwithstanding any provision of the Code to the contrary, where a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of the Pasadena Gold Line Avenue 57 Station or 750 feet from a public parking lot, the Director of Planning shall have the ability to grant a 15 percent reduction from the parking otherwise required by Section 12.21 A 4 (c) of the Code as part of the approval process set forth in Section 11.5.7 C of the Code.

(b) Reduced Parking for Existing Buildings.

(1) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a Targeted Use permitted by this Specific Plan provided that any existing providing parking is maintained.

(2) Extensive Remodeling of Existing Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan provided that the existing parking is maintained.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, as of the effective date of this ordinance any existing building shall not require additional parking for any existing use which maintains the existing off-street parking spaces connected with the use.

5. Floor Area Bonus for Lot Assembly. Notwithstanding any provision of the Code to the contrary, any Project located in Subarea 1- Major Activity Center or Subarea 2 - Secondary Activity Center on a commercially-zoned building site

that combines more than one lot is eligible for a 25 percent increase in the allowable floor area otherwise permitted by the zoning and height district regulations of the Code for that portion of the lot or parcel subject to the increase.

6. Bonus for Community Uses. Any Project located on a commercially-zoned lot that includes development of a community use shall be eligible for a 25 percent increase in the maximum floor area otherwise permitted by the zoning and height district regulations of the Code which allows the community use to be developed or incorporated without the floor area being counted against maximum permitted floor area, or for parking calculations as part of the approval process set forth in Section 11.5.7 C of the Code.

7. Adaptive Reuse Provisions. Notwithstanding any provisions of the Code to the contrary, Adaptive Reuse Projects are eligible for the incentives set forth below, provided that the Project is developed in accordance with the standards set forth in Paragraph b of this subdivision.

(a) Incentives.

(1) Mezzanines. Loft spaces in Joint Living and Work Quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Subparagraph (2) below.

(2) Density. Permitted dwelling units and Joint Living and Work Quarters shall be subject to the lot area requirements of the RD1.5 Zone, regardless of the underlying zone.

(3) Off-Street Automobile Parking. The required number of parking spaces shall be the same as the number of spaces that existed on the site as of the effective date of this Specific Plan, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A 4 (m) of the Code.

(4) Mini-Shopping Center and Commercial Corner Development Regulations. Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A 23 of the Code.

(5) Open Space. Adaptive Reuse Projects are exempted from the Open Space requirements of Section 12.21 G of the Code.

(6) Loading Space. Where an existing loading space is provided, the provisions of Section 12.21 C 6(h) of the Code shall apply. If no loading spaces exists, then a loading space shall not be required in conjunction with a change of use to an Adaptive Reuse Project.

(b) Development Standards. Adaptive Reuse Projects shall be developed in conformance with the following standards:

(1) Minimum Size. The minimum floor area for new dwelling units shall be 450 square feet. The minimum floor area for new Joint Living and Work Quarters shall be 750 Square feet. Floor area shall not include common hallways or other common areas, or rooftops, balconies, terraces, fire escapes, or other projections or surfaces exterior to the walls of the building. The floor area of both the living space and the work space shall be combined to determine the size of Joint Living and Work Quarters.

(2) Minimum Average Size. The average floor area of all the dwelling units and Joint Living and Work Quarters in a building, including those that existed prior to the effective date of this Specific Plan, shall be at least 750 square feet.

(3) Guest Rooms. Each guest room shall include private access to toilet and bathing facilities.

8. Mixed Use Development Provisions. Notwithstanding any other provision of the Code to the contrary, a Mixed Use Project located within the Subarea 3 - Mixed Use Subarea, which conforms to the development standards set forth in Section 10 below, shall be eligible for the following development incentives, provided a minimum of 35 percent of the Ground Floor building frontage is on a commercially zoned lot, abutting a public street, and contains commercial uses to a minimum depth of 25 feet. Driveways and/or pedestrian entrances may be excluded from the minimum building frontage determination.

(a) Housing. An eligible Project may be developed up to a maximum height of 45 feet and with an FAR of 2:1.

(b) Incentives for Facade Treatments, Corner Lots or Community Facilities. Each eligible Project shall be entitled to one of the following incentives by right. To obtain an entitlement for two or more of these incentives,

the approval of the Director of Planning pursuant to Section 11.5.7 D of the Code is required.

(1) Facade Treatment. A height increase of no more than ten feet over the maximum permitted by the underlying zone, provided that the additional height is used for a Facade Treatment, as defined in Section 13.09 of the Code, and further provided that this Facade Treatment incentive may not be combined with the Corner Lot incentive described below, and this Facade Treatment incentive may not be used for signs or to increase the floor area of a structure.

(2) Corner Lots. An eligible Project on a Corner Lot, as defined in Section 13.09, is eligible for a 20 percent increase in height, allowable floor area, and the minimum lot area per dwelling unit or guest room, beyond what is otherwise permitted by the underlying zone. Provided, however, that an eligible Project which secures an affordable housing density bonus pursuant to California Government Code Section 65915 shall not also be eligible for this Corner Lot incentive.

(d) Mini Shopping Centers and Commercial Corner Developments. Eligible Projects shall be exempt from the regulations governing mini-shopping centers and commercial corner developments as set forth in Section 12.22 A 23 of the Code.

9. Commercial Artcraft Provisions. Notwithstanding any provision of the Code or this Specific Plan to the contrary, a Project within the Artwalk Subarea, as designated on Map No. 2, a Project shall be allowed to establish the following manufacturing and retail uses in a commercial or residential zone, provided Artcraft activities are limited to those decorative or illustrative elements requiring manual dexterity or artistic talent:

(a) Permitted Outdoor Uses. The creating, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code.

(b) Permitted Indoor Uses. The manufacturing, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code with the addition of the following uses:

Arts studio, either painting or sculpture
Music studio
Dance and drama studio
Small film/video post production studio, not more than 5,000 square feet

Any other Home Occupation use that would be permitted by Section 12.05 A 16 of the Code.

Such uses shall not be permitted above the first floor of any structure.

Sec. 7. DEVELOPMENT CONTROLS.

A. The following development standards, shall apply to all new construction Projects fronting on Figueroa Street, and new "Mixed Use" Projects on Monte Vista Street.

1. Height Restriction. The maximum height of three stories or 45 feet imposed by the C2-1VL zone, which was enacted as part of the Northeast Los Angeles Community Plan Revision, remains in full force and effect and this plan does not convey a right to exceed that height.

2. Residential Density. New residential development on commercially zoned property within the Avenue 57 Transit Oriented District Plan area shall be limited to RD1.5 density to maintain consistency with the adopted Northeast Los Angeles Community Plan.

3. Ground Floor Commercial Uses. One hundred percent of the Ground Floor building frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate commercial uses to a minimum depth of 25 feet.

4. Building Frontage. Building frontage shall, for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

5. Pedestrian Amenities. Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

6. Location of Pedestrian Entrances. Each individual tenant or business space located on the Ground Floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

7. Parking. For a Project, surface parking lots or parking structures shall be located behind the required building frontage, in the rear, interior portion of the lot that does not front on the street.

8. Transparency of Building Frontage. At least 50% of all exterior walls (including doors) of the ground floor which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the Director of Planning after review by the Highland Park HPOZ Board.

B. The following Development Standards shall apply to the entire Specific Plan area:

1. Historic Preservation Overlay Zone. The approval requirements and provisions of the Highland Park HPOZ apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan.

2. Lot Assembly Restrictions. A lot assembly restriction of a maximum of two lots with a combined area equal to or less than 10,000 square feet for residential development or three lots with a combined area equal to or less than 15,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan. Except that Subarea 1 - Major Activity Center and that portion of Subarea 2 - Mixed Use Area bounded by Marmion Way to the north, Figueroa Street to the south, Avenue 59 to the east and Avenue 58 to the west shall have a lot assembly restriction of a maximum of four lots with a combined area equal to or less than 20,000 square feet for residential development or six lots with a combined area equal to or less than 50,000 square feet for commercial or mixed use developments.

Sec. 8. SUBAREA 1 - MAJOR ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Major Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly

Sec. 9. SUBAREA 2 - SECONDARY ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, below, may approve any two of the following incentives for a Project within the Secondary Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly
Bonus for Community Uses

Sec. 10. SUBAREA 3 - MIXED USE AREAS.

A. Development Standards for Mixed Use Projects. All Mixed Use Projects shall comply with the following development standards.

1. Landscaping and Surface Parking Lots. Landscaping of Projects and surface parking lots shall be provided in accordance with the requirements set forth in Section 12.22 A 23 (a) (mini shopping centers and commercial corner development) of the Code. Projects must comply with the following additional requirements:

(a) Open Areas. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, or fountains

(b) Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

2. Open Space. All projects shall comply with the open space requirements for six or more residential units pursuant to Section 12.21 G of the Code.

3. Facade Relief. Building Frontages shall be designed to comply with the following requirements. Compliance with these standards, does not relieve a developer from meeting the HPOZ Ordinance review and approval requirements. These standards do not apply to accessory buildings, additions, remodels, or any change of use in an existing building.

(a) Horizontal architectural treatments and/or facade articulations such as

cornices, friezes, balconies, awnings, pedestrian amenities, or other features shall be provided for every 39 feet of building height visible from a street.

(b) If a Mixed Use Project includes 40 or more feet of Building Frontage visible from a street, then vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, or other features shall be provided every 25 feet. The minimum width of each vertical break shall be eight feet and the minimum depth shall be two feet.

4. Signs. Signs shall comply with the requirements of Section 12.22 A 23 (a) (9) (mini shopping center and commercial corner developments) of the Code.

5. Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to Figueroa Street shall be constructed so as to provide a Sound Transmission Code Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

6. Rooftop Appurtenances. All ventilation heating, or air conditioning ducts, tubes, equipment, or other related rooftop appurtenance shall be screened when viewed from adjacent streets.

B. Mixed Use Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Mixed Use Subarea:

Mixed Use
Joint Living and Work Quarters
Adaptive Reuse

Sec. 11. SUBAREA 5 - ARTWALK.

A. Use. Unless the Commercial Artwalk incentive has been approved for a commercially or residentially zoned lot located within the Artwalk Subarea, uses shall be restricted to those permitted within the underlying zone.

B. Development Standards for Commercial Artcraft Uses. If any Commercial Artcraft incentive use is established within the Artwalk Subarea, then that use shall be subject to the following restrictions: The use shall have not more than ten employees and no more than five shall be working on the premises at any one time. These uses

are not permitted above the Ground Floor of any structure except for a single ancillary office. The hours of operation shall be limited to between 7:00 a.m. and 11:00 p.m. All of these uses may provide a teaching component with not more than six students in any given class session, not more than three days a week. Additional parking will not be required if the use is established in an existing structure. Except as permitted by this Specific Plan, new construction will be required to meet all zone requirements.

C. Artwalk Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following incentives for a Project within the Artwalk Subarea:

Joint Living and Work Quarters
Commercial Artcraft Use

Sec. 12. RESIDENTIALLY ZONED PROPERTIES.

A. Use. Notwithstanding any provision of the Code to the contrary, any multi-family residential building or structure on residentially zoned property located within the Specific Plan area but outside the boundaries of the other Subareas of the Specific Plan, as shown on Map No.2, shall have a legal nonconforming right to continue and maintain the same use, density, height, parking, and yards for any multi-family residential use which lawfully existed on the effective date of this Specific Plan. These uses shall be permitted by right and the multi-family residential buildings or structures may be demolished and rebuilt to their non-conforming status relative to the provisions of the Code in terms of use, density, height, parking, and yards, provided, however, that any Project consisting of multiple family housing shall conform to the following requirements: (1) each new dwelling unit shall contain a minimum of two bedrooms; and (2) no more than two lots, having a combined lot area of less than 10,000 square feet, shall be tied or otherwise combined together to form a site for the construction of a single residential building.

B. Discretionary Uses. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following discretionary uses for a Project within the Residential Subarea:

Joint Living and Work Quarters
Bed and Breakfast Facility

Sec. 13. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building permit for construction on any lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The

covenant and agreement shall be executed by all fee owners of the property, shall run with the land, and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Sec. 14. SEVERABILITY. If any provision of this Specific Plan or its application to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Specific Plan or the application of those provisions to other persons, property or circumstances which can be implemented without the invalid provisions, and, to this end, the provisions of this Specific Plan are declared to be severable.

(77747)

Sec. 15. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles of June 11, 2002, and was passed at its meeting of JUN 18 2002.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved JUN 27 2002

_____
Mayor

Approved as to Form and Legality

JUN 11 2002

ROCKARD J. DELGADILLO, City Attorney

By _____
SHARON SIEDORF CARDENAS
Assistant City Attorney

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

June 11, 2002

see attached report.

_____
CON HOWE
Director of Planning

File No. C.F. 01-0317

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. 174663 - Establishing a Specific Plan for the Avenue 57 Transit Oriented District - a copy of which is hereto attached, was finally adopted by the Council of the City of Los Angeles on June 18, 2002, & under direction of said Council & said City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles, on July 9, 2002, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: one copy on the bulletin board at the Main Street entrance to City Hall of said City, one copy on the bulletin board on the ground level at the Los Angeles Street entrance to the Los Angeles Police Department in said City, & one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles in said City.

The copies of said ordinance posted as aforesaid were kept posted continuously & conspicuously for ten days, or more, beginning July 9, 2002 to and including August 18, 2002.

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

Signed this 9th day of July, 2002 at Los Angeles, California.

Maria C. Rico

Maria C. Rico, Deputy City Clerk

Effective Date: August 18, 2002 **C.F.** 01-0317

(Rev. 2/95)

*REPORT adopted as amended by Council action on June 11, 2002.

TO THE COUNCIL OF THE CITY OF LOS ANGELES **FILE NO. 01-0317**

Your PLANNING AND LAND USE MANAGEMENT Committee

reports as follows:

	Yes	No
Public Comments	XX	

ENVIRONMENTAL IMPACT REPORT, STATEMENT OF OVERRIDING CONSIDERATIONS, PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT, and ORDINANCE relative to establishing the Avenue 57 Transit Oriented District Specific Plan in the Highland Park Community of the Northeast Los Angeles Community Plan.

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

1. CERTIFY that the Environmental Impact Report (EIR No. 90-0615 CPR) has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines and that the City Council has reviewed the information contained therein and considered it along with other factors related to this project; that this determination reflects the independent judgment of the lead agency, City of Los Angeles; and that the documents constituting the record of proceedings in this matter are located in Council file No. 01-0317 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 Environmental Impact Report and the Mitigation Monitoring and Reporting Program.

2. ADOPT the FINDINGS made pursuant to and in accordance with Section 21081 of the Public Resources Code and the Statement of Overriding Considerations prepared by the City Planning Department.

3. ADOPT the FINDINGS of the Director of Planning as the Findings of Council.

4. PRESENT and ADOPT the accompanying ORDINANCE, approved by the Director of Planning, establishing the Avenue 57 Transit Oriented District Specific Plan in the Highland Park Community Plan.

CPC 99-0524 SP(TOD)

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

Summary:

At its meeting held April 24, 2001, the Planning and Land Use Management Committee considered communications from the Mayor and the Director of Planning, proposed draft ordinance, and General Plan Amendment relative to Avenue 57 Transit Oriented District (TOD) Neighborhood Implementation Plan and Strategy, for the Highland Park Community, an area generally bounded by Monte Vista Street on the north, Echo Street, Longfellow Street, Media Drive, and Hayes Avenue on the south, Avenue 61 on the east, and Avenue 50 on the west. At that time, the Committee recommended that Council approve the proposed TOD, as modified to reflect the changes proposed by Councilmember Hernandez in his April 24, 2001 memorandum addressed to the Planning Department and the City Attorney (attached to Council file).

In an April 29, 2002 report to Council (attached to Council file), the City Attorney transmits the accompanying Ordinance, modified pursuant to the instructions of the Planning and Land Use Management Committee. The City Attorney reports that the Ordinance establishes a transit oriented specific plan for the Highland Park Community of the Northeast Community Plan Area. The Ordinance adds incentives to further the community plan's goal of increasing transit ridership and the economic viability of the transit system and station area. The major changes recommended in the Specific Plan are: 1) the creation of two activity centers, one at the intersection of Avenue 57 and Marmion Way and the other at the intersection of Avenue 53 and Figueroa Street; 2) the introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3) the allowance by right of arts and professional studios and bed and breakfast establishments in residential areas; and, 4) the use of incentives, such as reduced parking requirements, floor area bonuses, joint living and work quarters, and adaptive reuse provisions to encourage the revitalization of Highland Park.

Respectfully submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

MAY 24 2002 - Continued to: MAY 31, 2002

MAY 31 2002 - Cont. to: June 11, 2002

JUN 11 2002 - ORD 2ND READ R+F'ed MO. ADOPTED AMENDING PLUM RPT, NEW ORD OVER ONE WEEK

JUN 11 2002 TO JUNE 18, 2002 Los Angeles City Council

JUN 18 2002 - Ordinance Adopted

JAW:ys
5/3/02
Enc: CPC 99-0524 SP(TOD)
Ordinance
CD 1, 14

MAY 08 2002 - Continued to MAY 15, 2002

MAY 15 2002 - Continued to MAY 17, 2002

RECT ADOPTED AS AMENDED MAY 17 2002

#010317

LOS ANGELES CITY COUNCIL ORD. OVER ONE WEEK
EIR CERTIFIED - FINDINGS ADOPTED - to MAY 24, 2002

MOTION

JUN 11 2002

9A

Item No. 9 (CF 01-0317) on today's Council Agenda (Tuesday, June 11, 2002) is an April 29, 2002 report to Council relative to an Environmental Impact Report (EIR) report, Statement of Overriding Considerations, Planning and Land Use Committee (PLUM) report and Ordinance First Consideration, relative to establishing the Avenue 57 Transit Oriented District (TOD) Specific Plan in the Highland Park Community of the Northeast Los Angeles Community Plan.

The abovementioned PLUM report transmits a City Attorney Ordinance, approved by the Director of Planning, establishing the Avenue 57 TOD Specific Plan in the Highland Park Community Plan. The Ordinance adds incentives to further the community plan's goal of increasing transit ridership and the economic viability of the transit system and station area.

The major changes recommended in the Specific Plan are: 1) the creation of two activity centers, one at the intersection of Avenue 57 and Marmion Way and the other at the intersection of Avenue 53 and Figueroa Street; 2) the introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3) the allowance by right of arts and professional studios and bed and breakfast establishments in residential areas; and, 4) the use of incentives, such as reduced parking requirements, floor area bonuses, joint living and work quarters, and adaptive reuse provisions to encourage the revitalization of Highland Park. The proposed ordinance will be strengthen by the inclusion of additional recommendations.

I THEREFORE MOVE, that Item No.9 (CF 01-0317) on today's Council Agenda (Tuesday, June 11, 2002), an April 29, 2002 report to Council relative to an Environmental Impact Report (EIR) report, Statement of Overriding Considerations, Planning and Land Use Committee report and Ordinance First Consideration, relative to establishing the Avenue 57 Transit Oriented District (TOD) Specific Plan in the Highland Park Community of the Northeast Los Angeles Community Plan be ADOPTED, with the following ADDITIONAL RECOMMENDATIONS:

1. **RESCIND** the May 17, 2002 amendments introduced and adopted in Council, and;

2. **CONCUR** with the Development Standards provisions, Section 7-Development Controls, B-2, Lot Assemblage Restrictions, to state the following, *as contained in the original report*:

"A lot assembly restriction of a maximum of *two* lots with a combined area equal to or less than *10,000* square feet for residential development or *three* lots with a combined area equal to or less than *15,000* square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented District (TOD) Specific Plan," and;

3. **ADD** the following amendment to the Development Standards provisions, Section 7-Development Controls, B-2, Lot Assemblage Restrictions, to state the following:

"Except that Subarea 1- Major Activity Center and that portion of Subarea 2- Mixed Use Area, bounded by Marmion Way to the north, Figueroa Street to the south, Avenue 59 to the east and Avenue 58 to the west shall have a lot assembly restriction of a maximum of *four* lots with a combined area equal to or less than *20,000* square feet for residential development or *six* lots with a combined area equal to or less than *50,000* square feet for commercial or mixed use developments."

MOTION
ADOPTED
NEW ORD OVER ONE WEEK
JUN 11 2002
TO JUNE 18, 2002
Los Angeles City Council
JUN 18 2002 - New Ord Adopted

PRESENTED BY: _____
ED P. REYES
COUNCILMEMBER, 1st DISTRICT

SECONDED BY: _____

CLA\rrm\n\wp\cd01\Avenue57*revised*.wpd

COUNCIL VOTE

Jun 18, 2002 10:25:44 AM, #1

Items for Which Public Hearings Have Been Held - Items 1-21
Voting on Item(s): 5-9,11,13-20
Roll Call — New Ord. Adopted

BERNSON	Yes
GALANTER	Absent
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
HOLDEN	Yes
LABONGE	Yes
MISCIKOWSKI	Yes
PACHECO	Absent
PERRY	Absent
REYES	Yes
RIDLEY-THOMAS	Yes
WEISS	Yes
ZINE	Absent
*PADILLA	Yes

Present: 11, Yes: 11 No: 0

COUNCIL VOTE

Jun 11, 2002 10:47:59 AM, #5

ITEM NO. (9)
Adopt as Amended

BERNSON	Yes
GALANTER	Yes
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
HOLDEN	Yes
LABONGE	Yes
MISCIKOWSKI	Yes
PACHECO	~~Yes~~ NO
PERRY	Yes
REYES	Yes
RIDLEY-THOMAS	Yes
WEISS	Yes
ZINE	Yes
*PADILLA	Yes

Present: 15, Yes: ~~15~~ 14 No: ~~0~~ 1

COUNCIL VOTE

Jun 11, 2002 10:47:48 AM, #4

ITEM NO. (9)
Amending Motion

BERNSON	Yes
GALANTER	Yes
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
HOLDEN	Yes
LABONGE	Yes
MISCIKOWSKI	Yes
PACHECO	No
PERRY	Yes
REYES	Yes
RIDLEY-THOMAS	Yes
WEISS	Yes
ZINE	Yes
*PADILLA	Yes

Present: 15, Yes: 14 No: 1

2

5

PLANNING AND LAND USE MANAGEMENT COMMITTEE
Report/Communication for Signature

Council File Number 01-0317

Committee Meeting Date 4-24-01

Council Date 5-8-02

COMMITTEE MEMBERS	YES	NO	ABSENT
COUNCILMEMBER BERNSON, Chair	✓		
COUNCILMEMBER MISCIKOWSKI	✓		
COUNCILMEMBER HERNANDEZ	✓		

Remarks Establishing Five Avenue 57 T.O.D.

Konrad Carter, Legislative Assistant ♦♦♦♦♦ Telephone 485-5707

18 A

MOTION

Item No.18 (CF 01-0317) on today's Council Agenda (Friday, May 17, 2002) is an April 29, 2002 report to Council relative to an Environmental Impact Report (EIR) report, Statement of Overriding Considerations, Planning and Land Use Committee (PLUM) report and Ordinance First Consideration, relative to establishing the Avenue 57 Transit Oriented District (TOD) Specific Plan in the Highland Park Community of the Northeast Los Angeles Community Plan.

The abovementioned PLUM report transmits a City Attorney Ordinance, approved by the Director of Planning, establishing the Avenue 57 TOD Specific Plan in the Highland Park Community Plan. The Ordinance adds incentives to further the community plan's goal of increasing transit ridership and the economic viability of the transit system and station area.

The major changes recommended in the Specific Plan are: 1) the creation of two activity centers, one at the intersection of Avenue 57 and Marmion Way and the other at the intersection of Avenue 53 and Figueroa Street; 2) the introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3) the allowance by right of arts and professional studios and bed and breakfast establishments in residential areas; and, 4) the use of incentives, such as reduced parking requirements, floor area bonuses, joint living and work quarters, and adaptive reuse provisions to encourage the revitalization of Highland Park. The proposed Ordinance would be strengthen by the inclusion of an additional recommendation.

I THEREFORE MOVE, that Item No.18 (CF 01-0317) on today's Council Agenda (Friday, May 17, 2002), an April 29, 2002 report to Council relative to an Environmental Impact Report (EIR) report, Statement of Overriding Considerations, Planning and Land Use Committee report and Ordinance First Consideration, relative to establishing the Avenue 57 Transit Oriented District (TOD) Specific Plan in the Highland Park Community of the Northeast Los Angeles Community Plan be ADOPTED, with the following ADDITIONAL RECOMMENDATION:

1. REVISE the Development Standards provisions, Section - B.2. (page 16), Lot Assembly Restrictions, to state the following:

"A lot assembly restriction of a maximum of *four* lots with a combined area equal to or less than *20,000* square feet for residential development or *six* lots with a combined area equal to or less than *50,000* square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented District (TOD) Specific Plan."

amending motion
ADOPTED
MAY 17 2002
LOS ANGELES CITY COUNCIL

PRESENTED BY: Ed P. Reyes
ED P. REYES
COUNCILMEMBER, 1st DISTRICT

SECONDED BY:

JUN 11 2002 – AMENDING MOTION RESCINDED

CLA\rrm\n\wp\cd01\avenue57motion.wpd

PLANNING AND LAND USE MANAGEMENT COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 01-0317

sign

	Applicant/Appellant/Owner	Representative
____	_____	_____
	_____	_____
	_____	_____
	_____	_____

- ✓ Council Member(s) 1, 14, 12
- ~~✓ Office of the Mayor (w/file) - Section~~ _____
- ✓ City Attorney-Attn: - ICO; CA;
- ____ City Administrative Officer (CAO)
- ✓ Chief Legislative Analyst (CLA)
- ✓ City Planning Department:
- ✓ City Planning Commission - (ZC; HD; BL; HE; HPOZ; GPA; SPE; CPU; CPR; CA; ICO; TOD; SP; CDO)
- ✓ Director of Planning - (same as Comsn.)
- ✓ 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; SPE; TT; PM; CA; ICO; CDO; HE)
- ✓ Geographic Information Section - Attn: Fae Tsukamoto - (same as Comsn.)
- ____ 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)
- ____ Bureau of Street Lighting, "B" Permit Section - (all zoning cases)
- ____ Department of Water and Power - (DB & large projects)
- ____ Fire Department - (all zoning and hillside cases)
- ____ Police Department - (beer & wine; adult entertainment, revocations)
- ____ Community Development Department
- ____ Los Angeles County Assessor - (CU appeals & large projects)
- ~~✓ CDOT~~ x Housing Department
- ____ x Cultural Affairs
- ____ _____
- ____ _____

8/01

COUNCIL VOTE

May 17, 2002 12:31:45 PM, #10

ITEM NO. (18)
Voting on Item(s): 18
Roll Call

BERNSON	Absent
GALANTER	Absent
GARCETTI	Yes
GREUEL	Yes
HAHN	Absent
HOLDEN	Yes
LABONGE	Absent
MISCIKOWSKI	Yes
PACHECO	Yes
PERRY	Yes
REYES	Yes
RIDLEY-THOMAS	Yes
WEISS	Yes
ZINE	Yes
*PADILLA	Yes

Present: 11, Yes: 11 No: 0

CITY OF LOS ANGELES SPEAKER CARD

Date 6/11/'02

Council File No., Agenda Item, or Case No. 9

I wish to speak before the City Council
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: Northeast Los Angeles Bus. Asst Ctr

Business or Organization Affiliation: Andrew Barrera

Address: 1576 Colorado Blvd (Street) LA (City) CA (State) 90041 (Zip)

Business phone: (323) 257-5480 Representing: Highland Park Chamber of Commerce

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date 6/11

Council File No., Agenda Item, or Case No. #9

I wish to speak before the City Council
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: Miki JACKSON

Business or Organization Affiliation: CPAC

Address: 236 So Tue 60 LA, CA 90042
Street City State Zip

Business phone: 323-255-0764 Representing: CPAC/Sanj

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date: 6-11-02

Council File No., Agenda Item, or Case No.: 9

I wish to speak before the Council
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: Misty Iwatsu

Business or Organization Affiliation: North Fig Assoc

Address: 5651 Fallston St LA CA 90042
Street City State Zip

Business phone: 323 2556467 Representing: HPBJD

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.

JUN 11 2002

✓ 2

CITY OF LOS ANGELES SPEAKER CARD

Date 6/11/02

Council File No., Agenda Item, or Case No. 9

I wish to speak before the City Council
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: Pam Hannah

Business or Organization Affiliation: Highland Park Chamber of Commerce

Address: 1143 Agua Dulce St #8 Studio City 91602
Street City State Zip

Business phone: 323-221-2164 Representing: Highland Park Chamber

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date 6/11/02

Council File No., Agenda Item, or Case No. Agenda #9

I wish to speak before the LA City Council
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? (X) For proposal ( ) Against proposal ( ) General comments

Name: Jerilyn L. Mendoza

Business or Organization Affiliation: Environ. Defense

Address: 3250 Wilshire, #1400, LA CA 90010
Street City State Zip

Business phone: (213) 386-5501 Representing: same

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date: 6/11/02

Council File No., Agenda Item, or Case No.: Agenda #9

I wish to speak before the City Council
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: Beth Steckler

Business or Organization Affiliation: Livable Places

Address: 548 So. Spring St LA CA 90013
Street City State Zip

Business phone: (213) 622-5980 Representing: Livable Places

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date: 6/11/02

Council File No., Agenda Item, or Case No.: #9

I wish to speak before the City Council
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: SIMON FRASER

Business or Organization Affiliation: EAST LA COMMUNITY CORPORATION

Address: 530 S. BOYLE AVE (Street) LOS ANGELES (City) CA (State) 90033 (Zip)

Business phone: 323.269.4214 Representing: EAST LA COMMUNITY CORPORATION

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.

JUN 11 2002

CITY OF LOS ANGELES SPEAKER CARD

Date: June 11, 2002

Council File No., Agenda Item, or Case No.: #9

I wish to speak before the LA City Council
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: Jeanne Perkins

Business or Organization Affiliation: Westchester Community

Address: 7600 Truxton Ave., Los Angeles, Ca 90045
Street City State Zip

Business phone: / Representing: Westchester

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.

JUN 11 2002

V 1

CITY OF LOS ANGELES SPEAKER CARD

Date: 5/17/02

Council File No., Agenda Item, or Case No.: ITEM (18) 01-0317

I wish to speak before the City Council
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? (X) For proposal ( ) Against proposal ( ) General comments

Name: Miki Jackson

Business or Organization Affiliation: Northeast L.A. CPAC

Address: 236 So Ave 60 (Street) L.A. (City) CA (State) 90042 (Zip)

Business phone: 323-468-0747 Representing: NELA CPAC

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.

ORDINANCE NO._____

An ordinance establishing a Specific Plan for the Avenue 57 Transit Oriented District.

WHEREAS, the Avenue 57 Transit Oriented District is located within the Highland Park community; and

WHEREAS, Figueroa Street is the main commercial thoroughfare through the District with a mixture of commercial and residential uses; and

WHEREAS, the artistic community of Highland Park is long standing and has been a significant part of the neighborhood's history; and

WHEREAS, this Specific Plan provides a unique opportunity for the Highland Park community to address reviving its commercial center and the surrounding neighborhood; and

WHEREAS, this Specific Plan provides a unique opportunity to recognize and bring into zone code compliance the artistic community of Highland park; and

WHEREAS, the Pasadena Gold Line light rail extension has been revived and is proceeding under a Joint Powers Authority as approved by the State of California under Senate Bill 1847; and

WHEREAS, the addition of a transit station to Highland Park allows the integration of land use and transportation planning for the benefit of both the affected neighborhood and the transportation system as a whole; and

WHEREAS, the unique contribution of Highland Park's architectural history and rich historical context within Los Angeles, as a whole, requires development controls to re-enforce the Historic Preservation Overlay Zone now in place in Highland Park; and

WHEREAS, development incentives can create an environment to attract economic development which will complement the neighborhood;

JUN 1 1 2002 Received and Filed

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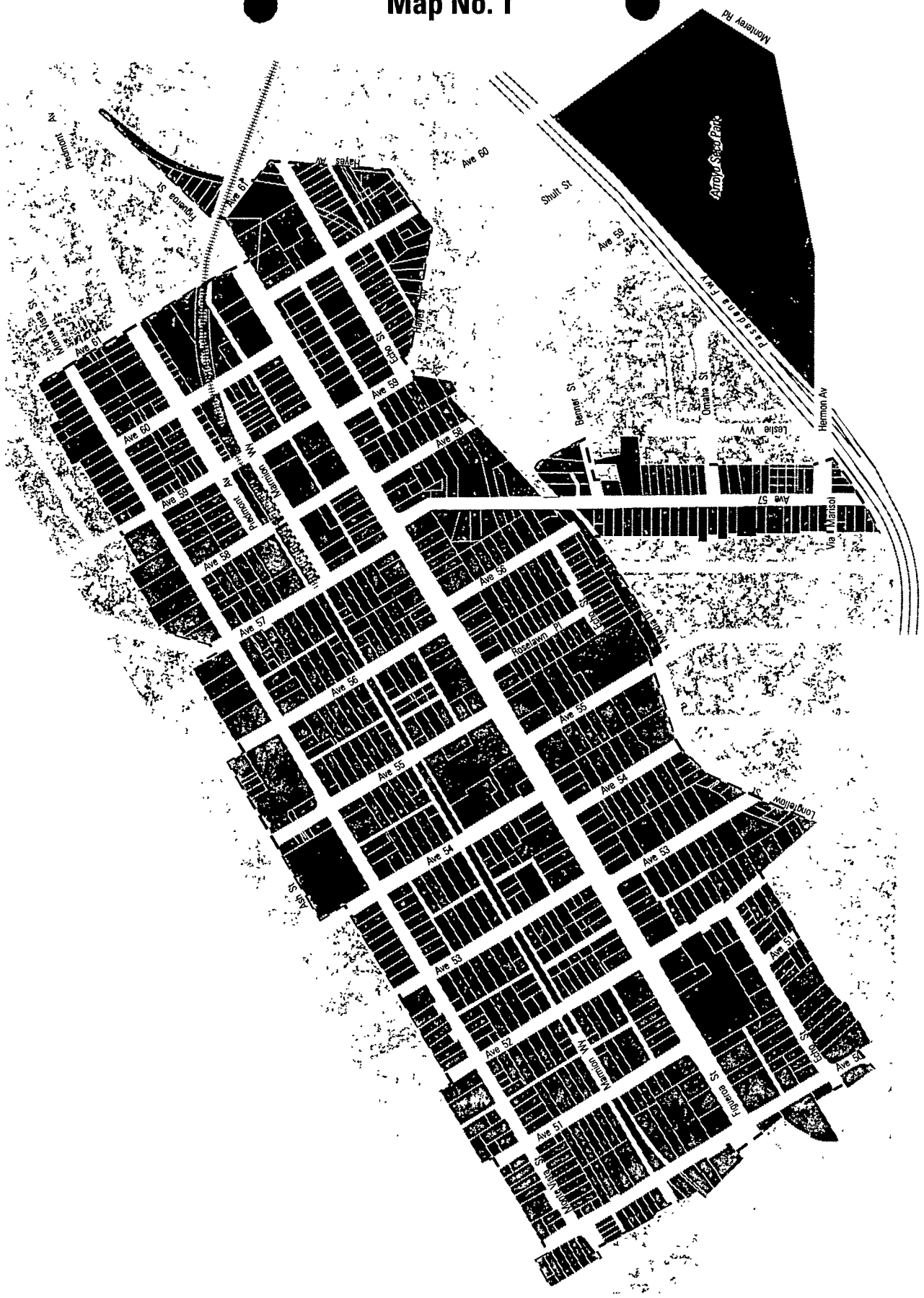
NOW THEREFORE,

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

Section 1.

A. ESTABLISHMENT OF THE SPECIFIC PLAN. The City Council hereby establishes the Avenue 57 Transit Oriented District Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the following Map No. 1:

Map No. 1



Avenue 57 Neighborhood Specific Plan

Specific Plan Area

▮▮▮▮▮▮▮ Proposed Metro Blue Line Station

Not to Scale

Prepared by City of Los Angeles Planning Department • Graphic Services Section • February, 2000

B. DESIGNATION OF SUBAREAS. The Specific Plan area is divided into seven Subareas, as shown on the map below (Map No. 2). The Subareas are designated as follows:

Subarea 1	-	Major Activity Center;
Subarea 2	-	Secondary Activity Center;
Subarea 3	-	Mixed Use Areas;
Subarea 4	-	Avenue 58 Farmers Market *
Subarea 5	-	Artwalk
Subarea 6	-	Marmion Way Transit Corridor*
Subarea 7	-	Residential Areas

* These Subareas do not have additional regulations

Map No. 2



Avenue 57 Neighborhood Specific Plan
Sub Areas

▮▮▮▮▮▮▮ Proposed Metro Blue Line Station

N
Not to Scale

Prepared by City of Los Angeles Planning Department • Graphic Services Section • September, 1999

Sec. 2. PURPOSES. This Specific Plan is intended to:

A. Implement the goals and policies of the Northeast Los Angeles Community Plan, the Citywide General Plan Framework Element of the General Plan, and the Transportation Element of the General Plan;

B. Develop a center for commercial activities to provide needed goods and services in a location convenient to residents and in close proximity to the proposed Gold Line Metro Rail station;

C. Create an economically vital community by stimulating economic development through incentives to re-use existing structures without the normally required additional parking or other non-safety related building requirements, by instituting a mixed use component to the commercial areas, and by streamlining the approval process;

D. Preserve and maintain the historic character, or "grain" of the neighborhood while accommodating anticipated growth to 2020, through continuation of the Historic Preservation Overlay Zone's policies and by establishing adaptive re-use policies, granting non-conforming rights status to existing non-conforming buildings, and by limiting the massing of parcels to maintain an appropriate scale of development;

E. Continue and maintain a diverse community, where people of many different ages, incomes, family formation types, and cultural perspectives will live, work and shop in harmony in a neighborhood that supports cultural differences among neighbors by encouraging provision of a range of housing types to allow a diversity of income ranges, providing for transportation linkages to allow the existing diverse population access to job centers, and assisting in the preservation of a sense of place that brought the diverse population mix here in the first place;

F. Maintain a stable community that residents can invest in and live in from childhood, through family formation, to retirement, by supporting home ownership, promoting development of family-friendly affordable homes available to local residents to purchase, and supporting new construction of family-sized, affordable housing units;

G. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;

H. Encourage the creation of cultural facilities and services, and the creation of open spaces; and

I. Retain, support and expand the traditional local population of working writers and artists in the neighborhood.

Sec. 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. The regulations set forth in this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code ("Code"), as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under those other provisions, except as specifically provided herein. The provisions of the Highland Park Historic Preservation Overlay Zone, Ordinance No. 169,776 which became effective June 7, 1995, and the provisions of Section 12.20.3 of the Code, relating to the "HP" Historic Preservation Overlay Zone, or their successor ordinances, shall continue to apply to properties located within the Specific Plan area. Notwithstanding Section 11.5.7B of the Code or any other provision of this Specific Plan to the contrary, if any procedure established in this Specific Plan conflicts with the Highland Park HPOZ, the Highland Park HPOZ shall take precedent.

B. Wherever this Specific Plan contains provisions which differ from, or conflict with provisions contained in Chapter 1 of the Code with respect to greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, more restrictive sign regulations or other greater restrictions or limitations on development; or provisions, including development incentives, which provide for less restrictive setbacks, lesser street dedications, greater densities, greater heights, less restrictive uses, less restrictive parking requirements, less restrictive sign regulations, or other lesser or greater restrictions or limitations on development, this Specific Plan shall prevail and supersede the applicable provisions of the Code. Except that, Section 6 B 7 of this Specific Plan shall be superseded by the Citywide Adaptive Reuse Ordinance if Section 12.22 A 6 of the Code is expanded to include this Specific Plan area. Whenever this Specific Plan is silent, the provisions of the Code shall apply.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 F of the Code or its successor ordinance. In approving an exception to this Specific Plan pursuant to Section 11.5.7 F of the Code or any successor ordinance, the City decision-making body granting an approval, and any City body exercising appellate review of an approval, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

D. Commercial Corner Ordinance. The requirements of this Specific Plan shall supersede the Mini-Shopping Centers and Commercial Corner Development requirements of Sections 12.22 A 23 and 12.24 W 27 of the Code.

E. Site Plan Review Ordinance. The requirements of this Specific Plan shall supersede the Site Plan Review requirements of Section 16.05 and 12.24 U 14 of the Code.

Sec. 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 12.20.3, 13.07 C and 13.09 B 3 of the Code, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code, if defined therein:

A. Adaptive Reuse Project. Any change of use from an existing commercial use to another commercial use, to dwelling units, guest rooms, or Joint Living and Work Quarters in all or portions of an existing building located anywhere in the Specific Plan area.

B. Bed and Breakfast Facility. Any existing building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which includes guest rooms and one kitchen where lodging is provided with at least one meal daily for the guests.

C. Community Uses. Day or senior care centers, museums, cultural centers, community use centers, small concert spaces or public theaters (2500 square foot maximum), police substations, or, other such uses as determined by the Director of Planning.

D. Extensive Remodeling. Any construction to make over a structure, where the value of the construction work is 51 percent or more of the value of the building at the time the building permit for the construction work is issued.

E. Ground Floor. The lowest story within a building that is accessible to the street, the finished floor level of which is not more than three feet above or below the curb elevation, as determined by the Bureau of Engineering. A floor having frontage on or primarily facing any public street, and the depth of which shall be at least 50 feet or the total depth of the building, whichever is less.

F. Mixed Use Project. A project containing both commercial and residential uses, including one or more commercial uses and more than one dwelling unit in a single building or in a Unified Development. A Mixed Use Project shall provide the following:

(1) A separate, ground floor entrance to the residential component, or a lobby that serves both the residential and commercial use components; and

(2) A pedestrian entrance to the commercial use component that is directly accessible from a public street and that is open during the normal business hours posted by the business.

G. Pedestrian Amenities. The areas of a lot or parcel developed with and used for outdoor dining, public plazas, retail courtyards, or pedestrian arcades which are located on the Ground Floor, and that are accessible to and available for use by the public.

H. Project. Any grading, construction, erection, addition to or structural alteration of any building or structure, an on-site or off-site sign, a use of land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit, building permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction of a building unless it (a) increases the floor area; or (b) increases the number of vehicle trips, as determined by the Department of Transportation; (c) increases parking requirements; or (d) includes a change of use. In addition, a Project shall not include an addition to an existing one-family dwelling, so long as the total cumulative floor area for all additions made after the effective date of this Specific Plan does not exceed 200 square feet and the height of the addition does not exceed the height of the existing building.

K. Targeted Uses. A new building permit or change of use to include any of the following retail uses, with the stated minimum floor areas:

1) General Merchandise - Department Store, not less than 5,000 square feet;
2) Home Improvement or Hardware Store, not less than 3,500 square feet;
3) Computer or Software Store, not less than 1,000 square feet;
4) Graphic or Art Supply Store, not less than 1,000 square feet;
5) Book Store, not less than 2,000 square feet; or
6) Music Store, not less than 1,000 square feet.

L. Unified Development. The combination of not more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, containing individual buildings that are developed with a unifying design concept. Unifying features may include similar architectural details, common courtyards or public areas.

Sec. 5. ZONING AND LAND USE. Except as may be otherwise permitted herein, the uses permitted within each of the subareas of the Specific Plan shall be those permitted by the underlying zoning of each parcel and the maximum permitted development on any lot or combination of lots forming a single development site including all incentives listed in Section 6 of this Ordinance shall not exceed a floor area ratio of 3:1. Notwithstanding any provision of the Code or this Specific Plan to the contrary, no more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, may be tied or otherwise combined together to form a site for the construction of a single non-residential building or Unified Development. All site access and parking shall be provided within the combined lot area, without crossing

or connecting to any adjoining commercial developments.

Sec. 6. DEVELOPMENT INCENTIVES.

A. Application of Incentives. Any Project shall be entitled by right to two of the incentives set forth in Subsection B of this Section. Application of more than two incentives will require the approval of the Director of Planning pursuant to Section 11.5.7 C of the Code.

B. Incentives. The following Incentives are only applicable in specific subareas as designated in Sections 9 through 12 of this Specific Plan.

1. Joint Living and Work Quarters. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, Subarea 2 - Secondary Activity Center, Subarea 3 - Mixed Use Areas, and Subarea 7 - Residential Areas. Joint Living and Work Quarters shall be permitted for the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate, and travel agents; photographers and other similar occupations as determined by the Director of Planning pursuant to the Project Approval process set forth in Section 11.5.7 C of the Code, provided that the commercial uses are permitted by the underlying zone. Commercial uses on A or R zoned properties shall comply with the use restrictions and other regulations applicable to Home Occupations, contained in Section 12.05 A 16 of the Code. Except that one wall sign or window sign, not exceeding three square feet, shall be permitted on the dwelling.

2. Pedestrian Amenities Floor Area Bonus. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, and Subarea 2 - Secondary Activity Center in conjunction with a Project that includes lot area developed with Pedestrian Amenities. The floor area bonus incentive shall consist of an increase in allowable floor area not to exceed 25% of the lot area devoted to Pedestrian Amenities. The Floor Area Bonus may be granted as part of the approval process set forth in Section 11.5.7 C of the Code.

3. Targeted Use Floor Area Bonus. Following the effective date of this Specific Plan, the first Project within either Subarea 1 - Major Activity Center or Subarea 2 - Secondary Activity Center that includes the minimum amount of square feet of floor area set forth in Section 4 L ("Targeted Use") of this Specific Plan, shall be eligible for a 25 % floor area bonus as part of the approval process set forth in Section 11.5.7 C of the Code. The floor area bonus which may be

granted under this Subdivision shall be approved by the Director of Planning as part of the Project Approval Process in Section 11.5.7 C of the Code, and shall expire at the end of 18 months if a building permit for the Project containing a Targeted Use has not been issued and construction of such Targeted Use has not commenced and been diligently carried on without substantial suspension or abandonment of work. A covenant and agreement, approved by the Director of Planning, restricting the Project to the Targeted Use for at least ten years shall be recorded as a condition of the approval of the floor area bonus for that use.

4. Reduced Parking.

(a) New Projects. Notwithstanding any provision of the Code to the contrary, where a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of the Pasadena Gold Line Avenue 57 Station or 750 feet from a public parking lot, the Director of Planning shall have the ability to grant a 15 percent reduction from the parking otherwise required by Section 12.21 A 4 (c) of the Code as part of the approval process set forth in Section 11.5.7 C of the Code.

(b) Reduced Parking for Existing Buildings.

(1) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a Targeted Use permitted by this Specific Plan provided that any existing providing parking is maintained.

(2) Extensive Remodeling of Existing Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan provided that the existing parking is maintained.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, as of the effective date of this ordinance any existing building shall not require additional parking for any existing use which maintains the existing off-street parking spaces connected with the use.

5. Floor Area Bonus for Lot Assembly. Notwithstanding any provision of the Code to the contrary, any Project located in Subarea 1- Major Activity Center or Subarea 2 - Secondary Activity Center on a commercially-zoned building site

that combines more than one lot is eligible for a 25 percent increase in the allowable floor area otherwise permitted by the zoning and height district regulations of the Code for that portion of the lot or parcel subject to the increase.

6. Bonus for Community Uses. Any Project located on a commercially-zoned lot that includes development of a community use shall be eligible for a 25 percent increase in the maximum floor area otherwise permitted by the zoning and height district regulations of the Code which allows the community use to be developed or incorporated without the floor area being counted against maximum permitted floor area, or for parking calculations as part of the approval process set forth in Section 11.5.7 C of the Code.

7. Adaptive Reuse Provisions. Notwithstanding any provisions of the Code to the contrary, Adaptive Reuse Projects are eligible for the incentives set forth below, provided that the Project is developed in accordance with the standards set forth in Paragraph b of this subdivision.

(a) Incentives.

(1) Mezzanines. Loft spaces in Joint Living and Work Quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Subparagraph (2) below.

(2) Density. Permitted dwelling units and Joint Living and Work Quarters shall be subject to the lot area requirements of the RD1.5 Zone, regardless of the underlying zone.

(3) Off-Street Automobile Parking. The required number of parking spaces shall be the same as the number of spaces that existed on the site as of the effective date of this Specific Plan, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A 4 (m) of the Code.

(4) Mini-Shopping Center and Commercial Corner Development Regulations. Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A 23 of the Code.

(5) Open Space. Adaptive Reuse Projects are exempted from the Open Space requirements of Section 12.21 G of the Code.

(6) Loading Space. Where an existing loading space is provided, the provisions of Section 12.21 C 6(h) of the Code shall apply. If no loading spaces exists, then a loading space shall not be required in conjunction with a change of use to an Adaptive Reuse Project.

(b) Development Standards. Adaptive Reuse Projects shall be developed in conformance with the following standards:

(1) Minimum Size. The minimum floor area for new dwelling units shall be 450 square feet. The minimum floor area for new Joint Living and Work Quarters shall be 750 Square feet. Floor area shall not include common hallways or other common areas, or rooftops, balconies, terraces, fire escapes, or other projections or surfaces exterior to the walls of the building. The floor area of both the living space and the work space shall be combined to determine the size of Joint Living and Work Quarters.

(2) Minimum Average Size. The average floor area of all the dwelling units and Joint Living and Work Quarters in a building, including those that existed prior to the effective date of this Specific Plan, shall be at least 750 square feet.

(3) Guest Rooms. Each guest room shall include private access to toilet and bathing facilities.

8. Mixed Use Development Provisions. Notwithstanding any other provision of the Code to the contrary, a Mixed Use Project located within the Subarea 3 - Mixed Use Subarea, which conforms to the development standards set forth in Section 10 below, shall be eligible for the following development incentives, provided a minimum of 35 percent of the Ground Floor building frontage is on a commercially zoned lot, abutting a public street, and contains commercial uses to a minimum depth of 25 feet. Driveways and/or pedestrian entrances may be excluded from the minimum building frontage determination.

(a) Housing. An eligible Project may be developed up to a maximum height of 45 feet and with an FAR of 2:1.

(b) Incentives for Facade Treatments, Corner Lots or Community Facilities. Each eligible Project shall be entitled to one of the following incentives by right. To obtain an entitlement for two or more of these incentives,

the approval of the Director of Planning pursuant to Section 11.5.7 D of the Code is required.

(1) Facade Treatment. A height increase of no more than ten feet over the maximum permitted by the underlying zone, provided that the additional height is used for a Facade Treatment, as defined in Section 13.09 of the Code, and further provided that this Facade Treatment incentive may not be combined with the Corner Lot incentive described below, and this Facade Treatment incentive may not be used for signs or to increase the floor area of a structure.

(2) Corner Lots. An eligible Project on a Corner Lot, as defined in Section 13.09, is eligible for a 20 percent increase in height, allowable floor area, and the minimum lot area per dwelling unit or guest room, beyond what is otherwise permitted by the underlying zone. Provided, however, that an eligible Project which secures an affordable housing density bonus pursuant to California Government Code Section 65915 shall not also be eligible for this Corner Lot incentive.

(d) Mini Shopping Centers and Commercial Corner Developments. Eligible Projects shall be exempt from the regulations governing mini-shopping centers and commercial corner developments as set forth in Section 12.22 A 23 of the Code.

9. Commercial Artcraft Provisions. Notwithstanding any provision of the Code or this Specific Plan to the contrary, a Project within the Artwalk Subarea, as designated on Map No. 2, a Project shall be allowed to establish the following manufacturing and retail uses in a commercial or residential zone, provided Artcraft activities are limited to those decorative or illustrative elements requiring manual dexterity or artistic talent:

(a) Permitted Outdoor Uses. The creating, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code.

(b) Permitted Indoor Uses. The manufacturing, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code with the addition of the following uses:

Arts studio, either painting or sculpture
Music studio
Dance and drama studio
Small film/video post production studio, not more than 5,000 square feet

Any other Home Occupation use that would be permitted by Section 12.05 A 16 of the Code.

Such uses shall not be permitted above the first floor of any structure.

Sec. 7. DEVELOPMENT CONTROLS.

A. The following development standards, shall apply to all new construction Projects fronting on Figueroa Street, and new "Mixed Use" Projects on Monte Vista Street.

1. Height Restriction. The maximum height of three stories or 45 feet imposed by the C2-1VL zone, which was enacted as part of the Northeast Los Angeles Community Plan Revision, remains in full force and effect and this plan does not convey a right to exceed that height.

2. Residential Density. New residential development on commercially zoned property within the Avenue 57 Transit Oriented District Plan area shall be limited to RD1.5 density to maintain consistency with the adopted Northeast Los Angeles Community Plan.

3. Ground Floor Commercial Uses. One hundred percent of the Ground Floor building frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate commercial uses to a minimum depth of 25 feet.

4. Building Frontage. Building frontage shall, for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

5. Pedestrian Amenities. Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

6. Location of Pedestrian Entrances. Each individual tenant or business space located on the Ground Floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

7. Parking. For a Project, surface parking lots or parking structures shall be located behind the required building frontage, in the rear, interior portion of the lot that does not front on the street.

8. Transparency of Building Frontage. At least 50% of all exterior walls (including doors) of the ground floor which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the Director of Planning after review by the Highland Park HPOZ Board.

B. The following Development Standards shall apply to the entire Specific Plan area:

1. Historic Preservation Overlay Zone. The approval requirements and provisions of the Highland Park HPOZ apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan.

2. Lot Assembly Restrictions. A lot assembly restriction of a maximum of four lots with a combined area equal to or less than 20,000 square feet for residential development or six lots with a combined area equal to or less than 50,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan.

Sec. 8. SUBAREA 1 - MAJOR ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Major Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly

Sec. 9. SUBAREA 2 - SECONDARY ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, below, may approve any two of the following incentives for a Project within the Secondary Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking

Floor Area Bonus for Lot Assembly
Bonus for Community Uses

Sec. 10. SUBAREA 3 - MIXED USE AREAS.

A. Development Standards for Mixed Use Projects. All Mixed Use Projects shall comply with the following development standards.

1. Landscaping and Surface Parking Lots. Landscaping of Projects and surface parking lots shall be provided in accordance with the requirements set forth in Section 12.22 A 23 (a) (mini shopping centers and commercial corner development) of the Code. Projects must comply with the following additional requirements:

(a) Open Areas. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, or fountains

(b) Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

2. Open Space. All projects shall comply with the open space requirements for six or more residential units pursuant to Section 12.21 G of the Code.

3. Facade Relief. Building Frontages shall be designed to comply with the following requirements. Compliance with these standards, does not relieve a developer from meeting the HPOZ Ordinance review and approval requirements. These standards do not apply to accessory buildings, additions, remodels, or any change of use in an existing building.

(a) Horizontal architectural treatments and/or facade articulations such as cornices, friezes, balconies, awnings, pedestrian amenities, or other features shall be provided for every 39 feet of building height visible from a street.

(b) If a Mixed Use Project includes 40 or more feet of Building Frontage visible from a street, then vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, or other features shall be provided every 25 feet. The minimum width of each vertical break shall be eight feet and the minimum depth shall be two feet.

4. Signs. Signs shall comply with the requirements of Section 12.22 A 23 (a) (9) (mini shopping center and commercial corner developments) of the Code.

5. Noise Control. Any dwelling unit exterior wall including windows and doors having a line of sight to Figueroa Street shall be constructed so as to provide a Sound Transmission Code Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

6. Rooftop Appurtenances. All ventilation heating, or air conditioning ducts, tubes, equipment, or other related rooftop appurtenance shall be screened when viewed from adjacent streets.

B. Mixed Use Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Mixed Use Subarea:

Mixed Use
Joint Living and Work Quarters
Adaptive Reuse

Sec. 11. SUBAREA 5 - ARTWALK.

A. Use. Unless the Commercial Artwalk incentive has been approved for a commercially or residentially zoned lot located within the Artwalk Subarea, uses shall be restricted to those permitted within the underlying zone.

B. Development Standards for Commercial Artcraft Uses. If any Commercial Artcraft incentive use is established within the Artwalk Subarea, then that use shall be subject to the following restrictions: The use shall have not more than ten employees and no more than five shall be working on the premises at any one time. These uses are not permitted above the Ground Floor of any structure except for a single ancillary office. The hours of operation shall be limited to between 7:00 a.m. and 11:00 p.m. All of these uses may provide a teaching component with not more than six students in any given class session, not more than three days a week. Additional parking will not be required if the use is established in an existing structure. Except as permitted by this Specific Plan, new construction will be required to meet all zone requirements.

C. Artwalk Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following incentives for a Project within the Artwalk Subarea:

Joint Living and Work Quarters
Commercial Artcraft Use

Sec. 12. RESIDENTIALLY ZONED PROPERTIES.

A. Use. Notwithstanding any provision of the Code to the contrary, any multi-family residential building or structure on residentially zoned property located within the Specific Plan area but outside the boundaries of the other Subareas of the Specific Plan, as shown on Map No.2, shall have a legal nonconforming right to continue and maintain the same use, density, height, parking, and yards for any multi-family residential use which lawfully existed on the effective date of this Specific Plan. These uses shall be permitted by right and the multi-family residential buildings or structures may be demolished and rebuilt to their non-conforming status relative to the provisions of the Code in terms of use, density, height, parking, and yards, provided, however, that any Project consisting of multiple family housing shall conform to the following requirements: (1) each new dwelling unit shall contain a minimum of two bedrooms; and (2) no more than two lots, having a combined lot area of less than 10,000 square feet, shall be tied or otherwise combined together to form a site for the construction of a single residential building.

B. Discretionary Uses. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following discretionary uses for a Project within the Residential Subarea:

Joint Living and Work Quarters
Bed and Breakfast Facility

Sec. 13. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building permit for construction on any lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land, and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Sec. 14. SEVERABILITY. If any provision of this Specific Plan or its application to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Specific Plan or the application of those provisions to other persons, property or circumstances which can be implemented without the invalid provisions, and, to this end, the provisions of this Specific Plan are declared to be severable.

(59594)

Sec. 15. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles MAY 17 2002, and was passed at its meeting of _____.

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

MAY 15 2002

ROCKARD J. DELGADILLO, City Attorney

By _____
SHARON SIEDORF CARDENAS
Assistant City Attorney

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

May 15 2002

see attached report.

_____
CON HOWE
Director of Planning

File No. C.F. 01-0317

JUN 11 2002 Received and Filed

-OLD-

WRITER'S DIRECT DIAL: (213) 485-4473
FAX: (213) 485-8899

OFFICE OF THE CITY ATTORNEY
ROCKARD J. DELGADILLO
CITY ATTORNEY

REPORT NO. R02-0158
April 29, 2002

REPORT RE:

AN ORDINANCE ESTABLISHING THE AVENUE 57 TRANSIT ORIENTED DISTRICT SPECIFIC PLAN IN THE HIGHLAND PARK COMMUNITY OF THE NORTHEAST LOS ANGELES COMMUNITY PLAN

RECEIVED
CITY CLERK'S OFFICE
2002 APR 29 PM 3:37
CITY CLERK
BY _____ DEPUTY

The Honorable Los Angeles City Council
of the City of Los Angeles
Room 395, City Hall
200 North Spring Street
Los Angeles, California 90012

(Council File No. 01-0317 - transmitted)
(CPC File No. 99-0524 SP (TOD) - not transmitted)

Honorable Members:

We are transmitting to you for your action, approved as to form and legality, a final draft Ordinance establishing the Avenue 57 Transit Oriented District Specific Plan.

Charter Findings

Pursuant to Charter Section 558, the Director of Planning has approved this draft of ordinance on behalf of the City Planning Commission and recommended that the City Council adopt it. Should the City Council adopt this ordinance, it may comply with the provisions of Charter Section 558 by either adopting the findings of the Director or by making its own findings.

CEQA Findings

Regarding a finding pursuant to the California Environmental Quality Act (CEQA), on March 9, 2000, the City Planning Commission considered a Final EIR prepared for the overall project (No. 90-0615 CPR), recommended that it be certified, and adopted findings under the California Environmental Quality Act (CEQA). The

Recyclable and made from recycled waste

Director of Planning, on behalf of the Commission, recommends that the City Council certify the EIR as being prepared in compliance with CEQA, and adopt the findings, including the Statement of Overriding Considerations, of the City Planning Commission as its findings, along with the Mitigation Monitoring and Reporting Program.

Background

On April 24, 2001, the Planning and Land Use Management Committee of the City Council, reviewed the draft of Ordinance approved by the City Planning Commission on March 9, 2000 and recommended a number of changes that have been incorporated into this draft of Ordinance.

Summary of Ordinance Provisions

The draft of ordinance establishes a transit oriented specific plan for the Highland Park Community of the Northeast Community Plan Area. The Ordinance adds incentives to further the community plan's goal of increasing ridership and economic viability of the transit system and station area. The major changes recommended in the Specific Plan are: 1) the creation of two activity centers, one at the intersection of Avenue 57 and Marmion Way, and the other at the intersection of Avenue 53 and Figueroa Street; 2) the introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3) the allowance by right of arts and professional studios and bed and breakfast establishments in residential areas; and 4) the use of incentives, such as reduced parking, floor area bonuses, joint living and work quarters, and adaptive reuse provisions, to encourage the revitalization of Highland Park.

Council Rule 38 Referral

A copy of the final draft ordinance was sent, pursuant to Council Rule 38, to the Department of Building and Safety. The Department's comments have been incorporated in the draft before you.

A member of the office will be available when you consider this matter to answer any questions you may have.

Very truly yours,

ROCKARD J. DELGADILLO, City Attorney

By
SHARON SIEDORF CARDENAS
Assistant City Attorney

SSC:pj(76096)
Transmittal

MEMORANDUM

TO: CITY CLERK INDEX

FROM: SHARON SIEDORF CARDENAS, ASSISTANT CITY ATTORNEY
LAND USE DIVISION

DATE: DECEMBER 5, 2001

RE: COUNCIL FILE 01-0317

This office is transmitting the above Council File to Terry Speth, City Planning Department. He can be reach at (213) 978-1180, Room 600, City Hall. Please correct your records to reflect these changes.

Thank you.

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal — AGENDA ITEM # 10 — Date April 24, 2001

☐ OPPOSE Project/Proposal — Council File # 01-0317

☒ COMMENT — Phone No. _____

Name JoAnne Barker

Address 6039 Piedmont Ave

City Highland Park — Zip Code 90042-4250

~~Representing~~ Messengering Comment of THE Highland Park Historic Preservation Board

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☑ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

AGENDA ITEM # 1D Date April 24, 2001

☐ OPPOSE Project/Proposal

Council File # 01-0317

☒ COMMENT

Phone No. _____

Name Jo ANNE BARKER

Address 6039 PIEDMONT AVE

City Highland PARK Zip Code 90042-4250

Representing Concern

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☑ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

AGENDA ITEM # 10 Date 4/24/01

Council File # 01-0317

Phone No. 626/791-7366

Name SHAUNA TURNER

Address RESIDENCE: 4829 MARMION LA 90042
MAIL: PO BOX 28

City PASADENA CA Zip Code 91102

Representing

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☐ Other

☐ Appellant ☑ Surrounding Property Owner(s) ☐ Organization

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Miguel Valles
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Los Angeles, CA 90042

Planning

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Los Angeles, CA

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ORDINANCE NO._____

An ordinance establishing a Specific Plan for the Avenue 57 Transit Oriented District.

WHEREAS, the Avenue 57 Transit Oriented District is located within the Highland Park community; and

WHEREAS, Figueroa Street is the main commercial thoroughfare through the District with a mixture of commercial and residential uses; and

WHEREAS, the artistic community of Highland Park is long standing and has been a significant part of the neighborhood's history; and

WHEREAS, this Specific Plan provides a unique opportunity for the Highland Park community to address reviving its commercial center and the surrounding neighborhood; and

WHEREAS, this Specific Plan provides a unique opportunity to recognize and bring into zone code compliance the artistic community of Highland park; and

WHEREAS, the Pasadena Gold Line light rail extension has been revived and is proceeding under a Joint Powers Authority as approved by the State of California under Senate Bill 1847; and

WHEREAS, the addition of a transit station to Highland Park allows the integration of land use and transportation planning for the benefit of both the affected neighborhood and the transportation system as a whole; and

WHEREAS, the unique contribution of Highland Park's architectural history and rich historical context within Los Angeles, as a whole, requires development controls to re-enforce the Historic Preservation Overlay Zone now in place in Highland Park; and

WHEREAS, development incentives can create an environment to attract economic development which will complement the neighborhood;

OLD ORD
NOT ADOPTED

NOW THEREFORE,

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

Section 1.

A. ESTABLISHMENT OF THE SPECIFIC PLAN. The City Council hereby establishes the Avenue 57 Transit Oriented District Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the following Map No. 1:

Map No. 1



Avenue 57 Neighborhood Specific Plan

Specific Plan Area

Proposed Metro Blue Line Station

Not to Scale

Prepared by City of Los Angeles Planning Department • Graphic Services Section • February, 2000

B. DESIGNATION OF SUBAREAS. The Specific Plan area is divided into seven Subareas, as shown on the map below (Map No. 2). The Subareas are designated as follows:

Subarea 1	-	Major Activity Center;
Subarea 2	-	Secondary Activity Center;
Subarea 3	-	Mixed Use Areas;
Subarea 4	-	Avenue 58 Farmers Market *
Subarea 5	-	Artwalk
Subarea 6	-	Marmion Way Transit Corridor*
Subarea 7	-	Residential Areas

* These Subareas do not have additional regulations

Map No. 2



Prepared by City of Los Angeles Planning Department • Graphic Services Section • September, 1999

Sec. 2. PURPOSES. This Specific Plan is intended to:

A. Implement the goals and policies of the Northeast Los Angeles Community Plan, the Citywide General Plan Framework Element of the General Plan, and the Transportation Element of the General Plan;

B. Develop a center for commercial activities to provide needed goods and services in a location convenient to residents and in close proximity to the proposed Gold Line Metro Rail station;

C. Create an economically vital community by stimulating economic development through incentives to re-use existing structures without the normally required additional parking or other non-safety related building requirements, by instituting a mixed use component to the commercial areas, and by streamlining the approval process;

D. Preserve and maintain the historic character, or "grain" of the neighborhood while accommodating anticipated growth to 2020, through continuation of the Historic Preservation Overlay Zone's policies and by establishing adaptive re-use policies, granting non-conforming rights status to existing non-conforming buildings, and by limiting the massing of parcels to maintain an appropriate scale of development;

E. Continue and maintain a diverse community, where people of many different ages, incomes, family formation types, and cultural perspectives will live, work and shop in harmony in a neighborhood that supports cultural differences among neighbors by encouraging provision of a range of housing types to allow a diversity of income ranges, providing for transportation linkages to allow the existing diverse population access to job centers, and assisting in the preservation of a sense of place that brought the diverse population mix here in the first place;

F. Maintain a stable community that residents can invest in and live in from childhood, through family formation, to retirement, by supporting home ownership, promoting development of family-friendly affordable homes available to local residents to purchase, and supporting new construction of family-sized, affordable housing units;

G. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;

H. Encourage the creation of cultural facilities and services, and the creation of open spaces; and

I. Retain, support and expand the traditional local population of working writers and artists in the neighborhood.

Sec. 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. The regulations set forth in this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code ("Code"), as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under those other provisions, except as specifically provided herein. The provisions of the Highland Park Historic Preservation Overlay Zone, Ordinance No. 169,776 which became effective June 7, 1995, and the provisions of Section 12.20.3 of the Code, relating to the "HP" Historic Preservation Overlay Zone, or their successor ordinances, shall continue to apply to properties located within the Specific Plan area. Notwithstanding Section 11.5.7B of the Code or any other provision of this Specific Plan to the contrary, if any procedure established in this Specific Plan conflicts with the Highland Park HPOZ, the Highland Park HPOZ shall take precedent.

B. Wherever this Specific Plan contains provisions which differ from, or conflict with provisions contained in Chapter 1 of the Code with respect to greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, more restrictive sign regulations or other greater restrictions or limitations on development; or provisions, including development incentives, which provide for less restrictive setbacks, lesser street dedications, greater densities, greater heights, less restrictive uses, less restrictive parking requirements, less restrictive sign regulations, or other lesser or greater restrictions or limitations on development, this Specific Plan shall prevail and supersede the applicable provisions of the Code. Except that, Section 6 B 7 of this Specific Plan shall be superseded by the Citywide Adaptive Reuse Ordinance if Section 12.22 A 6 of the Code is expanded to include this Specific Plan area. Whenever this Specific Plan is silent, the provisions of the Code shall apply.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 F of the Code or its successor ordinance. In approving an exception to this Specific Plan pursuant to Section 11.5.7 F of the Code or any successor ordinance, the City decision-making body granting an approval, and any City body exercising appellate review of an approval, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

D. Commercial Corner Ordinance. The requirements of this Specific Plan shall supersede the Mini-Shopping Centers and Commercial Corner Development requirements of Sections 12.22 A 23 and 12.24 W 27 of the Code.

E. Site Plan Review Ordinance. The requirements of this Specific Plan shall supersede the Site Plan Review requirements of Section 16.05 and 12.24 U 14 of the Code.

Sec. 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 12.20.3, 13.07 C and 13.09 B 3 of the Code, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code, if defined therein:

A. Adaptive Reuse Project. Any change of use from an existing commercial use to another commercial use, to dwelling units, guest rooms, or Joint Living and Work Quarters in all or portions of an existing building located anywhere in the Specific Plan area.

B. Bed and Breakfast Facility. Any existing building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which includes guest rooms and one kitchen where lodging is provided with at least one meal daily for the guests.

C. Community Uses. Day or senior care centers, museums, cultural centers, community use centers, small concert spaces or public theaters (2500 square foot maximum), police substations, or, other such uses as determined by the Director of Planning.

D. Extensive Remodeling. Any construction to make over a structure, where the value of the construction work is 51 percent or more of the value of the building at the time the building permit for the construction work is issued.

E. Ground Floor. The lowest story within a building that is accessible to the street, the finished floor level of which is not more than three feet above or below the curb elevation, as determined by the Bureau of Engineering. A floor having frontage on or primarily facing any public street, and the depth of which shall be at least 50 feet or the total depth of the building, whichever is less.

F. Mixed Use Project. A project containing both commercial and residential uses, including one or more commercial uses and more than one dwelling unit in a single building or in a Unified Development. A Mixed Use Project shall provide the following:

(1) A separate, ground floor entrance to the residential component, or a lobby that serves both the residential and commercial use components; and

(2) A pedestrian entrance to the commercial use component that is directly accessible from a public street and that is open during the normal business hours posted by the business.

G. Pedestrian Amenities. The areas of a lot or parcel developed with and used for outdoor dining, public plazas, retail courtyards, or pedestrian arcades which are located on the Ground Floor, and that are accessible to and available for use by the public.

H. Project. Any grading, construction, erection, addition to or structural alteration of any building or structure, an on-site or off-site sign, a use of land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit, building permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction of a building unless it (a) increases the floor area; or (b) increases the number of vehicle trips, as determined by the Department of Transportation; (c) increases parking requirements; or (d) includes a change of use. In addition, a Project shall not include an addition to an existing one-family dwelling, so long as the total cumulative floor area for all additions made after the effective date of this Specific Plan does not exceed 200 square feet and the height of the addition does not exceed the height of the existing building.

K. Targeted Uses. A new building permit or change of use to include any of the following retail uses, with the stated minimum floor areas:

1) General Merchandise - Department Store, not less than 5,000 square feet;
2) Home Improvement or Hardware Store, not less than 3,500 square feet;
3) Computer or Software Store, not less than 1,000 square feet;
4) Graphic or Art Supply Store, not less than 1,000 square feet;
5) Book Store, not less than 2,000 square feet; or
6) Music Store, not less than 1,000 square feet.

L. Unified Development. The combination of not more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, containing individual buildings that are developed with a unifying design concept. Unifying features may include similar architectural details, common courtyards or public areas.

Sec. 5. ZONING AND LAND USE. Except as may be otherwise permitted herein, the uses permitted within each of the subareas of the Specific Plan shall be those permitted by the underlying zoning of each parcel and the maximum permitted development on any lot or combination of lots forming a single development site including all incentives listed in Section 6 of this Ordinance shall not exceed a floor area ratio of 3:1. Notwithstanding any provision of the Code or this Specific Plan to the contrary, no more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, may be tied or otherwise combined together to form a site for the construction of a single non-residential building or Unified Development. All site access and parking shall be provided within the combined lot area, without crossing

or connecting to any adjoining commercial developments.

Sec. 6. DEVELOPMENT INCENTIVES.

A. Application of Incentives. Any Project shall be entitled by right to two of the incentives set forth in Subsection B of this Section. Application of more than two incentives will require the approval of the Director of Planning pursuant to Section 11.5.7 C of the Code.

B. Incentives. The following Incentives are only applicable in specific subareas as designated in Sections 9 through 12 of this Specific Plan.

1. Joint Living and Work Quarters. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, Subarea 2 - Secondary Activity Center, Subarea 3 - Mixed Use Areas, and Subarea 7 - Residential Areas. Joint Living and Work Quarters shall be permitted for the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate, and travel agents; photographers and other similar occupations as determined by the Director of Planning pursuant to the Project Approval process set forth in Section 11.5.7 C of the Code, provided that the commercial uses are permitted by the underlying zone. Commercial uses on A or R zoned properties shall comply with the use restrictions and other regulations applicable to Home Occupations, contained in Section 12.05 A 16 of the Code. Except that one wall sign or window sign, not exceeding three square feet, shall be permitted on the dwelling.

2. Pedestrian Amenities Floor Area Bonus. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, and Subarea 2 - Secondary Activity Center in conjunction with a Project that includes lot area developed with Pedestrian Amenities. The floor area bonus incentive shall consist of an increase in allowable floor area not to exceed 25% of the lot area devoted to Pedestrian Amenities. The Floor Area Bonus may be granted as part of the approval process set forth in Section 11.5.7 C of the Code.

3. Targeted Use Floor Area Bonus. Following the effective date of this Specific Plan, the first Project within either Subarea 1 - Major Activity Center or Subarea 2 - Secondary Activity Center that includes the minimum amount of square feet of floor area set forth in Section 4 L ("Targeted Use") of this Specific Plan, shall be eligible for a 25 % floor area bonus as part of the approval process set forth in Section 11.5.7 C of the Code. The floor area bonus which may be

granted under this Subdivision shall be approved by the Director of Planning as part of the Project Approval Process in Section 11.5.7 C of the Code, and shall expire at the end of 18 months if a building permit for the Project containing a Targeted Use has not been issued and construction of such Targeted Use has not commenced and been diligently carried on without substantial suspension or abandonment of work. A covenant and agreement, approved by the Director of Planning, restricting the Project to the Targeted Use for at least ten years shall be recorded as a condition of the approval of the floor area bonus for that use.

4. Reduced Parking.

(a) New Projects. Notwithstanding any provision of the Code to the contrary, where a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of the Pasadena Gold Line Avenue 57 Station or 750 feet from a public parking lot, the Director of Planning shall have the ability to grant a 15 percent reduction from the parking otherwise required by Section 12.21 A 4 (c) of the Code as part of the approval process set forth in Section 11.5.7 C of the Code.

(b) Reduced Parking for Existing Buildings.

(1) Change of use. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a Targeted Use permitted by this Specific Plan provided that any existing providing parking is maintained.

(2) Extensive Remodeling of Existing Buildings. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a use permitted by this Specific Plan provided that the existing parking is maintained.

(c) Maintenance of Off-Street Parking. Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, as of the effective date of this ordinance any existing building shall not require additional parking for any existing use which maintains the existing off-street parking spaces connected with the use.

5. Floor Area Bonus for Lot Assembly. Notwithstanding any provision of the Code to the contrary, any Project located in Subarea 1- Major Activity Center or Subarea 2 - Secondary Activity Center on a commercially-zoned building site

that combines more than one lot is eligible for a 25 percent increase in the allowable floor area otherwise permitted by the zoning and height district regulations of the Code for that portion of the lot or parcel subject to the increase.

6. Bonus for Community Uses. Any Project located on a commercially-zoned lot that includes development of a community use shall be eligible for a 25 percent increase in the maximum floor area otherwise permitted by the zoning and height district regulations of the Code which allows the community use to be developed or incorporated without the floor area being counted against maximum permitted floor area, or for parking calculations as part of the approval process set forth in Section 11.5.7 C of the Code.

7. Adaptive Reuse Provisions. Notwithstanding any provisions of the Code to the contrary, Adaptive Reuse Projects are eligible for the incentives set forth below, provided that the Project is developed in accordance with the standards set forth in Paragraph b of this subdivision.

(a) Incentives.

(1) Mezzanines. Loft spaces in Joint Living and Work Quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Subparagraph (2) below.

(2) Density. Permitted dwelling units and Joint Living and Work Quarters shall be subject to the lot area requirements of the RD1.5 Zone, regardless of the underlying zone.

(3) Off-Street Automobile Parking. The required number of parking spaces shall be the same as the number of spaces that existed on the site as of the effective date of this Specific Plan, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A 4 (m) of the Code.

(4) Mini-Shopping Center and Commercial Corner Development Regulations. Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A 23 of the Code.

(5) Open Space. Adaptive Reuse Projects are exempted from the Open Space requirements of Section 12.21 G of the Code.

(6) Loading Space. Where an existing loading space is provided, the provisions of Section 12.21 C 6(h) of the Code shall apply. If no loading spaces exists, then a loading space shall not be required in conjunction with a change of use to an Adaptive Reuse Project.

(b) Development Standards. Adaptive Reuse Projects shall be developed in conformance with the following standards:

(1) Minimum Size. The minimum floor area for new dwelling units shall be 450 square feet. The minimum floor area for new Joint Living and Work Quarters shall be 750 Square feet. Floor area shall not include common hallways or other common areas, or rooftops, balconies, terraces, fire escapes, or other projections or surfaces exterior to the walls of the building. The floor area of both the living space and the work space shall be combined to determine the size of Joint Living and Work Quarters.

(2) Minimum Average Size. The average floor area of all the dwelling units and Joint Living and Work Quarters in a building, including those that existed prior to the effective date of this Specific Plan, shall be at least 750 square feet.

(3) Guest Rooms. Each guest room shall include private access to toilet and bathing facilities.

8. Mixed Use Development Provisions. Notwithstanding any other provision of the Code to the contrary, a Mixed Use Project located within the Subarea 3 - Mixed Use Subarea, which conforms to the development standards set forth in Section 10 below, shall be eligible for the following development incentives, provided a minimum of 35 percent of the Ground Floor building frontage is on a commercially zoned lot, abutting a public street, and contains commercial uses to a minimum depth of 25 feet. Driveways and/or pedestrian entrances may be excluded from the minimum building frontage determination.

(a) Housing. An eligible Project may be developed up to a maximum height of 45 feet and with an FAR of 2:1.

(b) Incentives for Facade Treatments, Corner Lots or Community Facilities. Each eligible Project shall be entitled to one of the following incentives by right. To obtain an entitlement for two or more of these incentives,

the approval of the Director of Planning pursuant to Section 11.5.7 D of the Code is required.

(1) Facade Treatment. A height increase of no more than ten feet over the maximum permitted by the underlying zone, provided that the additional height is used for a Facade Treatment, as defined in Section 13.09 of the Code, and further provided that this Facade Treatment incentive may not be combined with the Corner Lot incentive described below, and this Facade Treatment incentive may not be used for signs or to increase the floor area of a structure.

(2) Corner Lots. An eligible Project on a Corner Lot, as defined in Section 13.09, is eligible for a 20 percent increase in height, allowable floor area, and the minimum lot area per dwelling unit or guest room, beyond what is otherwise permitted by the underlying zone. Provided, however, that an eligible Project which secures an affordable housing density bonus pursuant to California Government Code Section 65915 shall not also be eligible for this Corner Lot incentive.

(d) Mini Shopping Centers and Commercial Corner Developments. Eligible Projects shall be exempt from the regulations governing mini-shopping centers and commercial corner developments as set forth in Section 12.22 A 23 of the Code.

9. Commercial Artcraft Provisions. Notwithstanding any provision of the Code or this Specific Plan to the contrary, a Project within the Artwalk Subarea, as designated on Map No. 2, a Project shall be allowed to establish the following manufacturing and retail uses in a commercial or residential zone, provided Artcraft activities are limited to those decorative or illustrative elements requiring manual dexterity or artistic talent:

(a) Permitted Outdoor Uses. The creating, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code.

(b) Permitted Indoor Uses. The manufacturing, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code with the addition of the following uses:

Arts studio, either painting or sculpture
Music studio
Dance and drama studio
Small film/video post production studio, not more than 5,000 square feet

Any other Home Occupation use that would be permitted by Section 12.05 A 16 of the Code.

Such uses shall not be permitted above the first floor of any structure.

Sec. 7. DEVELOPMENT CONTROLS.

A. The following development standards, shall apply to all new construction Projects fronting on Figueroa Street, and new "Mixed Use" Projects on Monte Vista Street.

1. Height Restriction. The maximum height of three stories or 45 feet imposed by the C2-1VL zone, which was enacted as part of the Northeast Los Angeles Community Plan Revision, remains in full force and effect and this plan does not convey a right to exceed that height.

2. Residential Density. New residential development on commercially zoned property within the Avenue 57 Transit Oriented District Plan area shall be limited to RD1.5 density to maintain consistency with the adopted Northeast Los Angeles Community Plan.

3. Ground Floor Commercial Uses. One hundred percent of the Ground Floor building frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate commercial uses to a minimum depth of 25 feet.

4. Building Frontage. Building frontage shall, for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

5. Pedestrian Amenities. Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

6. Location of Pedestrian Entrances. Each individual tenant or business space located on the Ground Floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

7. Parking. For a Project, surface parking lots or parking structures shall be located behind the required building frontage, in the rear, interior portion of the lot that does not front on the street.

8. Transparency of Building Frontage. At least 50% of all exterior walls (including doors) of the ground floor which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the Director of Planning after review by the Highland Park HPOZ Board.

B. The following Development Standards shall apply to the entire Specific Plan area:

1. Historic Preservation Overlay Zone. The approval requirements and provisions of the Highland Park HPOZ apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan.

2. Lot Assembly Restrictions. A lot assembly restriction of a maximum of two lots with a combined area equal to or less than 10,000 square feet for residential development or three lots with a combined area equal to or less than 15,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented District Specific Plan.

Sec. 8. SUBAREA 1 - MAJOR ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Major Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly

Sec. 9. SUBAREA 2 - SECONDARY ACTIVITY CENTER. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, below, may approve any two of the following incentives for a Project within the Secondary Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking

See new page 16 in Council-adopted final Ordinance

Floor Area Bonus for Lot Assembly
Bonus for Community Uses

Sec. 10. SUBAREA 3 - MIXED USE AREAS.

A. Development Standards for Mixed Use Projects. All Mixed Use Projects shall comply with the following development standards.

1. Landscaping and Surface Parking Lots. Landscaping of Projects and surface parking lots shall be provided in accordance with the requirements set forth in Section 12.22 A 23 (a) (mini shopping centers and commercial corner development) of the Code. Projects must comply with the following additional requirements:

(a) Open Areas. All open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, or fountains

(b) Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

2. Open Space. All projects shall comply with the open space requirements for six or more residential units pursuant to Section 12.21 G of the Code.

3. Facade Relief. Building Frontages shall be designed to comply with the following requirements. Compliance with these standards, does not relieve a developer from meeting the HPOZ Ordinance review and approval requirements. These standards do not apply to accessory buildings, additions, remodels, or any change of use in an existing building.

(a) Horizontal architectural treatments and/or facade articulations such as cornices, friezes, balconies, awnings, pedestrian amenities, or other features shall be provided for every 39 feet of building height visible from a street.

(b) If a Mixed Use Project includes 40 or more feet of Building Frontage visible from a street, then vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, or other features shall be provided every 25 feet. The minimum width of each vertical break shall be eight feet and the minimum depth shall be two feet.

4. Signs. Signs shall comply with the requirements of Section 12.22 A 23 (a) (9) (mini shopping center and commercial corner developments) of the Code.

5. **Noise Control**. Any dwelling unit exterior wall including windows and doors having a line of sight to Figueroa Street shall be constructed so as to provide a Sound Transmission Code Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

6. **Rooftop Appurtenances**. All ventilation heating, or air conditioning ducts, tubes, equipment, or other related rooftop appurtenance shall be screened when viewed from adjacent streets.

B. Mixed Use Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve any two of the following incentives for a Project within the Mixed Use Subarea:

Mixed Use
Joint Living and Work Quarters
Adaptive Reuse

Sec. 11. SUBAREA 5 - ARTWALK.

A. Use. Unless the Commercial Artwalk incentive has been approved for a commercially or residentially zoned lot located within the Artwalk Subarea, uses shall be restricted to those permitted within the underlying zone.

B. Development Standards for Commercial Artcraft Uses. If any Commercial Artcraft incentive use is established within the Artwalk Subarea, then that use shall be subject to the following restrictions: The use shall have not more than ten employees and no more than five shall be working on the premises at any one time. These uses are not permitted above the Ground Floor of any structure except for a single ancillary office. The hours of operation shall be limited to between 7:00 a.m. and 11:00 p.m. All of these uses may provide a teaching component with not more than six students in any given class session, not more than three days a week. Additional parking will not be required if the use is established in an existing structure. Except as permitted by this Specific Plan, new construction will be required to meet all zone requirements.

C. Artwalk Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following incentives for a Project within the Artwalk Subarea:

Joint Living and Work Quarters
Commercial Artcraft Use

Sec. 12. RESIDENTIALLY ZONED PROPERTIES.

A. Use. Notwithstanding any provision of the Code to the contrary, any multi-family residential building or structure on residentially zoned property located within the Specific Plan area but outside the boundaries of the other Subareas of the Specific Plan, as shown on Map No.2, shall have a legal nonconforming right to continue and maintain the same use, density, height, parking, and yards for any multi-family residential use which lawfully existed on the effective date of this Specific Plan. These uses shall be permitted by right and the multi-family residential buildings or structures may be demolished and rebuilt to their non-conforming status relative to the provisions of the Code in terms of use, density, height, parking, and yards, provided, however, that any Project consisting of multiple family housing shall conform to the following requirements: (1) each new dwelling unit shall contain a minimum of two bedrooms; and (2) no more than two lots, having a combined lot area of less than 10,000 square feet, shall be tied or otherwise combined together to form a site for the construction of a single residential building.

B. Discretionary Uses. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 11.5.7 C of the Code, may approve the following discretionary uses for a Project within the Residential Subarea:

Joint Living and Work Quarters
Bed and Breakfast Facility

Sec. 13. OWNER'S ACKNOWLEDGMENT OF LIMITATIONS. The Department of Building and Safety shall not issue any building permit for construction on any lot or lots within the Specific Plan area until the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land, and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Sec. 14. SEVERABILITY. If any provision of this Specific Plan or its application to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Specific Plan or the application of those provisions to other persons, property or circumstances which can be implemented without the invalid provisions, and, to this end, the provisions of this Specific Plan are declared to be severable.

(59594)

Sec. 15. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

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

J. MICHAEL CAREY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

APR 29 2002

ROCKARD J. DELGADILLO, City Attorney

By _____
SHARON SIEDORF CARDENAS
Assistant City Attorney

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

April 30, 2002

see attached report.

_____
CON HOWE
Director of Planning

File No. C.F. No. 01-0317
CPC No. 99-0524 SP (TOD)

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

CITY PLANNING COMMISSION

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April 26, 2002

Honorable Rockard J. Delgadillo, City Attorney
Office of the City Attorney
1800 City Hall East
200 North Main Street
Los Angeles, CA 90012

Attention: Sharon Siedorf Cardenas

Re: ORDINANCE REVISION FOR THE PROPOSED AVENUE 57 TRANSIT ORIENTED DISTRICT SPECIFIC PLAN ORDINANCE

(Council File No. 01-0317 - transmitted herewith)
(City Plan Case No. 99-0524 SP (TOD) - not transmitted herewith)

Dear Mr. Delgadillo:

Pursuant to the April 24, 2001, instructions from the Planning and Land Use Management Committee of the City Council, this Department has included the recommendations and modifications requested for the Ordinance.

Subsequently, the City Attorney prepared a final draft on an ordinance (attached). This letter contains additional findings regarding changes to the ordinance by the PLUM Committee.

FINDINGS:

1. Charter Section 556

That in accordance with Charter Section 556, the proposed Avenue 57 Transit Oriented District Specific Plan Ordinance (ordinance) is in substantial conformance with the purposes, intent and provisions of the General Plan, including "the provisions 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 framework of the City." The proposed ordinance provides for reasonable growth oriented towards both the character of the community and the opportunities presented by the establishment of a Gold Line Station in the community. As such, it meets the aforementioned provisions of the General Plan.

2. Charter Section 558 (a)

That in accordance with the Charter Section 558 (a), the proposed Avenue 57 Transit Oriented District Specific Plan Ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan in that it implements Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3, "Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns. The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT) by encouraging development adjacent to the Avenue 57 Gold Line station. This contributes to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the...conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 558 (b)(2)

That in accordance with Charter Section 558 (b)(2), the proposed ordinance will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial, and open space needs of the Community. The Avenue 57 Transit Oriented District Specific Plan Ordinance is in response to the need perceived by the Federal government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the future Pasadena Gold Line transit system, increase livability in the in the immediate neighborhood and improve the economic viability of the immediate station area. The Avenue 57 Transit Oriented District Specific Plan Ordinance was prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from September 6, 1997 through June 27, 1998. All factors and procedures taken into consideration, the public necessity is served by the adoption of this plan.

4. General Plan Consistency

That the ordinance is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad polices and guidelines for preparation of other elements of the General Plan and Specific Plans. This Avenue 57 Transit Oriented District Specific Plan Ordinance reinforces the Community Center located along this section of Figueroa Street in Highland Park. The Framework Plan, the Community Plan and the Transportation Element of the General Plan all emphasize this kind and type of development in this location. Therefore there is internal consistency among the applicable elements of the City's General Plan.

5. Fish and Game, California Government Code Section 711.2, Title 14

That in accordance with the State of California Code, the Avenue 57 Transit Oriented District Specific Plan Ordinance 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. The project EIR for the Northeast Los Angeles Community Plan Revision (EIR N. 90-0615 CPR) under Section 4.10 prescribes mitigation measures for impacts to the biological resources in Northeast Los Angeles

which would reduce the impacts to less than significant. This project's Negative Declaration is based on that EIR.

6. California Environmental Quality Act Findings and Statement of Overriding Considerations
Pursuant to California Environmental Quality Act (CEQA), certain significant adverse impacts will continue to remain, even with the adoption of the EIR for Northeast Los Angeles Community Plan Revision (EIR No. 90-0615 CPR) and its associated mitigation measures and are therefore deemed unavoidable.

These unavoidable impacts relate to the potential future development as indicated in the Northeast Los Angeles Community Plan Revision and the Avenue 57 Transit Oriented District Specific Plan and/or the cumulative development of related projects over time.

The Project EIR for the Northeast Los Angeles Community Plan adequately describes any potential impacts of the Avenue 57 Transit Oriented District Specif Plan.

Adoption of the Avenue 57 Transit Oriented District Specific Plan is a step toward mitigating the Park Facilities impacts which were found by the EIR for Northeast Los Angeles to be significant. Notwithstanding the fact that the Avenue 57 Transit Oriented District Specific Plan reduces the impact, that impact will still not be reduced below a level of significance. No additional feasible mitigation measures or alternatives for this impact have been identified. However, the social, economic, and environmental benefit derived from this ordinance, and the fact that this ordinance lessens the Park impact makes this statement of overriding consideration necessary and appropriate.

Therefore , pursuant to CEQA Section 21081 and CEQA Guidelines Section 15091 and 15093, the benefits of implementing the Avenue 57 Transit Oriented District Specific Plan Ordinance helps mitigate the adverse environmental effect from the Community Plan, outweigh the unavoidable environmental effect and therefore the adverse environmental effect is determined to be "acceptable" due to the following overriding considerations of social, economic or environmental benefit of the project which will outweigh the environmental cost and justify approval of the recommendation for the following reasons:

a. Approval of the recommended action would provide a contribution to the goals and objectives of the Citywide General Plan in that it will address goals and policies of the Northeast Los Angeles Community Plans, the General Plan Framework, the Land Use Transportation Policy the goals , objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council.

b. Approval of the recommended action would provide for adequate distribution of land use designations to accommodate growth and changes within the Avenue 57 Transit Oriented District by planning for and encouraging the location of job producing development and housing in proximity to a transit facility.

c. Approval of the recommended action will enhance long term economic growth in the area by providing incentives for development which produces economic activity.

d. Approval of the recommended action would provide some relief for the unmitigated effect of lack of Parks facilities in that, the plan allows development of public plazas, and open space amenities without these features counting against allowable square footage for permitted floor area calculations which helps address the lack of Park facilities.

e. Approval of the recommended action would provide some relief from the

unmitigated Park deficiency by helping to increase the pedestrian orientation of the plan are which creates public spaces for people to circulate and gather, which thereby helps address public open space concerns.

f. Approval for the recommended action would allow for and encourage more intense development of commercial and residential uses in proximity to the Arroyo Seco Regional Library, Highland Park Recreation Center and Highland Park Senior Citizen Center which makes more efficient use of existing Park facilities, thereby helping make the Parks that do exist in the community more efficiently utilized.

Charter Section 559

Pursuant to Section 559 of the City Charter, I have reviewed the findings of the City Planning Commission's action taken relative to Case No. 99-0524 SP (TOD) on March 9, 2000, and on behalf of the Commission, I adopt their findings and approve this ordinance, and recommend its adoption insofar as it does conform to the latest action of the Planning Commission in this matter

Pursuant to Rule No. 38, transmitted herewith is the revised ordinance, for appropriate action by the City Council.

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH:RHS:DG:CR:JPG

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GENERAL MANAGER

TOM WHELAN
EXECUTIVE OFFICER

CITY ATTORNEY
LAND USE/ENVIRONMENT
RECEIVED
APR 8 2002

April 4, 2002

Honorable Rockard J. Delgadillo
City Attorney
Room 1800, City Hall East

Sharon Siedorf Cardenas
Assistant City Attorney

Re: An Ordinance Establishing The Avenue 57 Transit Oriented District Specific Plan in Highland Park Community of the Northeast Los Angeles Community Plan

The Department of Building and Safety has reviewed the draft of the proposed ordinance pursuant to Council Rule 38 and has the following comments:

Section 4 A:

Adaptive Reuse Projects have been defined in Section 12.22 A 26. Downtown Adaptive Reuse Projects, as: "... any change of use to dwelling units, guest rooms, or joint living and work quarters in all or portions of a building." For clarity and equivalent staff interpretation, the definition should remain similar for this proposed Specific Plan, unless it was intentional to create a new definition.

Suggested reword:

Adaptive Reuse Project: Notwithstanding any other provisions of this chapter to the contrary, for the purposes of this subdivision, an Adaptive Reuse Project is a change of use to another commercial use, dwelling units, guest rooms, or Joint Living and Work Quarters in all or portions of a building located within a commercial zone on Figueroa Street, between Avenue 50 and Avenue 61; or within the Artwalk Subarea, as designated on Map No. 2, that:

Section 4 E:

The definition of "Floor Area Bonus" should clarify the application of the bonus.

"Maximum floor area" is not defined by Code, suggest using the term "allowable floor area".

Suggested reword:

A 25 percent increase in the allowable floor area otherwise permitted by the zoning and height district regulations of the Code for that portion of the lot or parcel subject to the increase.

Section 4 F:

"Buildable floor area" is not defined by Zoning Code. The Floor Area Ratio should be applied to the buildable lot area to determine the "allowable floor area".

Suggest omit the second sentence of the definition, as it restates the first.

Recyclable and made from recycled waste

Suggested reword:

A multiplier applied to the buildable area of a lot in order to determine the maximum allowable floor area of all buildings on a lot.

Section 4 G:

The floor level elevation should be defined as the "finished floor level"

The "curb level" is best referred to as an elevation and should be determined by the Bureau of Engineering.

Suggested reword:

The lowest story within a building that is accessible to the street, the finished floor level of which is not more than three feet above or below the curb elevation, as determined by the Bureau of Engineering. A floor having frontage on or primarily facing any public street, the depth of which shall be at least 50 feet or the total depth of the building, whichever is less.

Section 4 H:

The Mixed Use Project definition as stated would allow an apartment building, without any commercial uses, to be considered a "Mixed Use Project".

Unified Development is undefined by Zoning Code or this ordinance.

Suggested reword:

A project containing both commercial and residential uses, including one or more commercial uses and more than one dwelling unit in a single building or Unified Development. A Mixed Use Project shall provide the following: (*continue with original wording*)

L. Unified Development. The combination of not more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, containing individual buildings that are developed with a unifying design concept. Unifying features may include similar architectural details, common courtyards or public areas.

Section 4 I:

The uses "outdoor sidewalk cafes", "retail courtyard" and "pedestrian arcades" are not defined by Zoning Code. "Outdoor sidewalk cafes" may be replace by "outdoor dining". "Retail courtyard" and "pedestrian arcade" should be further defined as to a minimum clear dimensions or other measurable features.

The repetition of "spaces for outdoor dining or seating" may be omitted.

Suggested reword:

The areas of a lot or parcel developed with and used for outdoor dining, public plazas, retail courtyards, or pedestrian arcades, which are located on the ground floor and that are accessible to and available for use by the public.

Section 4 J:

Any change of use should be included as a project with or without added floor area. A change of use without added floor area could remove a Targeted Use for which a Floor Area Bonus was granted. For instance, if an applicant proposed a change of use from an Art Supply Store (which utilized a Floor Area Bonus) to a medical office (not permitted a Floor Area Bonus), the project would not be subject to Specific Plan review. This would result in the non-targeted use receiving the benefit of a Floor Area Bonus.

Suggested reword:

... A Project may be exempted from the Specific Plan requirements if it includes only interior construction unless it (a) increases the floor area; or (b) increases the number of vehicle trips, as determined by the Department of Transportation ; or (c) increases parking requirements; or (d) includes a change of use.

Section 4 K:

Simplification of the "Targeted Uses" definition.

Mention of the FAR bonus is repetitive.

Suggested reword:

K. Targeted Uses: A new building permit or change of use to include any of the following Retail uses, with the stated minimum floor areas:

1) General Merchandise - Department Store, not less than 5,000 square feet;
2) Home Improvement or Hardware Store, not less than 3,500 square feet;
3) Computer or Software Store, not less than 1,000 square feet;
4) Graphic or Art Supply Store, not less than 1,000 square feet;
5) Book Store, not less than 2,000 square feet; or
6) Music Store, not less than 1,000 square feet.

Section 5:

If the intent of the Specific Plan is to limit the size of commercial developments, the location of any required site improvements and parking areas should be regulated. If the site improvements and parking are not required to be contained within the developed lot, many adjacent developments could share a parking area or driveways. This could result in the creation of a massive commercial development, which the Specific Plan intended to prevent.

Unified Developments should be included in the restrictions of this sections, to prevent massive commercial developments as discussed above.

Suggested reword:

... no more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, may be tied or otherwise combined together to form a site for the construction of a single non-residential building or Unified Development. All site access and parking shall be provided within the combined lot area, without crossing or connecting to any adjoining commercial developments.

Section 6 B 1:

Consistency with existing Zoning code concerning Joint Living and Working Quarters and Home Occupations requires rewording of the proposed Section.

The reference to "banners" should be deleted, as only temporary banners are allowed by Building Code, Section 6201. Additionally, the proposed "banners ... flown from poles attached to the facade of the dwelling" would violate allowable building code architectural projections, and/or exceed allowable Zoning Code projections into required yards.

"Window display" is not defined, suggest use of the term "window sign", where a sign is defined as any object or part thereof, used to display or otherwise present a message and attract attention of the public.

Suggested reword:

... pursuant to the Project Approval process set forth in Section 13 below, provided that the commercial uses are permitted by the underlying zone. Commercial uses on A or R zoned properties shall comply with the use restrictions and other regulations applicable to Home

Occupations, contained in Section 12.05A16 of the Code. Except that one wall sign or window sign, not exceeding three square feet, shall be permitted on the dwelling.

Section 6 B 2:

Clarification is necessary to quantify the Floor Area Bonus for Pedestrian Amenities. By definition floor area is within a building, as such outdoor "Pedestrian Amenities" would not be included within a development's floor area. The amenities should be quantified by the "lot area" they cover.

The stated Floor Area Bonus is undefined as far as how the 25% will be determined. Clarification of the intended bonus is necessary. Suggest the intent was to increase the allowable floor area.

Suggested reword:

2. Pedestrian Amenities Floor Area Bonus. Notwithstanding any provision of the Code to the contrary, this incentive may be approved in Subarea 1 - Major Activity Center, and Subarea 2 - Secondary Activity Center in conjunction with a Project that includes lot area developed with Pedestrian Amenities. The Floor Area Bonus incentive shall consist of an increase in allowable floor area not to exceed 25% of the lot area devoted to Pedestrian Amenities.

Section 6 B 3:

The required covenant and agreement should be approved by the Director of Planning, when the Floor Area Bonus is granted.

Suggested reword:

... A covenant and agreement, approved by the Director of Planning, restricting the Project to the Targeted Use for at least ten years shall be recorded as a condition of the approval of the Floor Area Bonus for that use.

Section 6 B 4 (b) (1):

The Specific Plan is intended is to encourage Targeted Uses. However, this section would allow a change of use to health club, large restaurant, or similar uses, without the Code required increase in parking.

Suggested reword:

Notwithstanding the contrary provisions of Section 12.21 A 4 (m) of the Code or any other provisions of this Specific Plan, no additional parking shall be required for a change of use in an existing building to a Targeted Use permitted by this Specific Plan provided that any existing provided parking is maintained.

Section 6 B 7 (a) (2):

As written the Specific Plan allows an unlimited number of dwelling units and Joint Living and Working Quarters to be developed on any lot, regardless of the underlying zone or height district. The Specific Plan should specify the maximum dwelling unit density by zone or for the entire plan. Suggested maximum density should be equivalent to that of the RD1.5 Zone to remain consist with the Northeast Los Angeles Community Plan, and Section 7 of this Specific Plan.

Suggested reword:

Permitted dwelling units and Joint Living and Work Quarters shall be subject to the lot area requirements of the RD1.5 Zone, regardless of the underlying zone.

Section 6 B 7 (b):

Building Code requires 750 sf. minimum floor area for Artist in Residence dwelling units.

Which hallways can be excluded from the minimum floor area determination should be clarified. Hallways within individual units need not be excluded from the minimum floor area.

"Average floor area" is not defined above and should not be so referenced.

The statement regarding "minimum average size shall be maintained and not reduced" is repetitive.

The access to and type of toilet and bath facilities should be clarified, whether private or common.

Suggested reword:

(1) Minimum Size. The minimum floor area for new dwelling units shall be 450 square feet. The minimum floor area for new Joint Living and Work Quarters shall be 750 Square feet. Floor area shall not include common hallways, other common areas, rooftops, balconies, terraces, fire escapes, other projections, or surfaces exterior to the walls of the building. The floor area of both the living space and the work space shall be combined to determine the size of Joint Living and Work Quarters.

(2) Minimum Average Size. The average floor area of all dwelling units and Joint Living and Work Quarters in a building, including those that existed prior to the effective date of this Specific Plan, shall be at least 750 square feet.

(3) Guest Rooms. Each guest room shall include private access to toilet and bathing facilities.

Section 6 B 7 (c):

The exceptions as stated by the proposed Section are not necessary. By Code, existing non-conforming buildings are allowed to remain, regardless of current zoning changes. Suggest delete entire Section and renumber as necessary.

Section 6 B 8:

There is an error in the Section number referenced. The correct Section reference for Subarea 3 - Mixed Use Subarea, is: Section 10.

The reference to "new construction" should be deleted, as new Projects involving change of use or Adaptive Reuse may not require any new construction work.

"Commercially-zoned street" is undefined since public right-of-ways do not receive zone designations. Suggest referring to the proposed Project sit as being "on a commercially zoned lot and abutting a public street."

For clarity, suggest moving the frontage exclusions to a new sentence.

"Designed to accommodate" should be stated as "contains". A design concept does not always result in the final permitted uses. A Project designed to accommodate the Targeted uses could easily be permitted for many other uses.

Suggested reword:

8. Mixed Use Development Provisions. Notwithstanding any other provisions of the Code, a Mixed Use Project located within the Subarea 3 - Mixed Use Subarea, which conforms to the development standards set forth in Section 10 below, shall be eligible for the following development incentives, provided a minimum of 35 percent of the Ground Floor building frontage is on a commercially zoned lot, abutting a public street, and contains commercial uses to a minimum depth of 25 feet. Driveways and/or pedestrian entrances may be excluded from the minimum building frontage determination.

Section 6 B 8 (a):

For clarity, the repetition of "Mixed Use Project" should be deleted. "Mixed Use Project" and eligibility were defined in the previous Sections. Suggest reference be made only to "eligible

Project", to avoid incentives being granted to projects which do not meet the previously stated criteria.

"Mixed Use Project" is defined as containing both commercial and residential uses. Restating the definition is unnecessary.

If the intent is to limit the height of Mixed Use Projects to 45 feet, further clarification of "up to a maximum of 45 feet" is necessary.

Suggested reword:

(a) Housing. An eligible Project may be developed up to a maximum height of 45 feet and with an FAR of 2:1.

Section 6 B 8 (b):

This Section provides no incentive or relief for Targeted Projects, and should be deleted. Open unenclosed areas, such as those used for pedestrian amenities, are not considered as floor area by Code, and therefore are already not included in the maximum allowable floor area. Unless the intent of the Specific Plan is to require Pedestrian Amenities to be covered and enclosed within the building, this section provides no increase in allowable floor area. Further, excluding the area of Pedestrian Amenities from the buildable lot area, in the FAR equation, would penalize Targeted Projects.

Section 6 B 8 (c):

For clarity, the repetition of "Mixed Use Project" should be deleted. "Mixed Use Project" and eligibility were defined in the previous Sections. Suggest reference be made only to "eligible Project", to avoid incentives being granted to projects which do not meet the previously stated criteria.

Reference should be made to the Code section which defines "Corner Lot."

For clarity, the percentage increase should be moved ahead of the items to be increased.

The effect of a percentage increase in FAR is not obvious. However, if the intent is to increase the Projects allowable floor area it should be so stated.

"Residential density" is undefined. The correct Code reference is "the minimum lot area per dwelling unit or guest room."

Suggested reword:

(c) Incentives for Facade Treatments, Corner Lots or Community Facilities. Each eligible Project shall be entitled ...

(1) Facade Treatment. A height increase ...

(2) Corner Lots. An eligible Project on a Corner Lot, as defined in Section 13.09, is eligible for a 20 percent increase in height, Allowable Floor Area, and the minimum lot area per dwelling unit or guest room, beyond what is otherwise permitted by the underlying zone. Provided, however, that an eligible Project which secures an affordable housing density bonus pursuant to California Government Code Section 65915 shall not also be eligible for this Corner Lot incentive.

Section 6 B 8 (d):

Again, for clarity the repetition of "Mixed Use Project" should be deleted. "Mixed Use Project" and eligibility were defined in the previous Sections. Suggest reference be made only to "eligible

Project", to avoid incentives being granted to projects which do not meet the previously stated criteria.

Suggested reword:

(d) Mini Shopping Centers and Commercial Corner Developments. Eligible Projects shall be exempt from ...

Section 6 B 9:

For clarity and uniformity of enforcement, suggest wording similar to that used in the "Commercial and Artcraft District."

"Small scale" is not defined. The definitions in Section 13.06 E quantify the allowed uses.

9. Commercial Artcraft Provisions. Notwithstanding any provision of the Code or this Specific Plan to the contrary, a Project within the Artwalk Subarea as designated on Map No. 2 shall be allowed to establish the following manufacturing and retail uses in a commercial or residential zone, provided Artcraft activities are limited to those decorative or illustrative elements requiring manual dexterity or artistic talent:

(a) Permitted Outdoor Uses. The creating, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code.

(b) Permitted Indoor Uses. The manufacturing, assembling, compounding or treating of articles as set forth in Section 13.06 E 1 of the Code, with the addition of the following uses:

Arts studio, either painting or sculpture
Music Studio
Dance and drama studio
Small film/video post production studio, not more than 5,000 square feet.
Any other Home Occupation use that would be permitted by Section 12.05 A 16 of the Code.

Such uses shall not be permitted above the first floor of any structure.

Section 7 B 2:

The legal description of the "single original parcel/ownership size" should be included.

Section 10 A 2:

Projects that would convert existing commercial developments to residential uses may not be able to provide the required open space per Code. The Specific Plan limited new residential development to RD1.5 Zone uses. The Open Space requirements specify that all required open space in the RD1.5 Zone shall be provided at grade level and open to the sky. Most existing commercial developments were built without setbacks and yards. These development would not have at grade open space available to meet the Code minimums. These developments may be able to provide roof decks, balconies or other open areas. Suggest allowing the required open space for Adaptive Reuse and other commercial conversions to be above grade level or the first floor.

Suggested reword:

2. Open Space. All projects shall comply with the open space requirements for six or more residential units pursuant to Section 12.21 G of the Code. However, Adaptive Reuse Projects may provide the required open space above grade level or the first floor.

Section 11 B:

The hours of operation should be more clearly defined. Specifically, what hours would a "night shift" include. Suggest limiting the hours of operation to between 7:00 am and 11:00 pm.

Suggested reword:

... These uses are not permitted above the Ground Floor of any structure except for a single ancillary office. The hours of operation shall be limited to between 7:00 a.m. and 11:00 p.m. All of these uses may provide a teaching component ...

If you have any questions please contact Peter Kim at (213) 977-6484 or at pkim@ladbs.lacity.org.

ANDREW A. ADELMAN
General Manager

by:

Peter Kim
Zoning Engineer

PK:sk

cc: Raymond Chan
Hector Buitrago

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CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AND
STATEMENT OF OVERRIDING
CONSIDERATIONS

Pursuant to California Environmental Quality Act ("CEQA"), certain significant adverse impacts will continue to remain, even with the adoption of the EIR for Northeast Los Angeles Community Plan Revision (EIR No. 90-0615 CPR) and its associated mitigation measures and are therefore deemed unavoidable.

These unavoidable impacts relate to the potential future development as indicated in the Northeast Los Angeles Community Plan Revision and the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and/or the cumulative development of related projects over time.

The Project EIR for the Northeast Los Angeles Community Plan found that the environmental effect which cannot be mitigated below a level of significance is: Public Parks. Notwithstanding that finding, the City Council adopted a Statement of Overriding Consideration when it adopted that Plan..

The EIR for the Northeast Los Angeles Community Plan adequately describes any potential impacts of The Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy.

Adoption of the Avenue 57 Transit Oriented District Neighborhood Implementation Plan Strategy and Ordinance is a step toward mitigating the Park Facilities impacts which were found by the EIR for Northeast Los Angeles to be significant. Notwithstanding the fact that the Avenue 57 Neighborhood Plan and Specific Plans reduce that impact, that impact will still not be reduced below a level of significance. No additional feasible mitigation measures or alternatives for this impact have been identified. However, the social, economic, and environmental benefit derived from this plan, and the fact that this Plan does lessen the Park impact make this statement of overriding consideration necessary and appropriate.

Therefore, pursuant to CEQA Section 21081 and CEQA Guidelines Sections 15091 and 15093, the benefits of implementing the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan help mitigate the adverse environmental effect from the Community Plan, outweigh the unavoidable environmental effect and therefore the adverse environmental effect is determined to be "acceptable" due to the following overriding considerations of social, economic or environmental benefit of the project which will outweigh the environmental cost and justify approval of the recommendation for the following reasons:

a. Approval of the recommended action would provide a contribution to the goals and

objectives of the Citywide General Plan in that it will address goals and policies of the Northeast Los Angeles Community Plans, the General Plan Framework, the Land Use Transportation Policy the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council

b. Approval of the recommended action would provide for adequate distribution of land use designations to accommodate growth and changes within the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy area by planning for and encouraging the location of job producing development and housing in proximity to a Transit facility.

c. Approval of the recommended action will enhance long term economic growth in the area by providing incentives for development which produces economic activity.

d. Approval of the recommended action would provide some relief for the unmitigated effect of lack of Parks facilities in that, the plan allows development of public plazas, and open space amenities without these features counting against allowable square footage for permitted floor area calculations which helps address the lack of Park facilities.

e. Approval of the recommended action would provide some relief from the unmitigated Park deficiency by helping to increase the pedestrian orientation of the plan area which creates public spaces for people to circulate and gather, which thereby helps address public open space concerns.

f. Approval of the recommended action would allow for and encourage more intense development of commercial and residential uses in proximity to the Arroyo Seco Regional Library, Highland Park Recreation Center and Highland Park Senior Citizen Center which makes more efficient use of existing Park facilities, thereby helping make the Parks that do exist in the community more efficiently utilized.

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2/29/00

BACKGROUND REPORT
on the
AVENUE 57
TRANSIT ORIENTED DISTRICT
SPECIFIC PLAN

for
HIGHLAND PARK
in
Northeast Los Angeles

Table of Contents

CHAPTER I. BACKGROUND
A. WHAT IS A TRANSIT ORIENTED NEIGHBORHOOD PLAN

B. THE PASADENA BLUE LINE

C. HISTORIC DEVELOPMENT PATTERNS

E. HIGHLAND PARK HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

F. IMPLICATIONS OF DEMOGRAPHIC AND ECONOMIC PROFILES

G. SUMMARY

CHAPTER II. AVENUE 57 NEIGHBORHOOD VISION
A. VISION STATEMENT
An Economically Vital Community
A Community That Preserves its History
A Diverse Community
A Stable Community
A Youth Friendly Community
A Thriving Arts Community
A Community With Usable Open Space
A Walkable Community

CHAPTER III. THE NEIGHBORHOOD PLAN
A. PLAN DEVELOPMENT

B. SPECIFIC PLAN USERS MANUAL

C. INCENTIVES
Live/Work provisions
Home Occupation
Pedestrian Amenities
One Time FAR Bonus
Adaptive Re-use Provisions
Mixed Use
Commercial Artcraft
Reduced Parking
FAR Bonus for Lot Assembly
Bed and Breakfast

D. DEVELOPMENT CONTROLS
Ground Floor Commercial Uses

Building Frontage
Pedestrian Amenities
Location of Pedestrian Entrances
Parking
Transparency of Building Frontage

E. PLAN SUBAREAS

1. Major Activity Center
2. Secondary Activity Center
3. Mixed Use Areas
4. Avenue 58 Farmers and Artisan Market
5. Avenue 57 "Artwalk"
6. Marmion Way Transit Corridor
7. Residential Areas

CHAPTER IV. URBAN DESIGN

CHAPTER V. ECONOMIC DEVELOPMENT STRATEGY
A. BACKGROUND

B. APPROACH

C. TACTICS

D. COMPONENTS OF THE ECONOMIC DEVELOPMENT STRATEGY
Attract Location Sensitive Industries
Create Industry Complexes
Tap into the local unmet consumer demand

E. LAND USE IMPLICATIONS OF THE STRATEGY

F. IMPLEMENTATION

G. CHARACTERISTICS AND EVOLUTION OF THE HIGHLAND PARK CENTRAL BUSINESS DISTRICT

H. SITE NEEDS FOR PROSPECTIVE NEW USES

I. FINANCIAL STRATEGY FOR LOCAL BUSINESSES

J. GOVERNMENT PROGRAMS

CHAPTER VI. PUBLIC FACILITIES, SERVICES AND AMENITIES
Monte Vista Elementary School
Arroyo Seco Regional Library, Highland Park Recreation Center, and the Highland Park Senior Citizen Center

CHAPTER VII. CIRCULATION AND PARKING
A. BACKGROUND

B. EXISTING CONDITIONS

C. FUTURE CONDITIONS

D. THE PASADENA BLUE LINE

CHAPTER VIII. SPECIFIC PLAN ORDINANCE
A. PURPOSE OF THE SPECIFIC PLAN ORDINANCE

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

CHAPTER I. BACKGROUND

A. WHAT IS A TRANSIT ORIENTED NEIGHBORHOOD PLAN

The Avenue 57 Neighborhood Implementation Plan and Strategy is a Transit Oriented District (TOD) Plan, an implementation tool new in practice to the city of Los Angeles, but not new in concept. This type of neighborhood implementation /TOD plan has its roots in the Concept Los Angeles plan adopted in the 1960s and more recently in the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework element, adopted December 11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council.

Neighborhood plans are not adopted as part of the City's General Plan, but are more of a tool box of implementation tools - similar to a Specific Plan - which can be used by a community for the purpose of implementing the Community Plans, which are the Land Use element of the general plan. A Neighborhood Plan focuses on the area generally within 1/4 mile of a transit station, with the intent of making the area around the station more conducive to using the transit system, be it the heavy or light rail or rubber wheel type of transit. The area needs to be pedestrian friendly to encourage walking, to reduce automobile trips, to improve air quality, and, in general, to make the transit an asset to the neighborhood.

To the extent that the City has ability to implement the community's vision for the long range future, the Avenue 57 Neighborhood Implementation Plan and Strategy was created as a guide to improve the neighborhood environment, by making it a more economically viable, transit friendly and livable community and was developed in concert with: area residents, property owners, and businesses; the Department of City Planning; consultants in the fields of urban design, economics, and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings, September 6t, 1997 through June 27, 1998.

The Neighborhood Implementation Plan is an implementation tool for the Northeast Los Angeles Community Plan. It defines the regulations affecting the area immediately around the Avenue 57 Pasadena Blue Line station located at Avenue 57 and Marmion Way in a more finite manner and creates incentives that are designed to help attract development to the plan area. The Neighborhood Plan is a tool to help guide, stimulate, and incentivise growth, and to make Highland park a more attractive and liveable place to live and work. The Plan boundaries are generally Avenue 50 on the west, Piedmont Avenue on the east, North Figueroa Street on the south, and Monte Vista Street and Echo Street on the north.

The "Specific Plan" component of the neighborhood plan is an Ordinance that will supersede, or supplement, other zoning regulations and will affect the size and bulk of new developments to keep it compatible in scale with the rest if the community, will provide relief from some regulations in order to incentivise development, and will allow development within existing structures without additional parking as new uses are developed, or as existing uses are replaced in the same structures. This Specific Plan and the allied economic strategy will also provide a guide for residents, property

owners, and businesses to direst public and private neighborhood improvements, resources, and, stimulate the attraction of new uses in the community.

The Neighborhood Implementation Plan does not advocate, stimulate or create more population growth. The Neighborhood Plan relies for its population projections on the community plan revision of the Northeast Los Angeles (NELA) Community Plan's population growth estimates for this and other neighborhoods within the NELA Community Plan boundaries. The Physical and land use changes in housing, retail, employment, and public amenities proposed in this Neighborhood Plan are scaled to the Community Plan's projections for growth to the year 2020.

The Neighborhood Implementation Plan builds on what is, and has always been, an asset about this neighborhood: its excellent location between two major Downtown areas, Pasadena and Los Angeles. Other assets include pending investment in light rail, the access provided by the adjacent Pasadena Freeway, local entrepreneurial spirit, historic richness, and a flourishing arts community. The Plan acknowledges the need to support the community's local sense of place and history as an essential part of revitalizing the neighborhood.

The Neighborhood Implementation Plan is an implementing tool for the Northeast Los Angeles Community Plan. It defines the regulations affecting the area immediately around the Avenue 57 Pasadena Blue Line station located at Avenue 57 and Marmion Way in a more finitemanner and creates incentives that are designed to help attract development to the plan area. The Neighborhood Plan is a tool to help guide, stimulate, and incentivise growth, and to make Highland Park a more attractive and liveable place to live and work. The Plan boundaries are generally Avenue 50 on the west, Piedmont Avenue on the east, North Figueroa Street on the south, and Monte Vista and Echo Street on the north.

While Highland Park's location as the site of a future Pasadena Blue Line station and, therefore, its transportation orientation was the initial impetus for choosing this community for a "Neighborhood Plan." The plan is designed to add positive benefit to the neighborhood whether or not the station is constructed. The concepts and recommendations are drawn from good planning practice and will serve to improve the built environment, create a pedestrian oriented scale and streetscape, and build on the existing programs now operant here.

Preparation of the Avenue 57 Neighborhood Implementation Plan and Strategy was funded, in part, by the Federal Transit Administration, with monies from the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds were made available to the Los Angeles Department of City Planning (DCP) through the State Department of Transportation (CALTRANS), and the Los Angeles County Metropolitan Transportation Authority (MTA).

These ISTEA funds are available for a wide range of transportation related projects. This grant is intended to stimulate usage of the light rail line, increase livability, enhance pedestrian orientation, and help stimulate economic development in the neighborhood immediately surrounding the station. This neighborhood was chosen to receive the funds because it is the location of a Pasadena Blue Line light rail station.

B. THE PASADENA BLUE LIN E

In 1999 a Joint Powers Authority was approved by the State of California under Senate Bill 1847

authorizing reinstatement of the light rail line along Marmion Way for development of the future blue line extension from Downtown Los Angeles to Pasadena. This act removed planning and construction of the Blue Line extension from the LACMTA, and placed authority for its continuation in the hands of a "Joint Powers Authority" (JPA) consisting of representatives from the City of Los Angeles, City of Pasadena, City of South Pasadena, and the LACMTA. The "Construction Authority" of the JPA has proceeded with alacrity and the Pasadena Blue Line is scheduled to open at this station in June of 2003.

C. HISTORIC DEVELOPMENT PATTERNS

The Highland Park community has a rich and diverse history. The legacy of this historic past is evident in the inventory of historic and architecturally significant buildings in Highland park. These historical structures provide the community with a major asset as it begins the task of revitalizing and restoring Highland Park to its former character and importance within the City of Los Angeles.

The earliest settlers in what is now Highland Park were the Indians of the Gabrielino tribe. Later the area became part of a Spanish land grant to the Verdugo family and at that time was named Rancho Verdugo. Over time, various sections of t he Verdugo land holdings were sub-divided in to several smaller ranchos, including Rancho San Rafael.

In 1870, Andres Glassell and A.C. Chapman purchased what is today Highland Park, from the Verdugo family. It took more than ten years before any serious development occurred in the area. However, once development began, Highland Park quickly became an early suburb of the City of Los Angeles. At one time all of Highland park was farmland. Farming was a major industry for the area and a slaughter house, belonging to the Benner Farm, was located at the site where the Ebell Club is now located.

Highland park was incorporated in the City of Los Angeles in 1895. The driving force for the incorporation was a need for water and public services to support the growth and development of the community. There was also an underlying motive to maintain Highland park as a "dry" community, free from the encroachment of liquor selling road houses which had developed near Sycamore Grove.

With the building of Occidental College, Judson's College of Fine Arts and Los Angeles Pacific College in the early part of the nineteenth century, Highland park and the immediate surrounding area began a tradition of devotion to the arts and letters which continues to this day. The establishment of the Southwest Museum further solidified this intellectual and artistic base. This desire to become part of an intellectual and creative community continue with many artists, writers, poets and others in the creative arts continuing to re side in Highland Park.

Major subdivision of land for homes and small businesses began in the 1880's and was completed by the 1910's. Thus Highland Park became one of the oldest "streetcar suburbs" of Los Angeles. The general subdivision pattern of this early effort remains today in the long, narrow parcels laid out in a traditional grid. The continued existence of this pattern is today an asset. The livability of the community is supported by the pedestrian friendly street grid and close association of homes to shops and employment. The challenge will be to recover and enhance this historic urban pattern.

Medium and high density residential development exists in relatively small concentrations scattered

throughout the community, reflecting long-standing zoning at R3 and R4 zone classifications. This housing includes buildings form the turn of the century through the present. Actions in 1994 were taken by the City to protect the community's historic character through the adoption of a Historic Preservation Overlay Zone. This zone, provides procedural mechanism to review development proposals, with the goal of the process to protect and enhance buildings, structures, features, sites and areas that have historic architectural significant either for Highland Park or the City of Los Angeles.

There is also a diversity of commercial uses consisting of mom and pop grocery stores, historic pedestrian-oriented shopping districts and mini-mall type of developments. The main commercial street in Highland Park is North Figueroa Street, a designated "Community Center" in the proposed Blue Line Light rail public transit route is planned to extend along Marmion Way, between Figueroa Street and Monte Vista Street.

D. HIGHLAND PARK HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

An HPOZ is an overlay zone consisting of special regulations to preserve the unique architecture and heritage of a community. The Highland Park Historic Preservation Overlay Zone defines an area with special regulations governing the addition, alteration, improvement, demolition, reconstruction, rehabilitation or restoration of "structures, features, sites and areas that are reminders of the City's history, are unique and irreplaceable assets to the City and its neighborhoods, or are worthy examples of past architectural styles." This HPOZ, is the first established and largest HPOZ in the City of Los Angeles. Procedurally, an established HPOZ Board reviews development proposals and makes decisions which are appealable to the City Planning Commission and City Council, for proposed projects within the HPOZ area. These decisions are principally for designated properties of historic significance and to a lesser degree the properties not so designated, but nonetheless within the HPOZ area.

E. IMPLICATIONS OF DEMOGRAPHIC AND ECONOMIC PROFILES

Research and demographic studies indicate that the plan area will grow form approximately 28,000 people in the year 1990 to approximately 34,000 people in the 2020, which is an 18% increase, or approximately 6,000 additional people. This growth in population will require approximately 1,000 more housing built since 1990.

A study by Economic Research Associates (ERA) indicates that in 1990 the population in the plan area was 20, 427 people of Hispanic origin, or 73% of the total population. By the year 2020 the Hispanic population is projected to experience a slight decrease to 72.8% or 24.763 people.

Children under the age of 19 years are projected to account for approximately 36% of the new population. By the year 2020 it is estimated there will be12, 221 school age children, which is an addition of 2,205 students. This implies a need for approximate 110 more classrooms that existed in 1990. This figure uses a standard of 20 students per classroom. The Los Angeles Unified School District (LAUSD) has provided classrooms for its students until now, but notalways using a standard of 20 students per classroom. The School District plans to expand Monte Vista Elementary School and Aldama Elementary School during the next 10 years to meet the demand for more classrooms. According to the may 1998 LAUSD 10 year Master Plan for construction of new school facilities and expansion of existing campuses, which is based on their own staffs demographic projections, there are no projected expansions for middle school or high school

classrooms or for new campuses at this time, in this neighborhood.

By the year 2020, 30% of all neighborhood children will be the age of 5 years. This will require pre-primary child care programs for at least an additional 657 children. Most of the remaining, 1,548 elementary, middle and high school students will also need after school programs. These figures use the projected student population figure for the year 2020 minus the base student population from 1990. These programs will be especially important when the Welfare Reform Act is implemented and mothers with dependent children enter the workforce in greater numbers. Programs for school age children can also help curb youth from becoming gang members by inculcating values that preclude this kind of activity, as well as providing diversions of a positive nature.

The ERA study indicates that 17.1% of the households in the plan area are projected to be earning incomes below poverty level in the year 2010. An estimated 16,366 people will be in the labor force in the year 2020, and 12% (or 1,928) of these are estimated to be unemployed. These estimates do not include any consideration of the impact Welfare Reform Legislation will have on the number of persons looking for work by 2020.

The 2020 projections indicate that 1,599 households (or 17% of the total 9,412 households in the plan area) will be on some sort of public assistance. When the Welfare Reform Legislation is fully in place, it is reasonable to assume most families on public assistance will have at least one member in the labor force.

The unmet employment needs in the plan area by 2020, conservatively will be for 1,928 new jobs: 1,599 jobs for heads of households no longer allowed on welfare plus 329 jobs for persons unemployed in the standards labor force. Assuming additional jobs will be necessary to bring the areas household income up to the City or County median, even more employment is required.

F. SUMMARY

The Avenue 57 Neighborhood Implementation Plan is an implementing tool for the Northeast Los Angeles Community Plan, and is intended as a tool the community can use to help re-vitalize its neighborhood. It capitalizes on the Avenue 57 Pasadena Blue Line Station and defines the regulations affecting the area immediately around the station located at Avenue 57 and Marmion Way in a more finite manner and creates incentives that are designated to help attract development to the plan area. The Neighborhood Implementation Plan is a designed to help guide, stimulate and incentivise growth, and to make Highland Park a more attractive and liveable place to live and work.

The Plan envisions physical changes, as new development occurs, that will enhance commercial activity, employment, transit access, pedestrian environment, and public amenities, and to increase the compatibility of businesses and residential neighborhoods. The major physical features or land use changes recommended in the Plan are: 1) Creation of two "Activity Centers, one at the intersection of Avenue 57 and Marmion Way, and the other at the intersection of Avenue 57 and Figueroa Street; 2) The introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3) The allowance by right of Arts and professional studios in residential areas; and 4) The use of development incentives to encourage revitalization of Highland Park.

The Implementation Plan and Strategy builds on what is, and has always been, an asset of this

neighborhood: its strategic location between two major Downtown areas, Pasadena and Los Angeles. Other assets include pending investment in light rail, access provided by the adjacent Pasadena Freeway, Local entrepreneurial spirit, historic richness, and a flourishing arts community. The Plan acknowledges the need to support the community's local sense of place and history as an essential part of revitalizing the neighborhood.

CHAPTER II AVENUE 57 NEIGHBORHOOD VISION.

A. VISION STATEMENT

In a series of public workshops, the residents of Highland Park created a Vision of what the want for their community for the year 2020 that includes emphasis on: maintaining the current historic grain and character of the neighborhood; enhancing walkability, liveliness of its streets and its major and secondary retail activity nodes; improving accessibility to public transit; improving local employment rates; and preserving and expanding the local artists community and related activities.

The people of the Avenue 57 Neighborhood Implementation Plan area envision a community that has a vital economy; a powerful civic culture, a diverse and stable population, a youth friendly environment, and a community with more street trees and pedestrian level street lighting in its residential areas. Achieving those visions were stated as the community's highest priority, and the visions are reflected in the Neighborhood Implementation Plan.

An Economically Vital Community - The neighborhood economy is reasonably healthy at this time, but contains an incomplete mix of commercial uses. Improving that mix has the potential of providing more jobs and improving the economic synergy of the neighborhood. The presence of the Pasadena Blue Line station can function as an economic attractor for jobs and housing construction. Mixed land uses will be encouraged in certain parts of the neighborhood where they can thrive as compatible uses that, when brought together in a functional arrangement, can help to contribute to the community's economic vitality and safety. Compatible land uses will be concentrated in two "Activity Centers" on North Figueroa Street that reinforce highland park's sense of place and local identity. The plan hopes to stimulate economic development by creating incentives to re-use existing structures without the normally required additional parking or other, non safety related, building requirements, by instituting a mixed use component to the commercial areas.

A Community That Preserves its History - While accommodating anticipated growth to 2020, the current historic character, or "grain" of the neighborhood, will be maintained. The Historic Preservation Overlay Zone Board will continue to lay a major r ole in the decision making process as future development takes place in this area. The plan recognizes and supports the role and policies of the HPOZ, by establishing adaptive re-use policies, by granting non-conforming rights statues to existing non-conforming buildings and by limiting the massing of parcels to maintain an appropriate scale of development.

A Diverse Community - This neighborhood is, and will remain, a place where people of many different ages, incomes, family formation types, an cultural perspectives live, work and shop in

harmony. The neighborhood will support cultural differences between neighbors as a community asset to be celebrated. While a plan cannot decree diversity, a plan can encourage provision of a range of housing types to allow a diversity of income ranges, can provide for transportation linkages to allow the existing diverse population access to job centers, and can assist in the preservation of a sense of place that brought the diverse population mix here in the first place.

A Stable Community - This neighborhood should be designed to support its youth. There needs to be an effort to curb young people at risk who live here from becoming gang members by making it easier to develop more child care and preschool facilities, after-school programs, and job training programs. The plan assists through allowing development of community serving uses without the square footage of such uses being counted as allowable building square footage, which, in effect, allows these uses to be a building bonus. The plan also encourages the Los Angeles Unified School district to participate in joint use strategies for the use of its school sites as recreational assets to the community.

A Youth Friendly Community - This neighborhood should be designed to support its youth. There needs to be an effort to curb young people at risk who live here from becoming gang members by making it easier to develop more child care and preschool facilities, after-school programs, and job training programs. The plan assist through allowing development of community serving uses without the square footage of such uses being counted as allowable building square footage, which, in effect, allows these uses to be a building bonus. The plan also encourages the Los Angeles Unified School district to participate in joint use strategies for the use of its school sites as recreational assets to the community.

A Thriving Arts Community - The arts community in Highland Park forms a significant part of the historical and current sense of place and character of the community. The plan supports this element of the community through inclusion of artist live-work provisions in the neighborhood and an "Artwalk" to showcase local talent and the artistic history of Highland Park. These measures are designed to help make this neighborhood a more desirable place for artists to locate and to legalize some artists who are operating without benefit of appropriate permits.

A Community With Usable Open Space - The community has stated that this neighborhood needs to have a clean, comfortable, safe, graffiti-free and beautiful public realm. There should be ample open and landscaped space in which to socialize, convene civic gatherings, and recreate. To help realize this, the plan allows development of public plazas and open space without counting these uses against allowable building square footage. This, in effect, is a building bonus for developers and is designed to encourage development of these amenities. Pedestrian orientation regulations are required throughout the business district to create a more livable public space.

A Walkable Community - A clean, safe, and walkable public real needs to exist which can support a vibrant, pedestrian oriented street life. The Plan proposes implementing the Avenue 57 Art Walk and a linking Pedestrian Promenade, which is envisioned as a circular pedestrian route that includes Avenue 57, Monte Vista Street, Avenue 60, and Arroyo Seco Park.

The points described in the Vision Statement require a commitment to following a public policy strategy or framework. Expenditure of funds in the public, private and community based organization sectors need to support these priorities. Programs and infrastructure investments must

be consistent with this vision. The City, by itself, cannot bring this vision to fruition. The community must actively involve itself in implementing the changes necessary to accomplish the vision and evolving into the community they have stated they desire.

CHAPTER III. THE NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY

A. PLAN DEVELOPMENT

Traditionally, Specific Plans have been designed to restrict and add exactions to development for the purpose of visually or functionally improving the area within the Specific Plan. The Avenue 57 Neighborhood Implementation Plan adds incentives to develop or change uses. The incentives take the form of plan provisions which loosen regulations, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. The Avenue 57 Neighborhood Plan also builds on existing efforts that have been made, or are ongoing, in Highland Park including the Highland Park Historic Preservation Zone (HPOZ,) the improvements proposed with the MTA Linkages Study, the Local Area Neighborhood Initiative (LANI,) and the Targeted Neighborhood Initiative (TNI) programs. The plan seeks to re-enforce these programs and use incentives to make developing here more attractive, rather than acting as another layer of regulation.

The plan utilizes the basic operating concept that shopping malls are built upon: that one or a multiple of "anchor" uses act as attractors and their "walk by" business reinforces the customer base of the more specialized or "boutique" type businesses nearby. The reason malls attracted business from "Main Streets" was the convenient parking and the shopping dynamic of the anchor uses supporting the boutiques. Conceptually, shopping malls are enclosed main streets with more convenient parking. Highland park has public parking lot resources that are a close mimic of shopping mall parking convenience, and, with a more complete spectrum of business and service uses, and with the Pasadena Blue Line Station as an added attractor, there is potential to create the synergy to rejuvenate Highland Park's downtown. Through incentivising specific uses which fill in business gaps, the plan seeks to achieve the "mall" synergy in Highland park's business district. By limiting height and massing of buildings, the plan seeks to maintain the existing scale and texture of the community. Because the basic premise of the plan is to induce a fully functioning downtown through incentives, and because rejuvenation of development is a dynamic process, the plan should ne periodically re-visited and adjusted to keep it functioning optimally. At a minimum, the one time FAR bonus list should be adjusted to keep the commercial mix appropriate as commercial uses are replaced or new ones are constructed.

The design function normally addressed by a Specific Plan has been performed through the HPOZ which regulates design quality for the community. And the LANI and TNI programs which developed urban de sign standards for Marmion Way, Figueroa Street and various Avenues within the community and helped implement the urban design function for the plan area. The HPOZ, LANI, and TNI were all developed with much community support, so additional work in this area was not pursued. With these elements in place, this Neighborhood Plan and Specific Plans original contribution is in the area of providing a mechanism through which Government could provide a means to assist in the attraction of development which can contribute to the vitality and better functioning of the community.

The land Use Concept for Highland Park's Avenue 57 Transit Oriented District incorporates the vision, and policy goals of the community and represents the view of the residents who attended the public workshops, focus groups, bus tours and other meetings held over the eight month course of developing the Plan. The community strongly endorsed the concept that the plan not proposed large increases in either commercial floor area, or residential density. The plan reenforces existing land use patterns and densities. Changes proposed are, the inclusion of mixed use development incentives, adaptive re-use incentives, a live-work zone to permit artists and other professionals to live and work in the same building, the permission to establish bed and breakfast uses in the residential structures, and limits to lot aggregation for new development. In these ways, the plan is designed to preserve the prevailing scale, neighborhood feel, and design cohesion while providing a means to attract new development. Livability, pedestrian orientation, and enhancement of the historic architectural and cultural assets were guiding principals in developing this plan.

B. SPECIFIC PLAN USERS MANUAL

As with any complicated document, it is more understandable if accompanied by a "users Manual". Here is the Avenue 57 Transit Oriented District users manual.

1. If you have a particular site in mind: a) Go to the map and find your site location. It will be within a specific "Subarea" such as the "Major Activity Area". b) Go to Section "E" of this chapter, to find the list of incentives available for the "Subarea." Examples of incentives might be, MixedUse, or Adaptive Re-use. Descriptions of the Incentives are found in Section "C" of this Chapter c) Any new development in this Specific Plan area is entitled to two of the incentives.

2. To obtain more than two incentive you must file and have approved, a Conditional Use per Section 12.24 C 64 of the Municipal Code.

3. To obtain relief from the Development controls you must file and obtain approval of a "Specific Plan Exception."

4. Both the Zoning Administrators action and the Specific Plan Exception may be filed as a single action in which case the Planning Commission, or any successor to the Planning Commission, will hear and decide the case. The fee for a combined filing shall be whichever single fee is greater.

5. After you have chosen your incentives and before obtaining a building permit, you must have plot plans and/or floor plans showing your proposed building or renovation and illustrating any items such as increased FAR, parking lot landscaping, or reduced parking approved by the Plan Approvals section of the City Planning Department. Prior to approval by the City Planning Department, any request utilizing bonuses as stated in the Plan text or Ordinance shall have the design of the structure reviewed and a recommendation made by the Highland Park Historic Preservation Overlay Zone Board.

C. INCENTIVES

The Specific Plan includes a series of incentives for property owners to develop or change uses within five Subareas of the Specific Plan, as shown on Map No. 2, to encourage revitalization of the Highland Park community. The incentives relate to and support the purposes and objectives of the Specific Plan to stimulate economic development by encouraging the adaptive reuse of existing structures without the normally required additional parking or other non safety related building

requirements. The incentives take the form of plan provisions which provide relief from some regulations, allow a greater range of uses than the zone would normally permit, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. These incentives are valuable toward realizing Highland Park's revitalization because they encourage the existing historical buildings and buildings that add to the character and feel of the community to be reused without the normal, costly, retrofit requirements that could be disincentives to locating a new business in the Specific Plan area. The adaptive reuse incentive is designed to revitalize the main corridors of the Specific Plan area along Figueroa Street and Avenue 57 in the Artwalk Subarea by facilitating the conversion of older buildings, many of which are economically distressed and historically significant, to more productive uses by allowing commercial uses along Figueroa Street and uses in the Artwalk Subarea to change from one commercial use to another, encouraging mixed uses of commercial and residential, or commercial and office in the same building, allowing conversions from commercial to residential uses, and allowing live/work or artist in residence development. The mixed use incentive is designed to promote economic vitality and revitalization by encouraging land uses that combine commercial uses and dwelling units to allow additional residential density along Figueroa Street and Monte Vista Street, in proximity to the transit station, helping support the transportation system and reduce vehicle trips traveled by locating residents, jobs and services near each other, while maintaining residential density substantially at existing levels.

Live / Work provisions

The Adaptive Re-use provisions of this plan permit joint living and working quarters in existing commercial buildings throughout the plan area. This incentives allows new construction to be designed for live/work purposes to encourage artists and professionals, or it allows existing structures to be converted to live/work uses.

Existing artists and artisans who were operating prior to the effective date of this Plan and Ordinance without benefit of appropriate permits shall be deemed to be legal. New uses or expansion of existing, legal, joint living and work quarter uses shall be permitted within the entire plan area on both commercial and residentially zoned properties. T his incentive is provided to assist in making the area attractive to a wide range of artists or professional people who, increasingly, desire to conduct business from their home. As technological and communications advances alleviate us from dependence on an office to conduct business, these provisions will become increasingly desirable.

Joint Living and Work spaces shall be permitted for the following occupations set forth in Section 12.13 A 27 of the Municipal Code and other similar occupations as determined by the Director of Planning, provided that the commercial uses are permitted by the underlying zone.

Home Occupation

Home occupation uses as described in Section 12.05 A 16 of the Municipal Code are permitted by right in addition to the Live/Work uses and are only mentioned here as reference.

Pedestrian Amenities

Outdoor sidewalk cafes, public plazas, retail courtyards, pedestrian arcades, spaces for outdoor seating that are located on the ground floor, and that are accessible to and available for use by the public, shall have a maximum of 75% of their floor area counted in FAR calculations in the Major

Activity Center and the Mixed use District. This incentive is designed to attract development of pedestrian amenities by, essentially allowing them for free.

Community Uses

The following uses shall be permitted as bonus "Community Uses; 1.) Day or senior care centers, 2.) museums, 3.) cultural centers, 4.) community centers, 5.) small concert spaces or public theaters (2500 square foot maximum) 6.) Police substations, 7.) Other uses as determined by the Director of Planning, without such uses being counted against allowable FAR.

One Time FAR Bonus for "Targeted" uses

The following uses will be granted a bonus Floor Area ration of .25% FAR for the first development of nay of these uses: (1) A general merchandise 'department" type store, (2) A home improvement or hardware store, (3) A computer or software outlet store, (4) A graphic or art supply store, (5) A bookstore (6) A Music Store and (7) A mixed-use parking structure, if located within the Major Activity Center or Mixed Use Center. The Ordinance describes the minimum square feet for each such use.

Adaptive Re-use Provisions

Adaptive re-use is provided as an incentive to allow commercial uses along Figueroa Street and uses in the Artwalk to change from one commercial use to another, to encourage mixed uses of commercial and residential, or commercial and office in the same building, to allow conversions from commercial to residential uses, and to allow live/work or artist in residence development without incurring the normal requirements to provide additional parking, and the normal zone imposed use restrictions. The adaptive re-use provisions also relieve the developer of conditional use and site plan review provisions, as long as an HPOZ approval is obtained. These incentives are valuable toward realizing Highland Parks revitalization because they allow the existing historical buildings and buildings that add to the character and feel of the community to be reused without the normal, costly, retrofit requirements that are dis-incentives to locating a new business here.

Mixed Use

These provisions are being added to the designated Mixed Use boulevard areas along Figueroa Street and Monte Vista Street. This incentive is added as a device to allow additional residential density in proximity to the transit station to help support the transportation system, reduce vehicle trips traveled by locating residents, jobs and services near each other, but keep the plan consistent with the communities desire to keep residential density substantially at existing density. The purpose of mixed use is to encourage land uses that combine commercial uses and dwelling units. This provision also helps promote economic vitality and revitalization by allowing more income producing use to second or third stories above ground floor retail, while providing a variety of housing opportunities and improving the efficiency of public services and utilities.

Commercial Artcraft

The Commercial Artcraft provisions are added within the area designated as the "Artwalk" as an incentive to assist in creating an ambiance enhancing an artistic "sense of place" along the Artwalk. The intent is to allow local artists to pursue their art in a public fashion with as little governmental regulation as is practical, but still protect the greater public and community from potential hazardous activities which may include the use of toxic or hazardous substances or processes. In this way, the community itself, over time can participate in the creation of a special ambiance that can attract

not only the community itself, but visitors form around theregion. Historically, Highland Park has been known as an "artist colony" from the 1920s and there is still a strong artistic presence here, so this incentive is directed toward enhancing the existing sense of the Home Occupation provisions found in the Municipal Code grant the basic ability to conduct a commercial artistic endeavor within either a commercially or residentially zoned structure, but those uses must be conducted within the building. This incentive allows outdoor uses and seeks to create a unique ambiance on the "Artwalk.". Art installations will be permitted upon issuance of a no-fee 30-day,renewable permit from the Planning Department. Business signage is permitted upon approval of the HPOZ Board.

Reduced Parking
A commercial or industrial building located on a lot not more than 1,500 feet distant from the portal of the Pasadena Blue Line Avenue 57 Station or 750 feet from a public parking lot shall be permitted a 15 percent reduction from the parking otherwise required by the Municipal Code.

FAR Bonus for Lot Assembly
Any new development or development joining existing uses into a unified development, may be granted a bonus of .25 percent above what the zone permits as maximum allowable square footage of building on the site.

Bed and Breakfast
A Bed and Breakfast facility described as "a building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive nights days and which does not contain more than five guest rooms and one kitchen" in an existing building that is designated on the National Register of Historic Places, including Contributing Buildings in National Register Historic Districts, the California Register of Historic Resources, the City of Los Angeles List of Historic-Cultural Monuments, or a Contributing Structure located in the Highland Park Historic Preservation Zone, is permitted by right if located in the RD or C Zones. Additional parking above that currently provided shall not be required if providing such parking would degrade the historic architectural character of the existing structure.

Any two incentives may be applied to a single development, however, no combination of incentives may exceed a Floor Area Ratio of 3 to 1. Application of more than two incentives will require approval pursuant to Section 12.24 C of the Municipal Code.

D. DEVELOPMENT CONTROLS
In order to preserve the neighborhood feel and related pedestrian function, and to increase the attractiveness of the central business district, as new development occurs on Figueroa Street, development standards must be imposed. These development standards are designed to work with the incentives included in this plan, and the historic preservation regulations and will help ensure that the communities vision of its downtown is preserved.

The following development standards, shall apply to all new construction projects fronting on Figueroa Street, and new "Mixed Use" projects on Monte Vista Street.

Ground Floor Commercial Uses - One hundred percent of the Ground Floor Building Frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate Commercial Uses to a minimum depth of 25 feet.

Building Frontage - Building Frontage shall for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

Pedestrian Amenities - Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

Location of Pedestrian Entrances - Each individual tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

Parking - For new development, surface parking lots or parking structures shall be located behind the required Building Frontage, in the rear, interior portion of the lot that does not front on the street.

Transparency of Building Frontage - At last 50% of all exterior walls (including doors) which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the HPOZ.

The following Development Standards shall apply to the entire plan area:

HPOZ - The approval requirements and provisions of the Highland Park Historic Preservation Overlay Zone apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan.

Lot Assembly Restrictions - A lot assembly restriction of a maximum of two lots or 10,000 square feet of residential development or 3 lots and 15,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan, except for the Angeles Chevrolet site which shall be exempt as long as it remains in a single parcel. A development may exceed the lot and area restriction by obtaining an approval through the Site Plan Approval process per Section 16.05 of the Municipal Code.

Height Restriction. The maximum height of 3 stories or 45 feet imposed by the C2-1VL zone, which was enacted by the Northeast Los Angeles Community Plan Revision, remains in full force and effect and this plan does not convey a right to exceed that height.

Residential Density. New residential development on commercially zoned property within the Avenue 57 Transit Oriented District plan are shall be limited to RD1.5 density to maintain consistency with the adopted Northeast Los Angeles Community Plan.

E. PLAN SUBAREAS

The main land use components of this plan are: 1) The strengthening of the central business district's two major activity areas; 2) Linking these two commercial activity areas with a mixed use boulevard connector; 3) Creating a pedestrian friendly circulation loop linking these centers, the Blue Line station, and the Arroyo Seco Park. These concepts are all basic to good planning practice, but the means to achieve them are new. This plan embraces the concept that the Highland Park neighborhood would benefit from a special bonus structure to attract the new

development and re-development needed to create the economic synergy necessary to re-invent it as a vital, fully functioning neighborhood. Land Use changes take place gradually, over time, as businesses are replaced in existing buildings, or as new construction takes place. The plan Subareas are:

1. Major Activity Center

The Major Activity Center is the historical and the economic heart of the neighborhood. The proposed Center includes the properties that front on North Figueroa Street between Avenue 55 and Avenue 59 and the municipal parking lot that adjoins the proposed Blue Line Station.

This Center functions within the neighborhood by providing a sense of place and a natural gathering place within the community. The plan for this area is intended to encourage not only commercial uses for the major center but community centered, recreational and cultural activities a well. With the appropriate mix of uses and the Blue Line as an attractor and catalyst, the area could develop into a 24 hour activity area. The ArtWalk, the experience of the historic ambiance, the restaurants, and an expanded range of shopping can all add to this equation for positive change.

The HPOZ controls ensure that historic building exteriors maintain their character, and new uses are appropriate in scale and architectural feel, and the adaptive re-use provisions will allow new uses to develop in existing structures without building or zone code requirements making the replacement uses perform expensive retrofit improvements, or provide additional parking.

The incentives for the Major Activity Center are the Live / Work provisions, a bonus for pedestrian amenities, a bonus community uses, a one time Floor Area Ratio bonus of .25 % for "Targeted" uses needed to create a full service commercial area, Adaptive R e-Use, Mixed Use, Reduced Parking of 15% within 1,500 feet of the Pasadena blue Line Avenue 57 station or 750 feet of a public parking, a 2.5 FAR bonus for lot assembly, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

2. Secondary Activity Center

The Secondary Activity Center, located between Avenue 50 and Avenue 52 on Figueroa Street is proposed to serve as a second supporting commercial anchor along the corridor. Aside from being another important activity center, the former Angelus Chevrolet site is the largest single commercial parcel in the plan area and, as such, provides a unique opportunity for future development. Large single parcels like this are a valuable asset for unified development, and as the neighborhood evolves. Planning for this subarea is characterized by creating a small scale, supporting commercial center to reinforce the Major Activity Center and serve as the westerly terminus of the Transit Oriented District.

Development incentives for the Secondary Activity center include: Live work provisions, a bonus for providing pedestrian amenities, a bonus for providing Community Uses, a one time Floor Area Ration Bonus of .25% for "Targeted" uses needed to create a full service commercial area within the Secondary Activity Center, Adaptive Re-Use provisions, and

Mixed Use provisions, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

3. Mixed Use Areas

Mixed use development is designated for the area generally between Avenue 52 and Avenue 61, between Marmion Way and North Figueroa Street and Monte Vista Street between Avenue 54 and 56. The planning intent is for the Figueroa Street commercial area to develop as Artists-in-Residence uses and mixed use, with the incentive provisions of a mixed use overlay zone. Mixed use would also be permitted within the Major and Secondary Activity Centers, but this area is particularly encouraged for mixed use development as its commercial base is not as intense, but functionally it links and supports both activity centers. Mixed use provides an incentive to use t he underutilized second floors of commercial buildings, supports both the Pasadena Blue Line and the Bus Lines with concentrated residential development in proximity to these systems, and ads to the potential for a 24 hour activity area. This designation conforms with the community vision for Highland Park as it allows additional residential development without intensifying development capacity in the surrounding residential neighborhoods.

Monte Vista Street, the effective northerly boundary of the plan area, forms a parallel transportation link north of the "Blue Line" Right of Way and is an alternate route to Mount Washington. Monte Vista Street is primarily developed with a mixed multiple residential, public and single family uses, but contains a two block commercial node. The commercial properties, between Avenue 54 and Avenue 56 are developed with existing neighborhood and pedestrian oriented commercial land uses and are located directly across the street form Monte Vista elementary School. The mixed use overly here, with residential uses permitted above ground floor retail uses, would permit a modest increase of floor area without intruding on the predominant scale of development, which would help supply housing within walking distance of the transit station, and would provide a viable use for underutilized second or third floors. This would re-enforce transit use and add to the mix of uses in the neighborhood.

The development Incentives for the Mixed Use Areas are the Mixed Use incentive provisions, the Live / Work provisions and the Adaptive Re-Use provisions, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

4. Avenue 58 Farmers and Artisan Market

This is the heart of the commercial center, and the focal point of the proposed Pasadena Blue Line station area. It's "Mercado" theme builds on the historic character of the neighborhood and provides potential for a public space to serve as a colorful, ever changing, magnet to attract local and transit passenger visitors.

An open air farmer's market and artisan market, on weekends with live entertainment is proposed along Avenue 58 between Marmion Way and North Figueroa Street. Design of improvements and amenities has been accomplished under the MTA "Linkages" study and has been funded. Construction is anticipated early in the year 2000.

As a part of the Major Activity Center, there are no specific incentives or restrictions which apply only to the "Mercado". The Farmers and Artisan Market is mentioned here as a separate heading only to highlight its theme importance and that there are specific plans for its use and improvement embodied in the Linkages study.

5. Avenue 57 "Artwalk"

Historically, Highland Park has been known as an "artist colony" from the 1920s and there is still a strong artistic presence here, so this incentive is directed toward enhancing the existing sense of place that give Highland Park a unique character. The planning for the Artwalk portion of the plan is designed to create a special corridor to showcase some of this unique art heritage and create a pedestrian scale pathway with it's own unique landscaping, design elements and public art displays.

The Artwalk includes the lots that front on Avenue 57, between Monte Vista Street and the Pasadena Freeway. The ArtWalk is intended to reinforce and stimulate the long standing Arts community of Highland Park. Another provision is to permit by right the posting of decorative signs highlighting the particular artist's wares as well as giving identity to this strip of Avenue 57.

Using banners along the public right of way for different artistic events and other community events would enhance the identity of the ArtWalk. Three dimensional public art can also be used to help establish identity for ArtWalk.

The development Incentives for the Artwalk are the Live / Work provisions and the Commercial Artcraft provisions as approved by the Director of Planning provided the development meets the requirements for the incentive.

6. Marmion Way Transit Corridor

The Marmion Way corridor is the public right of way corridor for the Pasadena Blue Line light rail transit system. It is unique within the overall corridor, as it is part of the historic, residential Highland Park Neighborhood, has a narrow right of way, and requires a sensitive design treatment. In response, while MTA still had jurisdiction over construction of the Pasadena Blue Line, the firm of HNTB was contracted to design the improvements and amenities for this section. Marmion Way's changing configuration had been a cause of concern among the Highland Park community, and a ten week urban design/community involvement process was instituted and a consensus was reached between the community, MTA and the City of Los Angeles, adopting an "at grade" system incorporating a narrow sidewalk of colored concrete, arroyo stone tactile strips which separate the sidewalk from the roadway, a mountable concrete curb, arroyo stone tactile strips separating the two track light rail system, arroyo stone pilasters for the catenary poles which power the light rail, patterned crosswalks, and pedestrian lighting. The spacial considerations of the narrow right of way and proximity of residential uses were severe design constraints and the resulting design by HNTB was reached with much public participation. This plan incorporates that work and requires that all development conform to the Pasadena Blue Line Marmion Way Corridor design as approved by LADOT. There are no specific incentives or restrictions applicable to the corridor. The Marmion Way Transit Corridor is mentioned as a separate heading only to inform about its publicly funded improvements.

7. Residential Areas

This subarea encompasses the remainder of the area contained within the plan boundaries and constitutes the primary residential component of the Avenue 57 Neighborhood Plan. The planning intent for these properties is to ensure that they are granted non conforming rights, and to limit the maximum size of new development so that the prevailing scale of the neighborhood is preserved. These residentially zoned and developed areas shall have legal nonconforming rights in perpetuity for density, height and yard requirements if the structure or use was legal when originally constructed.

Development Incentives for the Residential Areas are the Live / Work provisions and the Bed and Breakfast provisions as approved by the Director of Planning provided the development meets the requirements for the incentive.

An additional Development Control for the Residential Areas is a minimum bedroom requirement of not less than two bedrooms per unit for new development.

CHAPTER IV. URBAN DESIGN

In the Highland Park community, there have been a number of public supported and developed Urban Design efforts already adopted. The "Highland Park Conceptual Improvement Plan" and its accessory "Streetscape Design Specifications" and "Streetscape Design Specifications Manual" have been in place for a number of years and are being implemented. Rather than reinventing an urban design plan after so much citizen based effort and acceptance of these adopted design schemes, the Avenue 57 Neighborhood Plan recognizes these design concepts. The Highland Park Historic Preservation Overlay Zone (HPOZ) determines on a project by project basis, whether a design conforms with the established design feeling of the community. Between these two efforts, it was felt that urban design had been appropriately addressed in this plan area.

Implementation of these improvements must be a collaborative effort with participation of the City of Los Angeles, and community based organizations. Other cities have implemented similar urban design efforts and streetscapes through a Business Improvement District process or through a LANI type of non-profit Community Development Corporation.

CHAPTER V. ECONOMIC DEVELOPMENT STRATEGY

A. BACKGROUND

The Highland Park Economic Strategy (Attached, Appendix II) is designed to implement the goals and objectives of the Neighborhood Vision. This Strategy, however is not meant to be a complete, or multi-dimensional program for all local economic growth. It is proposed as the land use contribution to the bigger economic picture and to address the Economic Vitality statement in the community vision. It is one way to find sufficient land for meaningful employment in those industry

categories most likely to pay a family supporting wage, and fit the skill profile in the current residents. This strategy is not presented as a City funded guide to improvements. It is rather, a guide that the community may use as its strategy to address improving its economic functioning and to better target the actions necessary to help turn the area around economically.

B. APPROACH

The Economic Strategy treats this neighborhood primarily as a labor market, and secondarily as a real estate or services market. This strategy commits to economically revitalize the people in the neighborhood, as well as the place. The key is to understand the requirements and possibilities of workers and strategies required to link them to both neighborhood and non-neighborhood or regional economic opportunities.

The Strategy also acknowledges the neighborhood's responsibility to position itself in such a way as to take advantage of favorable conditions by becoming hospitable to new industry and services, and to make fuller use of all local resources, including the new "Blue Line" station. Land use pattern and plans are some of the determinants of positive economic conditions for employers who offer the best jobs for local residents.

The terms revitalization or economic redevelopment refer, in this document, to upgrading household incomes and local quality of life by: regaining a favorable climate for jobs and investment; making the neighborhood desirable and competitive as a place to live; and making the neighborhood a part of the mainstream regional economy. This means a restoration of the ordinary mechanisms of the market place and becoming a place where people with choices want to remain or locate.

C. TACTICS

A genuine competitive business advantage of the Highland Park Neighborhood comes from the area's strategic location within the city and region, rich transportation networks, untapped local demand for retail goods and services, and under used potential labor force. An effective approach to economic development in this community, therefore, involves identifying and then luring businesses that have a natural financial advantage for locating in the Highland Park neighborhood. With its large Latin population, the emerging Hispanic retail chains such as la Curacao, Supetienda Tapuchulteca, Tres Hermanos and others could find a hospitable market environment here, and could fill some of the retail gaps now present in the business mix of the neighborhood.

D. COMPONENTS OF THE ECONOMIC DEVELOPMENT STRATEGY

Attract Location Sensitive Industries

Highland Park offers a locational advantage to businesses that need proximity to both the Pasadena and Los Angeles downtowns, transportation infrastructure, and a rich mix of other firms. Examples of location - sensitive industries are: Office space; value added business services; restaurants; printing; rapid-response warehouse and distribution; light manufacturing, and niche industries.

Create Industry Complexes

An effective economic strategy will focus on creating a geographic concentration of related businesses, as opposed to recruiting a series of isolated companies. When a cluster of complex of firms is established, financing of capital, employee training and human resource management also become more efficient and effective. A Business Assistance Center, child care and training

sites located within an industry cluster is an important component of the economic strategy for this neighborhood. The modest scale of density and floor area increase proposed in the plan, and endorsed by the community, make the aggregation of large parcels to redevelop as a complex unlikely. This underlines the importance of the adaptive re-use approach with its emphasis on using existing structures and seeking compatible tenant mixes to accomplish the same thing.

Tap into the local unmet consumer demand

Nationally there is a re-emerging focus on inner-city retailing. The consumer market of Highland Park neighborhood residents represents the most immediate opportunity for locally based entrepreneurs, businesses and employment. High population density means a large local market with substantial buying power, despite lower than average incomes. And among poorer families, virtually all income is spend on consumption. Suburban markets are increasingly saturated while central city areas are looking more attractive as a substantial aggregate untapped market, poorly served and with few competitors. The high volume of weekend pedestrian activity on Figueroa Street is testimony to the strength of that segment of the retail market.

E. LAND USE IMPLICATIONS OF THE STRATEGY

This Neighborhood Implementation Plan and Strategy support local economic revitalization by establishing land use policies that encourage and reward the assembly of limited parcels of land, that make sure sufficient amounts of the required zoning are available, that properly regulate site conditions attractive to desired industries, and that strategically position supporting land uses (like child care, homes, stores, transit etc.)

Therefore, in order to promote the Economic Strategy described above, the land use portion of the Neighborhood Plan:

1. Proposes an Activity Center that is designed to increase commercial uses that serve the resident and transit users needs. The center is located primarily along the Figueroa corridor.

2. Encourages a mix of neighborhood businesses (urban village) that serves the variety of people who are close enough to use them regularly.

3. Proposes Adequate Public and Private Services to support local and transit oriented needs for child-care, and convenience related services to attract the commuter on the way home or to the job site.

F. IMPLEMENTATION

The Highland Park Economic Implementation Strategy was developed by Economic Research Associates who first worked with detailed socio-demographic studies, future market demand studies, economic trend forecasts, and input from a series of economic focus groups in the community. The studies found that the Highland Park community commercial area, though it serves a significant portion of the Northeast Los Angeles community, functions as a community convenience retail and service concentration rather than a dominant regional center.

This "community convenience" character of retail development is not likely to change given the corresponding desires oft he community to support the Historic Preservation Overlay Zone and to

keep new development to a medium scale. Accomplishing this dictates that the economic development strategy be one of reinforcing and revitalizing the existing properties, allowing only minimal lot consolidation, and re-use and recycling of opportunity locations. While the usual paradigm around transit station calls for a strategy of significantly increased density, to maximize commercial and service opportunities for the transit riders, virtually all sectors of the community supported the overall "revitalization -in-place" concept.

To Accomplish revitalization many of the current businesses will need to dramatically increase their technology capabilities and their capacity to communicate with and capture customers and clientelè as both the nature of goods and services will inevitably change dramatically over the next 20 years. When the Blue Line system begins operation, it is reasonable to expect a certain amount of pressure to replace some of the current retail uses with professional and commercial services targeted at the Los Angeles or Pasadena Regional cores. Also a trend toward housing resales and increased rents as Highland Park's locational advantage in relation to these two centers is perceived. These trends should bolster the stability and economic viability of the Highland Park community.

G. CHARACTERISTICS AND EVOLUTION OF THE HIGHLAND PARK CENTRAL BUSINESS DISTRICT

Highland Park's commercial center shows a generally high level of activity on Saturday mornings along Figueroa Street, demonstrating a healthy underlying commercial viability in spite of the relatively small scale of re tail uses along the corridor. As of this writing, there were nearly 300 businesses in place creating approximately 1,900 jobs, with the division between retail and service businesses being roughly equal in both numbers of businesses and employment provided. However, there are significant gaps in the variety of uses needed by the community. To function as a more autonomous and complete commercial area, the neighborhood specifically needs a home improvement/hardware store and a general merchandise or "department" type of store. A larger variety of restaurants, small bookstores, computer and software outlets, more entertainment uses, dinner theaters, education uses, office uses and art/graphic supply stores to support the strong art related element in the community would also be desirable and are likely future uses. There is currently some labor intensive, light manufacturing in the community, and more may evolve here in the future as technology makes labor intensive light industry with smaller space needs feasible and profitable. There now exists an automobile services/ repair./ custom node which is a specialty of the district and will probably remain but would profit by consolidating into more efficient spaces. It is important that the basic existing mix of healthy businesses remain and are augmented with the needed additions.

The neighborhood plan proposes encouraging the concept of a "farmers market" on 58th Street, and street markets and theme walkways at other locations as a means of showcasing the strong creative art orientation and heritage of the area, and attracting residents and visitors. This type of ambience creates expectation of a heightened shopping/interactive/recreational experience, and can be quite a successful stimulus. While difficult to quantify, Economic Research Associates suggests that as much as 10,000 to 15,000 square feet of regularly appearing market booths, sidewalk sales and art fairs may evolve over time. This type of activity, as it evolves, can support other more permanent commercial uses such as sidewalk cafes, flower shops, bookstores and other pedestrian oriented businesses.

H. SITE NEEDS FOR PROSPECTIVE NEW USES

The existing uses and ownership patterns of Highland Park make infill and adaptive re-use the most effective way to incorporate the development of new businesses into the community. Also given the prevailing patterns, prospective new businesses are likely to be ones which have smaller space requirements. Larger parcels could be created through adaptive combination and re-use of adjoining buildings or utilizing some of the larger "opportunity" buildings in the community. The only large "opportunity" site in the plan area is the f ormer Angelus Chevrolet/Toyota site, located between Avenue 50 and Avenue 52, in the westerly part of the neighborhood plan. While there is a development proposal at this writing, it primarily uses the same are scale and building locations as currently exist on the site. However, this does not preclude site assembly and re-development as the development market changes with introduction of the Blue Line. The relative lack of larger parcels in the neighborhood dictates that the primary economic strategy for the Avenue 57 district needs to focus on the central business district. This in turn, dictates a high probability that the majority of the future development will be re-using existing structures and will rely on the existing parking inventory. This strategy of revitalization rather than densification is also the approach that the community strongly endorsed.

I. FINANCIAL STRATEGY FOR LOCAL BUSINESSES

The area could use a larger, general merchandise store, a computer/technology/consumer electronics outlet and a home improvement/hardware outlet to create the full service, retail mix most likely to generate a self sustaining local clientele. The current incomplete mixof retail is services uses, an economic synergy is created that benefits the entire business community. Achieving that synergistic mix is the goal the community must aspire too. The LANI and TANI programs are assisting by targeting public works improvements, small business loans and general facelift types of improvements, but they are of short duration or are incomplete as agents of deep change.

A transition needs to occur whereby the business and service community obtains their own expertise in obtaining "bridge" lenders and investors to be able to support the evolving commercial market, marketing Highland Park's locational advantages in the appropriate business venues, working with the Chamber of Commerce and the Highland Park Community Development Corporation to attract grant funding and other sources of capital.

The present scale of the Highland Park commercial corridor is large enough to stimulate it's own internal transactions, and the Economic Research Associates recommend a program co-sponsored by, among others, a future Business Improvement District (BID) and the Chamber of commerce to help define retail and service gaps and target and market to potential tenants to fill those gaps. Such a partnership can also strengthen business to business purchasing relationships which could enhance business volume among virtually all businesses in the area.

J. GOVERNMENT PROGRAMS

The recently enacted Ordinance known as the (LLSPM PBID) that will modify the city's Business Improvement district requirements to allow city council to "order the improvement, maintenance and activities of specifically defined and boundaried commercial districts of the City . . . to allow establishment "upon written petition, signed and acknowledged, of the property owners in the proposed district who will pay more than 25% (instead of the 51% required of a normal BID) of the assessment" . . . for such a district. Together these analyses create a program around which the community can organize itself to improve its local economy and create the liveable, full service

neighborhood it desires.

CHAPTER VI. PUBLIC FACILITIES, SERVICES AND AMENITIES

Monte Vista Elementary School Monte Vista Elementary School is located between Avenue 54, Monte Vista Street, Avenue 55 and Ash Street. The principal expansion site, between Avenue 55, Monte Vista Street, Avenue 56, and Ash Street, will contain a new Primary Center to serve Kindergarten through Third grades. Adjoining this site, across from Avenue 56 the off-street parking for the Monte Vista Elementary School and Primary Center will be located

In addition the school should also provide a multi-purpose room for serving the surrounding neighborhood need for a public space for meetings or other events.

Arroyo Seco Regional Library, Highland Park Recreation Center, and the Highland Park Senior Citizen Center The triangular parcel of land between North Figueroa, Avenue 61 and Piedmont Street contains the Highland Recreation Center and the approximately 10,000 square foot Arroyo Seco Regional Library. This Library is scheduled to be replaced with a new one containing 14,000 square feet. Extensive landscaping should be encouraged along the perimeter of the recreation center. "Natural Surveillance" principals should be incorporated to encourage a feeling of security and pedestrian friendliness.

The other triangular parcel of land contains the Highland Park Senior Citizen Center. It is a relatively new facility. Landscaping should be encouraged at this site as well.

CHAPTER VII. CIRCULATION AND PARKING

A. BACKGROUND

In a series of public workshops, the residents of Highland Park created a Vision of what they wanted for their community for the year 2020. Community goals related to circulation and access were: 1) Enhance walkability and liveliness of its streets and its major and secondary retail activity nodes; and 2.) Improve accessability to public transit.

The Avenue 57 Neighborhood Implementation Plan and Strategy envisions physical changes to enhance commercial activity, employment, transit access, pedestrian environment, public amenities, and to increase the compatibility of businesses and residential neighborhoods. All of the major physical features and land use characteristics recommended in the Plan will have circulation and parking implications.

B. EXISTING CONDITIONS

The Avenue 57 Neighborhood Implementation Plan and Strategy is based on current conditions as well as projections for future conditions in the year 2020. The area's current transportation system is automobile oriented with high bus transit use. The Pasadena Freeway serves Highland Park and

connects it north to the cities of Pasadena and South Pasadena and south to Downtown Los Angeles. Originally known as the Arroyo Seco Parkway, the Pasadena Freeway was completed in 1941 and represents the first section in the region's freeway system. Access to Highland Park is provided by southbound only on and off ramps at Avenue 57, and both northbound and southbound on and off ramps at Avenue 52 and Avenue 60.

The Avenue 57 Neighborhood is served by a four-level hierarchy of streets, each with its own role and physical standards. North Figueroa Street serves as the area's "main Street" and is designated as a Major Arterial Highway. Within the Neighborhood Plan area, five streets are identified as Secondary Highways, which supplement the through-traffic carrying capacity of North Figueroa Street. They are Monte Vista Street in its entirety, Avenue 50 and 54 north of Figueroa Street, and Avenues 52 and 60 south of Figueroa Street. Three streets are designated as Echo Street along its entire length, Avenue 59 north of Figueroa Street and Avenue 57 south of Figueroa Street. The remainder of the are a's streets are identified as Local Street serving residential neighborhoods.

The City of Los Angeles has developed a Bicycle Plan to guide development of a citywide bicycle transportation network to encourage greater utilization of bicycles for both personal transportation and recreation. Based on this plan, city streets have been designated as Class (bike paths) Class II (bike path) or Commuter Bikeway. Class II bike lanes have been identified on Avenue 50 north from Monte Vista Street to York Boulevard; along Figueroa Street between Avenue 60 and York Boulevard; and Avenue 60 south from Figueroa Street to the Arroyo Seco Park. A recreational bikeway is proposed paralleling the Arroyo Seco Channel/Pasadena Freeway to link Highland Park north to the cities of Pasadena and south Pasadena, and south to Downtown Los Angeles.

Bus transit service in the area includes LACMTA Line 81 which runs along North Figueroa Street connecting Highland Park to Eagle Rock and through Downtown Los Angeles to the Metro Green Line. LACMTA Line 83 operates on Monte Vista Street and also provides service north to Eagle Rock and south to Downtown. DASH Community Connection service operated by LADOT connects Highland Park with Eagle Rock and the Arroyo Seco Park. This community-oriented service runs Monday through Saturday along North Figueroa Street from Avenue 54 and north to beyond Avenue 60.

The Avenue 57 Neighborhood Implementation Plan and Strategy area has a substantial parking supply with minor or no restrictions and a low average utilization rate. Within the study area, there are a total of 1,310 on-street parking spaces and 1,722 off-street parking spaces. Of the 1,310 on-street spaces, 84 percent are unrestricted, 12 percent are metered with time limits, and 4 percent are unmetered with time limits. Of the 1,722 off-street parking spaces, 46 percent are in public lots and 54 percent are located in private lots. The public lots in the area between Avenue 56 and Avenue 58 have use restrictions, the most typical being a ten-hour limit between 8:00 AM and 6:00 PM

On-street parking along Figueroa Street is typically underutilized except for a few street segments adjacent to key destinations. The south side of Avenue 57 is at capacity a majority of the day. At noon, the north side of Avenues 55 and 61 are typically at capacity, while the north side of Avenue 61 has been observed at beyond capacity with illegal parking occurring. In the afternoon, the north sides of Avenue 52, 57 and 59 approach capacity, along with the south side of Roselawn Avenue. Off-street parking is provided in four public lots and one private lot. Utilization of off-street parking

varies substantially with the Bank of America lot and the public lot located between Avenues 54 and 55 operating at over 90 percent capacity form noon through the afternoon. The other three parking lots have excess capacity with two of the lots averaging only an 18 percent utilization rate.

With the numerous public parking lots located throughout the plan area. The Plans parking goal is to efficiently accommodate commercial and transit generated parking needs with these existing lots. Although the proposed Blue Line station at Avenue 57 is not planned to incorporate a large park and ride facility, this station, will probably be accessed mostly by food and by other public transit.

There are enough parking spaces to accommodate 1 million square feet of commercial space at 3 parking spaces per 1,000 square feet of commercial floor area, so it appears that no new parking lots or facilities are needed to accommodate the 2020 retail demand or public transit ridership demand.

The neighborhood scale is better maintained if parking lots are scattered mid-block as they are now. Parking lots should be required to provide landscaping per code requirements, be better maintained, provide security lighting, and provide clear continuous pedestrian paths linking lots to each other where appropriate and linking to the commercial areas.

C. FUTURE CONDITIONS

By the year 2020, projections indicate an 18 percent growth in neighborhood population of which 17 percent are forecast to be low income and most likely transit dependent. A major portion of the area's population increase is also projected to occur in transit dependent age groups which are under 19 and over 65 years of age. Approximately half of the area's population is estimated to be employed and will need improved access to regional jobs. Conversely, as employment opportunities are developed in the Avenue 57 neighborhood, improved regional access to the area will become increasingly important. Currently, the area's freeway and street system is experiencing peak period congestion and travel delay. In the future, there will bean increased need for transit accessibility to accommodate the projected growth in daily person trips and transit-dependent population as well as to support the area's desirability and economic opportunities.

D. THE PASADENA BLUE LINE

The significant regional investment represented by the Metro Pasadena Blue Line will go a long way to serving that future need. This 13.7 mile long light rail transit line will operate between Union Station in downtown Los Angeles through Highland Park to South Pasadena and Pasadena. At Union Station, Blue Line riders can transfer to the Metro Red Line which provides connections to the Metro Long Beach Blue Line and Green Line. The Avenue 47 station is planned for Marmion Way between Avenues 57 and 59. Operation of the Metro Pasadena Blue Line will provide Highland Park residents with improved regional access while making Highland Park attractive as a commercial and employment destination. The Pasadena Blue Line is scheduled to open in June 2003.

CHAPTER VIII. SPECIFIC PLAN ORDINANCE

A. PURPOSE OF THE SPECIFIC PLAN ORDINANCE

The Specific Plan is intended to implement the General Plan.. The Avenue 57 Specific Plan is enacted through the authority granted to the City of Los Angeles by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.

The Development Standards and land use strategies presented in the Avenue 57 Specific Plan amend and augment the land use regulations in the Zone Code section of the Los Angeles Municipal Code. Any topic not specifically covered in the Specific Plan Ordinance shall be subject to the applicable standards of the Los Angeles Municipal Code.

The Specific Plan Ordinance applies to all properties within the Plan area. No construction, modification, addition, placement or installation of any building or structure can occur without being found in conformity with the provisions of the Specific Plan. The provisions of the Specific Plan do not apply to development projects for which a complete applications has been received by the appropriate City office as of the effective date of the Specific Plan. However, project applications with entitlements and/or permits that have expired or were denied are covered by the provisions of the Specific Plan.

Enactment of this Avenue 57 Transit Oriented District Specific Plan Ordinance does not override the Highland Park Historic Preservation Overlay Zone Ordinance which remains in full force and effect.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Avenue 57 Transit Oriented Neighborhood Plan, as it's CEQA evaluation, re-adopts the Environmental Impact Report (EIR 90-0615) prepared for the Northeast Los Angeles Community Plan Revision as this EIR extensively evaluated the environmental impacts generated by the Community Plan, which this Neighborhood Implementation Plan and Strategy implements. The Project EIR for the Northeast Los Angeles Community Plan found that the environmental effect which cannot be mitigated below a level of significance is: Parks. Notwithstanding that finding, the City Council adopted a Statement of Overriding Consideration.

The Avenue 57 Transit Oriented Neighborhood Implementation Plan and Strategy and the District Plan ordinance is a step toward mitigating the Park impact which was found to be unmitigatable.

Therefore, this plan proposes it own Statement of Overriding Considerations based on the fact that adopting this Plan not only is a step toward implementing the Community Plans, the Land Use/Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework Element, adopted December 11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council, but helps to mitigate environmental effect found to be unmitigatable in the EIR, and helps stimulate development in an area that will benefit from new development for social economic and cultural reasons.

C Henry

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

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

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

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HELEN GINSBURG
Chief, Council and Public Services Division

01-0317
(File transmitted)

CITY ATTORNEY
LAND USE/ENVIRONMENT
RECEIVED

MAY - 2 2001

April 27, 2001

James K. Hahn, City Attorney
City Hall East, Room 1800
Attn: Jeri Burge

REQUEST FOR ORDINANCE: AMENDING THE NORTHEAST LOS ANGELES COMMUNITY PLAN AND ESTABLISHING A SPECIFIC PLAN FOR AVENUE 57 TRANSIT ORIENTED DISTRICT

At its meeting held April 24, 2001, the Planning and Land Use Management Committee considered proposed draft ordinance and General Plan Amendment relative to Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, for the area in the Northeast Los Angeles Community Plan area and generally bounded by Monte Vista Street on the north, Echo Street, Longfellow Street, Media Drive, and Hayes Avenue on the south, Avenue 61 on the east, and Avenue 50 on the west. At that time, the Committee requested that you prepare the Ordinance necessary to effect the plan. The Committee also recommended modifications to the Plan text, as requested by Councilmember Hernandez in his April 24, 2001 letter addressed to you and the Planning Department.

Sincerely,

John A. White, Legislative Assistant
Planning and Land Use Management Committee, 213.485.5707
e-mail: jwhite@clerk.lacity.org

cc: Terry Speth, City Planner, Planning Department

#010317.ltr

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City of Los Angeles

MEMORANDUM

CITY HALL
LOS ANGELES, CALIFORNIA 90012

DT: April 24, 2001
TO: City Planning Department and City Attorney

FR: Councilmember Hernandez

RE: Avenue 57 Transit Oriented District Plan (CF 01-0317) (CPC 99-0523 SP)

➢ Requested Modifications to Plan Text

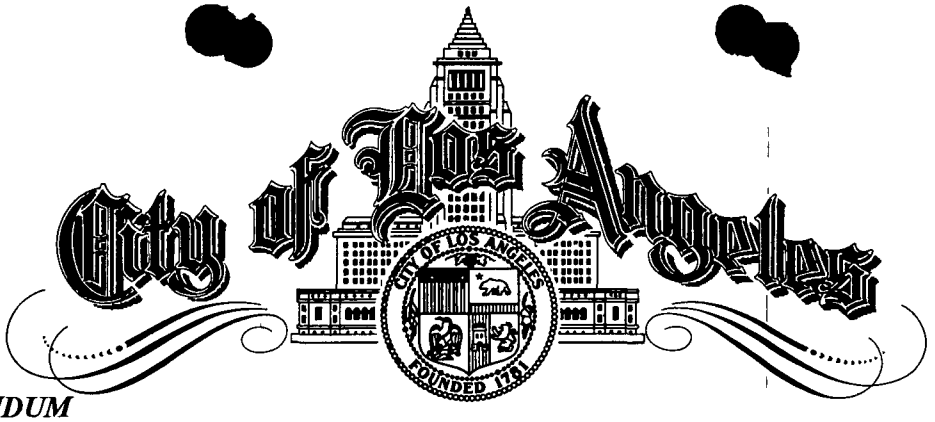
1- HPOZ – Include the proposed language outlined in the 3/28/1 memo to PLUM from the Director of Planning, as it clarifies the authorities of the Specific Plan Ordinance and the HPOZ Ordinance, and affirms the role of the HPOZ Board in the project approval process.

2- Lot Assembly Restrictions – Include the proposed language outlined in the 4/3/1 memo to PLUM from the Director of Planning, as the modification will enable new commercial development. Existing HPOZ, zoning and height regulations exist to generate development that is appropriate for the area.

3- Ave 57 TOD Incentives – Include the proposed changes to the incentive list, as attached to the 3/28/1 memo from the Director of Planning. In addition, incorporate the following changes:

a) One Time .25 FAR Bonus, for "Targeted" Uses: add *(7) A mixed-use parking structure, if located within the Major Activity Center or Mixed Use Center.*
b) Commercial Artcraft: add after last sentence *"Art installations will be permitted upon issuance of a no-fee 30-day, renewable permit from the Planning Department. Business signage is permitted upon approval of the HPOZ Board."*
c) Bed and Breakfast: modify first sentence to read, *". . . if located in the RD or C Zones."*

4- Chapter 8. Specific Plan Ordinance – Remove paragraph 4 from Section A. Purpose of the Specific Plan Ordinance, as this paragraph was drawn from another plan and references the Community Redevelopment Agency, and no such project area exists in the community.



MEMORANDUM

CITY HALL
LOS ANGELES, CALIFORNIA 90012

DT: April 17, 2001
TO: City Planning Department and City Attorney
FR: Councilmember Hernandez and Councilmember Pacheco

RE: Avenue 57 Transit Oriented District (TOD)

Please include the following list of modifications and additions in the final drafts of the Plan Text and Ordinance for the Avenue 57 TOD:

Page 3 — *Sec. 4. DEFINITIONS, Adaptive Reuse Project:*
Line 5, Substitute Ave. 60 with Ave. 61

Sec. 4. DEFINITIONS, Bed and Breakfast Facility:
Line 3, modify to read " fewer than thirty consecutive days and which includes guest rooms and one kitchen".

Page 9 — *Sec. 6. DEVELOPMENT INCENTIVES, Subsection B. Incentives 7. (2.)a &b:*
Delete (a.) Minimum Size Requirements.

Page 10 — *Sec. 6. DEVELOPMENT INCENTIVES, Subsection B. Incentives 8. Introductory Paragraph. Map No. 2 should reference both sides of Monte Vista Street as part of the Mixed Use Subarea.*

Page 10 — *Sec. 6. DEVELOPMENT INCENTIVES, Subsection B. Incentives 8. (3):*
Incentives for Facade Treatments, ... should be removed from Sec. 8 and a separate section should be created to include this and other design guidelines.

Page 11 — *Sec. 6. DEVELOPMENT INCENTIVES, Subsection B. Incentives 9. (B.): Permitted Indoor Uses:*
Request City Attorney clarification on whether including dance and drama studios is necessary if replicating Section 13.06(E)1 and 2.

Page 12 — *Sections 8,9,10, 11 and 12. General comment - please remove narrative language from respective sections.*

Page 15 — *Sec. 10. SUBAREA 3 - MIXED USE AREAS. Subsection B. (3) Facade Relief. Introductory Paragraph. Relocate last sentence that reads "Compliance with these standards, does not relieve a developer from meeting the HPOZ Ordinance review and approval requirements." as a closing statement after subsection a &b.*

Addition to text and ordinance: Bed and Breakfast facility as described shall be also permitted by right in multiple residential or commercial zones.

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April 2, 2001

Honorable Planning and Land Use Committee of the
City Council
200 North Main Street
Los Angeles, CA 90012

Dear Committee Members:

I am in support of efforts before you to create a specific plan to guide development in a portion of Highland Park adjacent to the Los Angeles-to-Pasadena Blue Line and centered on the Avenue 57 Station. However, I respectfully urge you to extend the boundary of the specific plan to my neighborhood, which is also immediately adjacent to the Blue Line but would remain "orphaned".

The Monte Vista-Marmion-Figueroa Corridor between Avenue 50 and Avenue 26, which includes the Avenue 26, French Avenue and Southwest Museum Stations, has many of the characteristics and needs of the proposed specific plan area. It is a rich repository of historical, cultural and architectural resources that relate to and link the River Center, Lummis House and Southwest Museum to the historic residential, commercial and arts and crafts center of Highland Park north of Avenue 50. This linkage would be significantly reinforced by extending the specific plan boundaries to promote the use of such land use tools as adaptive re-use and to encourage artcraft activities through the incentives cointained in the plan.

Extending the boundary of the specific plan into this important corridor would also provide development controls to an area that is currently mostly excluded from other protective regulations that cover nearby areas. I am referring to the Mount Washington/Glassell Park Specific Plan and the Highland Park Historic Preservation Overlay Zone.

Expanding the area covered by the Avenue 57 Transit Oriented District Plan is also justified by background work that has already been done. David Wilcox, of Economics Research Associates, has prepared an excellent economic development profile for the area surrounding the Southwest Museum Blue Line Station. It would be a shame to let this work, for which the City and Metropolitan Transit Authority have already paid, go to waste rather than use it as a basis for adopting and revitalizing our "orphaned" corridor.

Sincerely,

Shauna Turner

Highland Park

HISTORIC PRESERVATION OVERLAY ZONE ASSOCIATION

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April 16, 2001

City of Los Angeles Planning Department
Planning and Land Use Management Committee
200 N. Main Street Room 316
Los Angeles, CA 90012

Re: Highland Park - AVE 57 Transit Oriented District Neighborhood Plan

Honorable Council Members:

Speaking collectively for the Highland Park HPOZ Board, we received the Avenue 57 TOD Plan less than two weeks ago. Unfortunately, two weeks is not adequate time for the HPOZ Board to review and digest this information and respond formally to the PLUM committee. HPOZ Board members are volunteers to the board and two weeks is simply not enough time to review this important planning document in the heart of the Historic Preservation Overlay Zone. Furthermore, it is our understanding this Plan has been in circulation for almost two years , the HPOZ Board requests more consideration to review the Plan and make comments.

It should also be noted, that we did not receive the Plan's Ordinance in the information packet sent out to the Board. This information needs to be included for our review.

Therefore, we request the PLUM committee to not approve this Plan and allow the HPOZ Board adequate time for proper review. We recommend an additional 6 weeks for HPOZ Board Plan review.

Sincerely HPOZ Board Members,

Charles Fisher Richard Barron Dan Getman
Jesus Encinas Eric Toro

Signing for the Board, Richard Barron

cc: Councilman Hernandez, CD 1
Councilman Nick Pacheco, CD 14
Con Howe, LA Planning Dept.
Nicole Possert, HPHT
Luis Rodriguez, LA Planning Dept.

4925 Sycamore Terrace Los Angeles California 90042

Jo Anne Barker
6039 Piedmont Avenue
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City of Los Angeles
Planning and Land Use Management Committee
200 N. Main Street
Room 316
Los Angeles, California 90012

RE: CF 01-0317
CPC 99-0523 SP
Avenue 57 TOD

Honorable and Respected PLUM Boardmembers:

With being intimately involved with the Blue Line project and Its related programs, I have had a keen eye on this particular planning toolbox and Its enabling State legislation: The Transit Oriented Village Development Act 1994, as amended, since the beginning. I have concerns with some of the proposal concepts being promoted -- this is not to say that other proposals are not worth while, to wit:

Lot Assembly

In one of two April 3, 2001 transmissions by the Director of Planning, it is stated:

> ". . .there was consistent comment that the lot assembly restriction was to onerous to allow a potentially significant commercial development. . . ."

The lot assembly issue was not the concern expressed by the community. The direct issue of concern was the type of businesses coming into community. For example: the loss of department stores -- Peoples, being replaced with a 99¢ store -- both of which no longer exist; the local hardware store (which had good products but was mismanaged) being replaced with a clothing shop; See's Candies; Ivers; a good sit down and eat steak & salad restaurant; etc.,.

Subsequent, the very nature of this lot assembly destroys the historic preservation and Its concepts:

- to preserve and restore the historic structural identity thereby creating a neighborhood ambiance not found elsewhere;
- allow for reuse of those structures -- footprint suitable;
- to maintain plot/parcel continuity, an intricate part of the neighborhood's development; and,
- to create a historic tourist attraction.

Therefore, I request that this Committee make the recommendation to remove the "to exceed lot and area restriction" portion from the 57 plan, as it is counterproductive of the intent in the Second transmission by the Director of Planning.

Jo Anne Barker
6039 Piedmont Avenue
Highland Park, Northeast Los Angeles, California 90042-4250
Phone: 323-259-8642 *Fax: 323-478-9679*
Email: ajo19616@pacbell.net or barker_jo@justice.com

Non-compliance with the Northeast Community Plan

It is stated the 57 Plan is ". . .in substantial conformance with the purposes of the Northeast Los Angeles Community. . . .", according to Deputy Director of the Department of Planning, letter dated and signed January 17, 2001. That same letter makes request for an Order to "Direct the Planning staff to ***revise*** the Northeast Los Angeles Community Plan in accordance with this action;" [Emphasis added].

The question I have, is: If this Ave 57 TOD is in 'substantial compliance with' the NELACP, then WHY should city planning be ordered to amend? The Community Plan gives direction and establishes guidelines for plans such as this. The 57 Plan does not give direction to the NELACP.

Re-addressing the lot assembly provision, does not comply with the NELACP, to wit:

- Introduction of the p.I-5 last paragraph, left hand column;
- Continues to promote an Issue of Concern p.I-12, right hand column first bullet;
- Disregards the limit restriction of the Community Plan p.I-12 last bullet right hand column and p.I-13 Residential Issues: first, second, third, fourth, seventh, and ninth bullets.

Residential:

- P.III-5: Policies 1-1.1: "Protect existing stable single-family. . .lower density. . . from encroachment by. . .uses that are incompatible. . . ."
- P.III-5: Policy 1-1.2: "Promote neighborhood preservation. . . . ."
- P.III-7: Policy 1-4.2: "Protect and encourage reuse of historic resources in a manner that maintains and enhances the historic appearance of structures and neighborhoods.", including the first 3 **Programs**.

Commercial:

- P.III-11: Objective 2-1: Policy 2-1.1: Programs: "on commercial strips. . .eliminate non-conforming uses,. . .restrict floor area in. . .commercial zones. . .to one-half the floor area allowed. . .[and] **It is recommended that future requests to change commercial to residential zoning in commercially-developed areas not be given favorable consideration by decision-makers.**"

Concluding, this Ave 57 Plan promotes densification, changes established downzoned areas without identification and is expecting an approximate 4,988,617 sq.ft. area to absorb 1000 unspecified sq.ft. residential units without the supporting infrastructure requirements and appears NOT to be good planning or zoning practice. This is a boilerplate policy Plan that is NOT tailored for the Highland Park Preservation District, riddled with more inconsistencies than some MTA reports that I have read and should not be approved as written.

Respectfully,

Ms. Jo Anne Barker

CF 01-0317
10

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AGENDA ON 3-29-01
BY [signature]
163

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CF 01-0317

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CF 01-0317

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Occupant
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Occupant
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PLANNING & LAND USE MANAGEMENT COMMITTEE SPEAKERS

☐ SUPPORT Project/Proposal

☐ OPPOSE Project/Proposal

☒ Comment

AGENDA ITEM # 4 Date 4-3-2001

Council File # CF 01-0317 CPC 99-0523 SP

Phone No. _____

Name JoAnne Barker

Address 6039 Piedmont Ave

City Highland Park Zip Code 90042-4250

Representing _____

☐ Applicant ☐ Property Owner(s) ☐ Assoc. ☒ Other

☐ Appellant ☐ Surrounding Property Owner(s) ☐ Organization

✓

(3)

TIME LIMIT FILE: 6-11-2001;
COUNCIL ACTION DEADLINE: 6-8-2001

CF 00-2480-S1
CPC 2000-883 GPA
CD 6

Communications from the Mayor and the Director of Planning and Resolution relative to proposed plan amendments for the Westchester-Playa del Rey District Plan to change a portion of Bay Street, now renamed Playa Vista Drive, between Teale Street and Hughes Terrace from Proposed Secondary Highway to Regional Mixed Use Commercial; to delete Footnote 22 referring to this section of Bay Street from the District Plan; and, to amend the Highway and Freeways Map of the Transportation Element of the General Plan to delete this section of Bay Street, now shown as a Proposed Secondary Highway, between Teale Street and Hughes Terrace.

(Commission Vote: 7 - 0)

Applicant: City of Los Angeles

Fiscal Impact Statement Submitted: No

DISPOSITION

(4)

TIME LIMIT FILE: 5-14-2001;
COUNCIL ACTION DEADLINE: 5-11-2001

CF 01-0317
CPC 99-0523 SP
CDs 1, 14

Communications from the Mayor and the Director of Planning, proposed draft ordinance, and General Plan Amendment relative to Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, for the area in the Northeast Los Angeles Community Plan area and generally bounded by Monte Vista Street on the north, Echo Street, Longfellow Street, Media Drive, and Hayes Avenue on the south, Avenue 61 on the east, and Avenue 50 on the west.

(Commission Vote: 3 - 0) EIR

Applicant: City of Los Angeles

Fiscal Impact Statement Submitted: No

DISPOSITION cont'd to 4-17-01

J. MICHAEL CAREY
City Clerk

FRANK T. MARTINEZ
Executive Officer

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

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
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HELEN GINSBURG
Chief, Council and Public Services Division

01-0317
CPC 99-0523SP
CDs 1 & 14

February 13, 2001

PLANNING & LAND USE MANAGEMENT COMMITTEE

In accordance with Council Rules, communication from the Director of Planning relative to proposed Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Specific Plan Ordinance and General Plan Amendments, was referred on February 13, 2001, to the PLANNING & LAND USE MANAGEMENT COMMITTEE.

J. Michael Carey
City Clerk
amm

HB

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CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N FIGUEROA STREET
LOS ANGELES, CA 90012-2601

CITY PLANNING
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January 17, 2001

City Plan Case No. 99-0524 SP
Council District Nos. 1 & 14

Honorable City Council
City of Los Angeles
Room 615, City Hall East
Los Angeles, CA 90012

Dear Councilmembers:

PROPOSED AVENUE 57 TRANSIT ORIENTED DISTRICT NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY AND SPECIFIC PLAN ORDINANCE

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission. At its meeting of March 9, 2000, the Commission approved the proposed Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Specific Plan Ordinance and General Plan Amendments. The Commission also certified the Environmental Impact Report for this project (EIR 90-0616 CPR) and a Statement of Overriding Considerations in its determination of approving the proposed Plan, and Ordinance and Amendments.

The City Planning Commission, as evidenced by the attached findings, found that the proposed Plan, and Specific Plan Ordinance are in substantial conformance with the purposes of the Northeast Los Angeles Community Plan and with the purposes, intent and provisions of the General Plan.

The proposed Plan, Ordinance and General Plan Amendments were submitted to the Mayor, whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the City Council:

1. Concur in the attached action of the City Planning Commission relative to the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Ordinance and Northeast Los Angeles Community Plan Amendments; and

2. Adopt the attached Findings of the City Planning Commission as the Findings of the City Council;

3. Adopt the Ordinance for the establishment of the Avenue 57 Transit Oriented District overlay;

4. Approve the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, which is not part of the General Plan;

5. Adopt the approved amendments to the most recent action of the City Planning Commission regarding the Northeast Los Angeles Community Plan which corresponds to land use and height district changes proposed by the Avenue 57 Transit Oriented District Specific Plan;

6. Direct the Planning staff to revise the Northeast Los Angeles Community Plan in accordance with this action;

7. Certify the recent Environmental Impact Report (EIR No. 90-0615 CPR);

8. Adopt the attached Statement of Overriding Considerations for the Avenue 57 Transit Oriented District Neighborhood Implementation Plan.

Sincerely,

CON HOWE
Director of Planning

FRANKLIN P. EBERHARD
Deputy Director

Attachments:

1. City Planning Commission Action
2. Findings
3. Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy
4. Specific Plan Ordinance
5. Staff Report to City Planning Commission
6. Statement of Overriding Considerations

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TRANSMITTAL

TO	DATE	COUNCIL FILE No.
The Council	FEB 09 2001	
FROM		COUNCIL DISTRICT
Mayor		**1, 14**

Proposed Avenue 57 Transit Oriented District
Neighborhood Implementation Plan and Strategy,
Specific Plan Ordinance and General Plan Amendments
CPC No. 99-0524 SP

I herewith approve the attached proposed Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Specific Plan Ordinance and General Plan Amendments, and transmit this matter for your approval.

RICHARD J. RIORDAN
MAYOR

PLAN & LAND USE MGT. 1-30-01

docs:ave57.pln

FEB 13 2001

CPC No. 99-0524 SP

TRANSMITTAL			
TO:	Hon. Richard J. Riordan, Mayor ATTN.: June Lagmay	DATE 1/17/2001	COUNCIL FILE NO.
FROM:	*CITY PLANNING DEPARTMENT*		COUNCIL DISTRICT 1 & 14

REQUEST:

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission at its meeting of March 9, 2000. The Commission approved the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan, located within the Northeast Los Angeles Community Plan Area.

The attached request is transmitted for you review and approval. To expedite, the processing of this report, it is recommended that it be routed as follows:

- ☐ To the City Administrative Officer (CAO) for report back to you or direct to Council
- ☑ To the Council for consideration: no CAO report required
- ☐ To the CAO for report back to you, then return to the Department for further processing; no Council approval required
- ☐ Other _____

CON HOWE
Director of Planning

A \AV57transmitcov.mayor 363wpd wpd

CITY OF LOS ANGELES
CALIFORNIA

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221 N FIGUEROA STREET
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January 17, 2001

City Plan Case No. 99-0524 SP
Council District Nos. 1 & 14

Honorable Richard Riordan
City of Los Angeles
Room 800, City Hall East
Los Angeles, CA 90012
Attention : June Lagmay

Dear Mayor Riordan:

PROPOSED AVENUE 57 TRANSIT ORIENTED DISTRICT NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY AND SPECIFIC PLAN ORDINANCE

Pursuant to the provisions of Sections 555 and 558 of the City Charter, transmitted herewith is the action of the City Planning Commission. At its meeting of March 9, 2000, the Commission approved the proposed Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Specific Plan Ordinance and General Plan Amendments. The Commission also certified the Environmental Impact Report for this project (EIR 90-0616 CPR) and a Statement of Overriding Considerations in its determination of approving the proposed Plan, and Ordinance and Amendments.

The City Planning Commission, as evidenced by the attached findings, found that the proposed Plan, and Specific Plan Ordinance are in substantial conformance with the purposes of the Northeast Los Angeles Community Plan and with the purposes, intent and provisions of the General Plan.

The proposed Plan, Ordinance and General Plan Amendments were submitted to the Mayor, whose recommendation will be forwarded to you as specified by Section 11.5.6 of the Los Angeles Municipal Code.

RECOMMENDATION

That the Mayor:

1. Concur in the attached action of the City Planning Commission relative to the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, Ordinance and Northeast Los Angeles Community Plan Amendments;

2. Approve and recommend that the City Council adopt the attached Findings of the City Planning Commission;

3. Approve and recommend that the City Council adopt the Ordinance for the establishment of the Avenue 57 Transit Oriented District overlay;

4. Approve the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, which is not part of the General Plan;

5. Approve and recommend that the City Council adopt the approved amendments to the most recent action of the City Planning Commission regarding the Northeast Los Angeles Community Plan which corresponds to land use and height district changes proposed by the Avenue 57 Transit Oriented District Specific Plan;

6. Recommend that the City Council direct the Planning staff to revise the Northeast Los Angeles Community Plan in accordance with this action;

7. Recommend that the City Council certify the recent Environmental Impact Report (EIR No. 90-0615 CPR);

8. Recommend that the City Council adopt the attached Statement of Overriding Considerations for the Avenue 57 Transit Oriented District Neighborhood Implementation Plan.

Sincerely,

CON HOWE
Director of Planning

FRANKLIN P. EBERHARD
Deputy Director

Attachments:

1. City Planning Commission Action
2. Findings
3. Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy
4. Specific Plan Ordinance
5. Staff Report to City Planning Commission
6. Statement of Overriding Considerations

CITY OF LOS ANGELES
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AUG 17 2000

James K. Hahn, City Attorney
City of Los Angeles
Room 1800, City Hall (East)

Attention: Claudia McGee-Henry

CITY PLAN CASE NO. 99-0524 SP (TOD) **COUNCIL DISTRICT NOS. 1 & 14**

Transmitted herewith pursuant to Section 11.5.7 of the Los Angeles Municipal Code is a proposed ordinance amending the Northeast Los Angeles Community Plan and establishing a Specific Plan for the Avenue 57 Transit Oriented District (TOD). This ordinance provides an opportunity to integrate land use and transportation planning around the Avenue 57 Blue Line Station and commercial and residential properties in an area generally bounded by Monte Vista Street on the north, Echo Street, Longfellow Street, Media Drive and Hayes Avenue on the south, Avenue 61 on the east and Avenue 50 on the west.

At its meeting of March 9, 2000, following a public hearing, the City Planning Commission concurred in the recommendation of the City Planning Department and:

ADOPTED the Planning Department staff report and attached findings as its report and findings.

APPROVED and RECOMMENDED the City Council adopt the proposed Avenue 57 Transit Oriented District Specific Plan Ordinance.

APPROVED and RECOMMENDED the City Council approve the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, which is not part of the General Plan. The Plan is transmitted herewith for reference and subsequent referral by your office to the City Council

APPROVED amendments to the most recent action of the City Planning Commission regarding the Northeast Los Angeles Community Plan which corresponds to land use and height district changes proposed by the Avenue 57 Transit Oriented District Specific Plan.

APPROVED and RECOMMENDED that the Mayor approve and the City Council adopt the Height District changes to the Northeast Los Angeles Community Plan in concept as proposed by the Avenue 57 Transportation Oriented District Neighborhood Plan.

ADOPTED and RECOMMENDED the City Council certify the recent Environmental Impact Report (EIR No. 90-0615 CPR).

APPROVED and RECOMMENDED the City Council adopt the attached Statement of Overriding Considerations.

This action was taken by the following vote:

Moved:	Landau
Seconded:	Weil
Ayes:	Schnabel
Absent:	Jackson, Scott

Gabriele Williams, Commission Executive Assistant
City Planning Commission

Attachments: Findings, Staff Report, Draft Ordinance for the Avenue 57 Transit Oriented District Specific Plan, the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and the Statement of Overriding Considerations.

FINDINGS:

1. Charter Section 96.5 (5)

That in accordance with Charter Section 96.5(5)the proposed Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance are in substantial conformance with the purposes, intent and provisions of the General Plan, including " the provisions 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 framework of the City." The proposed plan provides for reasonable growth oriented towards both the character of the community and the opportunities presented by the establishment of a Blue Line Station in the community. As such, it meets the aforementioned provisions of the General Plan.

2. Charter Section 97.2 (1) (a)

That in accordance with Charter Section 97.2(1) (a) the proposed Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance (Attachment 1.) are in substantial conformance with the purposes, intent, and provisions of the General Plan in that they implement Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3,"Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns." The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT), contributing to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the...conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 97.2 (1) (b)

That in accordance with Charter Section 97.2 (1)(b), the proposed plan and ordinance will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial, and open space needs of the Community. The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance are in response to the need

perceived by the Federal Government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the future Pasadena Blue Line transit system, increase livability in the immediate neighborhood and improve the economic viability of the immediate station area. The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance were prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from September 6, 1997 through June 27, 1998.
All factors and procedures taken into consideration, the public necessity is served by the adoption of this plan.

4. General Plan Consistency

That in the Plan is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad policies and guidelines for preparation of the other elements of the General Plan and Specific Plans. This Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan reinforce the Community Center located along this section of Figueroa Street in Highland Park . The Framework Plan, the Community Plan and the Transportation Element of the General Plan all emphasize this kind and type development in this location. Therefore there is internal consistency among the applicable elements of the City's General Plan

5. Fish and Game, California Government Code Section 711.2, Title 14

That in accordance with the State of California Code, the Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance 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. The project EIR for the Northeast Los Angeles Community Plan Revision (EIR No. 90-0615 CPR) under Section 4.10 prescribes mitigation measures for impacts to the biological resources in Northeast Los Angeles which would reduce the impacts to less than significant. This projects Negative Declaration is based on that EIR.

6. California Environmental Quality Act Findings

That while the EIR for the Northeast Los Angeles Community Plan, which is the Land Use Element for this area, found potential adverse impacts associated with the Plan Revision which also might apply to the Avenue 57 Transportation Oriented District (TOD), Neighborhood Implementation Plan and Strategy and Specific Plan as the TOD Plan implements the Community Plan, City Council found that the positive benefits of the Northeast Los Angeles Plan and its

implementation override any potential adverse environmental impacts. For this reason, City Council on June 15, 1999 certified the EIR and adopted a Statement of Overriding Considerations.

This TOD is in substantial conformance with, and implements, the Community Plan. It addresses Goal 12 of the Community Plan which advocates, "A coordinated, integration of development around transit stations in order to improve services, access and economic vitality of the community," and Policy 12-1.1 which states "Support the completion of rail stations along Figueroa Street and San Fernando Road." It also implements the corresponding, " Program which states " The Plan Map identifies a Transit Oriented District and pedestrian oriented areas which encourage complementary uses and commercial intensities and residential densities that strengthen the future viability of rail stations."

The Transportation Improvement and Mitigation Program (TIMP) identified transportation programs needed to accommodate anticipated land use patterns and densities, and identified recommended mitigation measures, including "Implement various rail transit improvements..." However, the EIR (which included TIMP analysis) found that the projected deterioration in traffic conditions in the future within the Community Plan area is largely attributable to regional growth within the metropolitan area of the City.

Given the complete analysis contained in the Northeast Los Angeles Community Plan EIR, (EIR 90-0615 CPR) the fact that this TOD Plan is an implementation of the Community Plan, the TOD is in substantial conformance with the Community Plan, and the Statement of Overriding Considerations which found that the positive benefits to the community outweigh the potential adverse impacts generated by the Community Plan, the environmental issues have been appropriately dealt with and that no further environmental action is required.

Based on the above findings, the recommended Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan are deemed consistent with the public necessity, convenience, general welfare and good zoning practice.

Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy

for Highland Park in Northeast Los Angeles

as modified by the City Planning Commission on March 9, 2000

Citywide Planning Division
Department of City Planning
City of Los Angeles

1/9/01 A:Ave57txt00

Table of Contents

CHAPTER I. BACKGROUND

A. WHAT IS A TRANSIT ORIENTED NEIGHBORHOOD PLAN

B. THE PASADENA BLUE LINE

C. HISTORIC DEVELOPMENT PATTERNS

E. HIGHLAND PARK HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

F. IMPLICATIONS OF DEMOGRAPHIC AND ECONOMIC PROFILES

G. SUMMARY

CHAPTER II. AVENUE 57 NEIGHBORHOOD VISION.

A. VISION STATEMENT
An Economically Vital Community
A Community That Preserves its History
A Diverse Community
A Stable Community
A Youth Friendly Community
A Thriving Arts Community
A Community With Usable Open Space
A Walkable Community

CHAPTER III. THE NEIGHBORHOOD PLAN

A. PLAN DEVELOPMENT

B. SPECIFIC PLAN USERS MANUAL

C. INCENTIVES
Live / Work provisions
Home Occupation
Pedestrian Amenities
One Time FAR Bonus
Adaptive Re-use Provisions
Mixed Use
Commercial Artcraft
Reduced Parking
FAR Bonus for Lot Assembly

Bed and Breakfast

D. DEVELOPMENT CONTROLS
Ground Floor Commercial Uses
Building Frontage
Pedestrian Amenities
Location of Pedestrian Entrances
Parking
Transparency of Building Frontage

E. PLAN SUBAREAS
1. Major Activity Center
2. Secondary Activity Center
3. Mixed Use Areas
4. Avenue 58 Farmers and Artisan Market
5. Avenue 57"Artwalk"
6. Marmion Way Transit Corridor
7. Residential Areas

CHAPTER IV. URBAN DESIGN

CHAPTER V. ECONOMIC DEVELOPMENT STRATEGY

A. BACKGROUND

B. APPROACH

C. TACTICS

D. COMPONENTS OF THE ECONOMIC DEVELOPMENT STRATEGY
Attract Location Sensitive Industries
Create Industry Complexes
Tap into the local unmet consumer demand

E. LAND USE IMPLICATIONS OF THE STRATEGY

F. IMPLEMENTATION

G. CHARACTERISTICS AND EVOLUTION OF THE HIGHLAND PARK CENTRAL BUSINESS DISTRICT

H. SITE NEEDS FOR PROSPECTIVE NEW USES

I. FINANCIAL STRATEGY FOR LOCAL BUSINESSES

J. GOVERNMENT PROGRAMS

CHAPTER VI. PUBLIC FACILITIES, SERVICES AND AMENITIES

Monte Vista Elementary School
Arroyo Seco Regional Library, Highland Park Recreation Center, and the Highland Park Senior Citizen Center

CHAPTER VII. CIRCULATION AND PARKING

A. BACKGROUND

B. EXISTING CONDITIONS

C. FUTURE CONDITIONS

D. THE PASADENA BLUE LINE

CHAPTER VIII. SPECIFIC PLAN ORDINANCE

A. PURPOSE OF THE SPECIFIC PLAN ORDINANCE

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

CHAPTER I. BACKGROUND

A. WHAT IS A TRANSIT ORIENTED NEIGHBORHOOD PLAN

The Avenue 57 Neighborhood Implementation Plan and Strategy is a Transit Oriented District (TOD) Plan, an implementation tool new in practice to the City of Los Angeles, but not new in concept. This type of neighborhood implementation /TOD plan has its roots in the Concept Los Angeles plan adopted in the 1960s and more recently in the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework Element, adopted December 11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council.

Neighborhood plans are not adopted as part of the City's General Plan, but are more of a tool box of implementation tools - similar to a Specific Plan - which can be used by a community for the purpose of implementing the Community Plans, which are the Land Use element of the general plan. A Neighborhood Plan focuses on the area generally within 1/4 mile of a transit station, with the intent of making the area around the station more conducive to using the transit system, be it the heavy or light rail or rubber wheel type of transit. The area needs to be pedestrian friendly to encourage walking, to reduce automobile trips, to improve air quality, and, in general, to make the transit an asset to the neighborhood.

To the extent that the City has ability to implement the community's vision for the long range future, the Avenue 57 Neighborhood Implementation Plan and Strategy was created as a guide to improve the neighborhood environment, by making it a more economically viable, transit friendly and livable community and was developed in concert with: area residents, property owners, and businesses; the Department of City Planning; consultants in the fields of urban design, economics, and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings, September 6, 1997 through June 27, 1998.

The Neighborhood Implementation Plan is an implementation tool for the Northeast Los Angeles Community Plan. It defines the regulations affecting the area immediately around the Avenue 57 Pasadena Blue Line station located at Avenue 57 and Marmion Way in a more finite manner and creates incentives that are designed to help attract development to the plan area. The Neighborhood Plan is a tool to help guide, stimulate, and incentivise growth, and to make Highland Park a more attractive and liveable place to live and work. The Plan boundaries are generally Avenue 50 on the west, Piedmont Avenue on the east, North Figueroa Street on the south, and Monte Vista Street and Echo Street on the north.

The " Specific Plan" component of the neighborhood plan is an Ordinance that will supersede, or supplement, other zoning regulations and will affect the size and bulk of new development to keep it compatible in scale with the rest if the community, will provide relief from some regulations in order to incentivise development, and will allow development within existing

structures without additional parking as new uses are developed, or as existing uses are replaced in the same structures. This Specific Plan and the allied economic strategy will also provide a guide for residents, property owners, and businesses to direst public and private neighborhood improvements, resources, and, stimulate the attraction of new uses in the community.

This Neighborhood Implementation Plan does not advocate, stimulate or create more population growth. The Neighborhood Plan relies for its population projections on the community plan revision of the Northeast Los Angeles (NELA) Community Plan's population growth estimates for this and other neighborhoods within the NELA Community Plan boundaries. The physical and land use changes in housing, retail, employment, and public amenities proposed in this Neighborhood Plan are scaled to the Community Plan's projections for growth to the year 2020.

The Neighborhood Implementation Plan builds on what is, and has always been, an asset about this neighborhood: its excellent location between two major Downtown areas, Pasadena and Los Angeles. Other assets include pending investment in light rail, the access provided by the adjacent Pasadena Freeway, local entrepreneurial spirit, historic richness, and a flourishing arts community. The Plan acknowledges the need to support the community's local sense of place and history as an essential part of revitalizing the neighborhood.

The Neighborhood Implementation Plan is an implementing tool for the Northeast Los Angeles Community Plan. It defines the regulations affecting the area immediately around the Avenue 57 Pasadena Blue Line station located at Avenue 57 and Marmion Way in a more finite manner and creates incentives that are designed to help attract development to the plan area. The Neighborhood Plan is a tool to help guide, stimulate, and incentivise growth, and to make Highland Park a more attractive and liveable place to live and work. The Plan boundaries are generally Avenue 50 on the west, Piedmont Avenue on the east, North Figueroa Street on the south, and Monte Vista Street and Echo Street on the north.

While Highland Park's location as the site of a future Pasadena Blue Line station and, therefore, its transportation orientation was the initial impetus for choosing this community for a "Neighborhood Plan." The plan is designed to add positive benefit to the neighborhood whether or not the station is constructed. The concepts and recommendations are drawn from good planning practice and will serve to improve the built environment, create a pedestrian oriented scale and streetscape, and build on the existing programs now operant here.

Preparation of the Avenue 57 Neighborhood Implementation Plan and Strategy was funded, in part, by the Federal Transit Administration, with monies from the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds were made available to the Los Angeles Department of City Planning (DCP) through the State Department of Transportation (CALTRANS), and the Los Angeles County Metropolitan Transportation Authority (MTA).

These ISTEA funds are available for a wide range of transportation related projects. This grant is intended to stimulate usage of the light rail line, increase livability, enhance pedestrian orientation, and help stimulate economic development in the neighborhood immediately

surrounding the station. This neighborhood was chosen to receive the funds because it is the location of a Pasadena Blue Line light rail station.

B. THE PASADENA BLUE LINE

In 1999 a Joint Powers Authority was approved by the State of California under Senate Bill 1847 authorizing reinstatement of the light rail line along Marmion Way for development of the future blue line extension from Downtown Los Angeles to Pasadena. This act removed planning and construction of the Blue Line extension from the LACMTA, and placed authority for its continuation in the hands of a "Joint Powers Authority" (JPA) consisting of representatives from the City of Los Angeles, City of Pasadena, City of South Pasadena, and the LACMTA. The "Construction Authority" of the JPA has proceeded with alacrity and the Pasadena Blue Line is scheduled to open at this station in June of 2003.

C. HISTORIC DEVELOPMENT PATTERNS

The Highland Park community has a rich and diverse history. The legacy of this historic past is evident in the inventory of historic and architecturally significant buildings in Highland Park. These historical structures provide the community with a major asset as it begins the task of revitalizing and restoring Highland Park to its former character and importance within the City of Los Angeles.

The earliest settlers in what is now Highland Park were the Indians of the Gabrielino tribe. Later the area became part of a Spanish land grant to the Verdugo family and at that time was named Rancho Verdugo. Over time, various sections of the Verdugo land holdings were sub-divided in to several smaller ranchos, including Rancho San Rafael.

In 1870, Andrew Glassell and A.C. Chapman purchased what is today Highland Park, from the Verdugo family. It took more than ten years before any serious development occurred in the area. However, once development began, Highland Park quickly became an early suburb of the City of Los Angeles. At one time all of Highland Park was farmland. Farming was a major industry for the area and a slaughter house, belonging to the Benner Farm, was located at the site where the Ebell Club is now located.

Highland Park was incorporated in the City of Los Angeles in 1895. The driving force for the incorporation was a need for water and public services to support the growth and development of the community. There was also an underlying motive to maintain Highland Park as a 'dry' community, free from the encroachment of liquor selling road houses which had developed near Sycamore Grove.

With the building of Occidental College, Judson's College of Fine Arts and Los Angeles Pacific College in the early part of the nineteenth century, Highland Park and the immediate surrounding area began a tradition of devotion to the arts and letters which continues to this day. The establishment of the Southwest Museum further solidified this intellectual and artistic base. This desire to become part of an intellectual and creative community continues with many artists,

writers, poets and others in the creative arts continuing to reside in Highland Park.

Major subdivision of land for homes and small businesses began in the 1880's, and was completed by the 1910's. Thus Highland Park became one of the oldest "streetcar suburbs" of Los Angeles. The general subdivision pattern of this early effort remains today in the long, narrow parcels laid out in a traditional grid. The continued existence of this pattern is today an asset. The livability of the community is supported by the pedestrian friendly street grid and close association of homes to shops and employment. The challenge will be to recover and enhance this historic urban pattern.

Medium and high density residential development exists in relatively small concentrations scattered throughout the community, reflecting long-standing zoning at R3 and R4 zone classifications. This housing includes buildings from the turn of the century through the present. Actions in 1994 were taken by the City to protect the community's historic character through the adoption of a Historic Preservation Overlay Zone. This zone, provides a procedural mechanism to review development proposals, with the goal of the process to protect and enhance buildings, structures, features, sites and areas that have historic architectural significance either for Highland Park or the City of Los Angeles.

There is also a diversity of commercial uses consisting of mom and pop grocery stores, historic pedestrian-oriented shopping districts and mini-mall type developments. The main commercial street in Highland Park is North Figueroa Street, a designated "Community Center" in the Citywide General Plan Framework element of the City of Los Angeles General Plan. The proposed Blue Line light rail public transit route is planned to extend along Marmion Way, between Figueroa Street and Monte Vista Street.

D. HIGHLAND PARK HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

An HPOZ is an overlay zone consisting of special regulations to preserve the unique architecture and heritage of a community. The Highland Park Historic Preservation Overlay Zone defines an area with special regulations governing the addition, alteration, improvement, demolition, reconstruction, rehabilitation or restoration of "structures, features, sites and areas that are reminders of the City's history, are unique and irreplaceable assets to the City and its neighborhoods, or are worthy examples of past architectural styles." This HPOZ, is the first established and largest HPOZ in the City of Los Angeles. Procedurally, an established HPOZ Board reviews development proposals and makes decisions which are appealable to the City Planning Commission and City Council, for proposed projects within the HPOZ area. These decisions are principally for designated properties of historic significance and to a lesser degree the properties not so designated, but nonetheless within the HPOZ area.

E. IMPLICATIONS OF DEMOGRAPHIC AND ECONOMIC PROFILES

Research and demographic studies indicate that the plan area will grow from approximately 28,000 people in the year 1990 to approximately 34,000 people in the year 2020, which is an 18% increase, or approximately 6,000 additional people. This growth in population will require approximately 1,000 more housing units by 2020. Some of this demand has been met with

multiple density housing built since 1990.

A study by Economic Research Associates (ERA) indicates that in 1990 the population in the plan area was 20,427 people of Hispanic origin, or 73% of the total population. By the year 2020 the Hispanic population is projected to experience a slight decrease to 72.8% or 24,763 people.

Children under the age of 19 years are projected to account for approximately 36% of the new population. By the year 2020 it is estimated there will be 12,221 school age children, which is an addition of 2,205 students. This implies a need for approximate 110 more classrooms than existed in 1990. This figure uses a standard of 20 students per classroom. The Los Angeles Unified School District (LAUSD) has provided classrooms for its students until now , but not always using a standard of 20 students per classroom. The School District plans to expand Monte Vista Elementary School and Aldama Elementary School during the next 10 years to meet the demand for more classrooms. According to the May 1998 LAUSD 10 year Master Plan for construction of new school facilities and expansion of existing campuses, which is based on their own staffs demographic projections, there are no projected expansions for middle school or high school classrooms or for new campuses at this time, in this neighborhood.

By the year 2020, 30 % of all neighborhood children will be under the age of 5 years. This will require pre-primary child care programs for at least an additional 657 children. Most of the remaining 1,548 elementary, middle and high school students will also need after school programs. These figures use the projected student population figure for the year 2020 minus the base student population from 1990. These programs will be especially important when the Welfare Reform Act is implemented and mothers with dependent children enter the workforce in greater numbers. Programs for school age children can also help curb youth from becoming gang members by inculcating values that preclude this kind of activity, as well as providing diversions of a positive nature.

The ERA study indicates that 17.1% of the households in the plan area are projected to be earning incomes below poverty level in the year 2010. An estimated 16,366 people will be in the labor force in the year 2020, and 12% (or 1,928) of these are estimated to be unemployed. These estimates do not include any consideration of the impact Welfare Reform Legislation will have on the number of persons looking for work by 2020.

The 2020 projections indicate that 1,599 households (or 17% of the total 9,412 households in the plan area) will be on some sort of public assistance. When the Welfare Reform Legislation is fully in place, it is reasonable to assume most families on public assistance will have at least one member in the labor force.

The unmet employment needs in the plan area by 2020, conservatively will be for 1,928 new jobs: 1,599 jobs for heads of households no longer allowed on welfare plus 329 jobs for persons unemployed in the standard labor force. Assuming additional jobs will be necessary to bring the areas household income up to the City or County median, even more employment is required.

F. SUMMARY

The Avenue 57 Neighborhood Implementation Plan is an implementing tool for the Northeast Los Angeles Community Plan, and is intended as a tool the community can use to help re-vitalize its neighborhood. It capitalizes on the Avenue 57 Pasadena Blue Line Station and defines the regulations affecting the area immediately around the station located at Avenue 57 and Marmion Way in a more finite manner and creates incentives that are designed to help attract development to the plan area. The Neighborhood Implementation Plan is a designed to help guide, stimulate, and incentivise growth, and to make Highland Park a more attractive and liveable place to live and work.

The Plan envisions physical changes, as new development occurs, that will enhance commercial activity, employment, transit access, pedestrian environment, and public amenities, and to increase the compatibility of businesses and residential neighborhoods. The major physical features or land use changes recommended in the Plan are: 1.) Creation of two "Activity Centers, one at the intersection of Avenue 57 and Marmion Way, and the other at the intersection of Avenue 52 and Figueroa Street. 2;) The introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3.) The allowance by right of Arts and professional studios in residential areas; and 4.) The use of development incentives to encourage revitalization of Highland Park.

The Implementation Plan and Strategy builds on what is, and has always been, an asset of this neighborhood: its strategic location between two major Downtown areas, Pasadena and Los Angeles. Other assets include pending investment in light rail, access provided by the adjacent Pasadena Freeway, local entrepreneurial spirit, historic richness, and a flourishing arts community. The Plan acknowledges the need to support the community's local sense of place and history as an essential part of revitalizing the neighborhood.

CHAPTER II. AVENUE 57 NEIGHBORHOOD VISION.

A. VISION STATEMENT

In a series of public workshops, the residents of Highland Park created a Vision of what they want for their community for the year 2020 that includes emphasis on: maintaining the current historic grain and character of the neighborhood; enhancing walkability, liveliness of its streets and its major and secondary retail activity nodes; improving accessibility to public transit; improving local employment rates; and preserving and expanding the local artists community and related activities.

The people of the Avenue 57 Neighborhood Implementation Plan area envision a community that contains a vital economy; a powerful civic culture, a diverse and stable population, a youth friendly environment, and a community with more street trees and pedestrian level street lighting in its residential areas. Achieving those visions were stated as the community's highest priority, and the visions are reflected in the Neighborhood Implementation Plan.

An Economically Vital Community - The neighborhood economy is reasonably healthy at this time, but contains an incomplete mix of commercial uses. Improving that mix has the potential of providing more jobs and improving the economic synergy of the neighborhood. The presence of the Pasadena Blue Line station can function as an economic attractor for jobs and housing construction. Mixed land uses will be encouraged in certain parts of the neighborhood where they can thrive as compatible uses that, when brought together in a functional arrangement, can help to contribute to the community's economic vitality and safety. Compatible land uses will be concentrated in two "Activity Centers" on North Figueroa Street that reinforce Highland Park's sense of place and local identity. The plan hopes to stimulate economic development by creating incentives to re-use existing structures without the normally required additional parking or other, non safety related, building requirements, by instituting a mixed use component to the commercial areas.

A Community That Preserves its History - While accommodating anticipated growth to 2020, the current historic character, or "grain" of the neighborhood, will be maintained. The Historic Preservation Overlay Zone Board will continue to play a major role in the decision making process as future development takes place in this area. The plan recognizes and supports the role and policies of the HPOZ, by establishing adaptive re-use policies, by granting non-conforming rights status to existing non-conforming buildings and by limiting the massing of parcels to maintain an appropriate scale of development.

A Diverse Community - This neighborhood is, and will remain, a place where people of many different ages, incomes, family formation types, and cultural perspectives live, work and shop in harmony. The neighborhood will support cultural differences between neighbors as a community asset to be celebrated. While a plan cannot decree diversity, a plan can encourage provision of a range of housing types to allow a diversity of income ranges, can provide for transportation linkages to allow the existing diverse population access to job centers, and can assist in the preservation of a sense of place that brought the diverse population mix here in the first place.

A Stable Community - This neighborhood will be a place that its people can invest in and stay in from childhood, through family formation, to retirement. The plan supports home ownership as a community stabilizing element. It promotes development of family friendly, affordable homes for local residents to purchase. The neighborhood plan supports new construction of family sized, affordable housing units.

A Youth Friendly Community - This neighborhood should be designed to support its youth. There needs to be an effort to curb young people at risk who live here from becoming gang members by making it easier to develop more child care and preschool facilities, after-school programs, and job training programs. The plan assists through allowing development of community serving uses without the square footage of such uses being counted as allowable building square footage, which, in effect, allows these uses to be a building bonus. The plan also encourages the Los Angeles Unified School district to participate in joint use strategies for the

use of its school sites as recreational assets to the community.

A Thriving Arts Community - The arts community in Highland Park forms a significant part of the historical and current sense of place and character of the community. The plan supports this element of the community through inclusion of artist live-work provisions in the neighborhood and an "Artwalk" to showcase local talent and the artistic history of Highland Park. These measures are designed to help make this neighborhood a more desirable place for artists to locate and to legalize some artists who are operating without benefit of appropriate permits.

A Community With Usable Open Space - The community has stated that this neighborhood needs to have a clean, comfortable, safe, graffiti-free and beautiful public realm. There should be ample open and landscaped space in which to socialize, convene civic gatherings, and recreate. To help realize this, the plan allows development of public plazas and open space without counting these uses against allowable building square footage. This, in effect, is a building bonus for developers and is designed to encourage development of these amenities. Pedestrian orientation regulations are required throughout the business district to create a more livable public space.

A Walkable Community - A clean, safe, and walkable public realm needs to exist which can support a vibrant, pedestrian oriented street life. The Plan proposes implementing the Avenue 57 Art Walk and a linking Pedestrian Promenade, which is envisioned as a circular pedestrian route that includes Avenue 57, Monte Vista Street, Avenue 60, and Arroyo Seco Park.

The points described in the Vision Statement require a commitment to following a public policy strategy or framework. Expenditure of funds in the public, private and community based organization sectors need to support these priorities. Programs and infrastructure investments must be consistent with this vision. The City, by itself, cannot bring this vision to fruition. The community must actively involve itself in implementing the changes necessary to accomplish the vision and evolving into the community they have stated they desire.

CHAPTER III. THE NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY

A. PLAN DEVELOPMENT

Traditionally, Specific Plans have been designed to restrict uses and add exactions to development for the purpose of visually or functionally improving the area within the Specific Plan. The Avenue 57 Neighborhood Implementation Plan adds incentives to develop or change uses. The incentives take the form of plan provisions which loosen regulations, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. The Avenue 57 Neighborhood Plan also builds on existing efforts that have been made, or are ongoing, in Highland Park including the Highland Park Historic Preservation Zone (HPOZ,) the improvements proposed with the MTA Linkages Study, the Local Area Neighborhood Initiative (LANI,) and the Targeted Neighborhood Initiative (TNI) programs. The

plan seeks to re-enforce these programs and use incentives to make developing here more attractive, rather than acting as another layer of regulation.

The plan utilizes the basic operating concept that shopping malls are built upon: that one or a multiple of "anchor" uses act as attractors and their "walk by" business reinforces the customer base of the more specialized or "boutique" type businesses nearby. The reason malls attracted business from "Main Streets" was the convenient parking and the shopping dynamic of the anchor uses supporting the boutiques. Conceptually, shopping malls are enclosed main streets with more convenient parking. Highland Park has public parking lot resources that are a close mimic of shopping mall parking convenience, and, with a more complete spectrum of business and service uses, and with the Pasadena Blue Line Station as an added attractor, there is potential to create the synergy to rejuvenate Highland Park's downtown. Through incentivising specific uses which fill in business gaps, the plan seeks to achieve the "mall" synergy in Highland Park's business district. By limiting height and massing of buildings, the plan seeks to maintain the existing scale and texture of the community. Because the basic premise of the plan is to induce a fully functioning downtown through incentives, and because rejuvenation of development is a dynamic process, the plan should be periodically re-visited and adjusted to keep it functioning optimally. At a minimum, the one time FAR bonus list should be adjusted to keep the commercial mix appropriate as commercial uses are replaced or new ones are constructed.

The design function normally addressed by a Specific Plan has been performed through the HPOZ which regulates design quality for the community, and the LANI and TNI programs which developed urban design standards for Marmion Way, Figueroa Street and various Avenues within the community and helped implement the urban design function for the plan area. The HPOZ, LANI and TNI were all developed with much community support, so additional work in this area was not pursued. With these elements in place, this Neighborhood Plan and Specific Plans original contribution is in the area of providing a mechanism through which Government could provide a means to assist in the attraction of development which can contribute to the vitality and better functioning of the community.

The Land Use Concept for Highland Park's Avenue 57 Transit Oriented District incorporates the vision, and policy goals of the community and represents the view of the residents who attended the public workshops, focus groups, bus tours and other meetings held over the eight month course of developing the Plan. The community strongly endorsed the concept that the plan not propose large increases in either commercial floor area, or residential density. The plan re-enforces existing land use patterns and densities. Changes proposed are, the inclusion of mixed use development incentives, adaptive re-use incentives, a live-work zone to permit artists and other professionals to live and work in the same building, the permission to establish bed and breakfast uses in the residential structures, and limits to lot aggregation for new development. In these ways, the plan is designed to preserve the prevailing scale, neighborhood feel, and design cohesion while providing a means to attract new development. Livability, pedestrian orientation, and enhancement of the historic architectural and cultural assets were guiding principals in developing this plan.

B. SPECIFIC PLAN USERS MANUAL

As with any complicated document, it is more understandable if accompanied by a "Users Manual." Here is the Avenue 57 Transit Oriented District users manual.

1. If you have a particular site in mind: a.) Go to the map and find your site location. It will be within a specific "Subarea" such as the "Major Activity Area". b.) Go to Section "E" of this chapter, to find the list of incentives available for that "Subarea." Examples of incentives might be, Mixed Use, or Adaptive Re-use. Descriptions of the Incentives are found in Section "C" of this Chapter c.) Any new development in this Specific Plan area is entitled to two of the incentives.

2. To obtain more than two incentives you must file and have approved, a Conditional Use per Section 12.24 C 64 of the Municipal Code.

3. To obtain relief from the Development controls you must file and obtain approval of a "Specific Plan Exception."

4. Both the Zoning Administrators action and the Specific Plan Exception may be filed as a single action in which case the Planning Commission, or any successor to the Planning Commission, will hear and decide the case. The fee for a combined filing shall be whichever single fee is greater.

5. After you have chosen your incentives and before obtaining a building permit, you must have plot plans and/or floor plans showing your proposed building or renovation and illustrating any items such as increased FAR, parking lot landscaping, or reduced parking approved by the Plan Approvals section of the City Planning Department.

C. INCENTIVES

For a detailed description of the specific requirements and benefits of each Incentive, consult the Specific Plan Ordinance.

<u>Live / Work provisions</u>

The Adaptive Re-use provisions of this plan permit joint living and working quarters in existing commercial buildings throughout the plan area. This incentive allows new construction to be designed for live/work purposes to encourage artists and professionals, or it allows existing structures to be converted to live/work uses.

Existing artists and artisans who were operating prior to the effective date of this Plan and Ordinance without benefit of appropriate permits shall be deemed to be legal. New uses or expansion of existing, legal, joint living and work quarter uses shall be permitted within the entire plan area on both commercial and residentially zoned properties. This incentive is provided to assist in making the area attractive to a wide range of artists or professional people who, increasingly, desire to conduct business from their home. As technological and

communications advances free us from dependence on an office to conduct business, these provisions will become increasingly desirable.

Joint Living and Work spaces shall be permitted for the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate, and travel agents; photographers and other similar occupations as determined by the Zoning Administrator, provided that the commercial uses are permitted by the underlying zone.

Home Occupation
Home occupation uses as described in Section 12.05 A 16 of the Municipal Code are permitted by right in addition to the Live/Work uses and are only mentioned here as reference.

Pedestrian Amenities
Outdoor sidewalk cafes, public plazas, retail courtyards, pedestrian arcades, spaces for outdoor seating that are located on the ground floor, and that are accessible to and available for use by the public, shall have a maximum of 75% of their floor area counted in FAR calculations in the Major Activity Center and the Mixed Use District. This incentive is designed to attract development of pedestrian amenities by, essentially, allowing them for free.

Community Uses
The following uses shall be permitted as bonus "Community Uses; 1.) day or senior care centers, 2.) museums, 3.) cultural centers, 4.) community use centers, 5.) small concert spaces or public theaters (2500 square foot maximum) 6.) Police substations 7.) Other such uses as determined by the Director of Planning, without such uses being counted against allowable FAR.

One Time FAR Bonus for "Targeted" uses
The following uses will be granted a bonus Floor Area ratio of .25 % FAR for the first development of any of these uses: (1) A general merchandise "department" type store, (2) A home improvement or hardware store, (3) A computer or software outlet store, (4) A graphic or art supply store. (5) A bookstore (6) A Music Store. The Ordinance describes the minimum square feet for each such use.

Adaptive Re-use Provisions
Adaptive re-use is provided as an incentive to allow commercial uses along Figueroa Street and uses in the Artwalk to change from one commercial use to another, to encourage mixed uses of commercial and residential, or commercial and office in the same building, to allow conversions from commercial to residential uses, and to allow live/work or artist in residence development without incurring the normal requirements to provide additional parking, and the normal zone imposed use restrictions. The adaptive re-use provisions also relieve the developer of conditional use and site plan review provisions, as long as an HPOZ approval is obtained. These incentives are valuable toward realizing Highland Parks revitalization because they allow the existing historical buildings and buildings that add to the character and feel of the community to be re-used without the normal , costly, retrofit requirements that are dis-incentives to locating a new

business here.

Mixed Use

These provisions are being added to the designated Mixed Use boulevard areas along Figueroa Street and Monte Vista Street. This incentive is added as a device to allow additional residential density in proximity to the transit station to help support the transportation system, reduce vehicle trips traveled by locating residents, jobs and services near each other, but keep the plan consistent with the communities desire to keep residential density substantially at existing density. The purpose of mixed use is to encourage land uses that combine commercial uses and dwelling units. This provision also helps promote economic vitality and revitalization by allowing more income producing use to second or third stories above ground floor retail, while providing a variety of housing opportunities and improving the efficiency of public services and utilities.

Commercial Artcraft

The Commercial Artcraft provisions are added within the area designated as the "Artwalk" as an incentive to assist in creating an ambiance enhancing an artistic "sense of place" along the Artwalk. The intent is to allow local artists to pursue their art in a public fashion with as little governmental regulation as is practical, but still protect the greater public and community from potential hazardous activities which may include the use of toxic or hazardous substances or processes. In this way, the community itself, over time can participate in the creation of a special ambiance that can attract not only the community itself, but visitors from around the region. Historically, Highland Park has been known as an "artist colony" from the 1920s and there is still a strong artistic presence here, so this incentive is directed toward enhancing the existing sense of place that gives Highland Park a unique character. The Live/Work provisions of this plan and the Home Occupation provisions found in the Municipal Code grant the basic ability to conduct a commercial artistic endeavor within either a commercially or residentially zoned structure, but those uses must be conducted within the building. This incentive allows outdoor uses and seeks to create a unique ambiance on the "Artwalk.".

Reduced Parking

A commercial or industrial building located on a lot not more than 1,500 feet distant from the portal of the Pasadena Blue Line Avenue 57 Station or 750 feet from a public parking lot shall be permitted a 15 percent reduction from the parking otherwise required by the Municipal Code.

FAR Bonus for Lot Assembly

Any new development or development joining existing uses into a unified development, may be granted a bonus of .25 percent above what the zone permits as maximum allowable square footage of building on the site.

Bed and Breakfast

A Bed and Breakfast facility described as "a building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive nights days and which does not contain more than five guest rooms and one kitchen" in an existing building that is designated on the

National Register of Historic Places, including Contributing Buildings in National Register Historic Districts, the California Register of Historic Resources, the City of Los Angeles List of Historic-Cultural Monuments, or a Contributing Structure located in the Highland park Historic Preservation Zone, is permitted by right if located in the RD, R3 of R4 Zones. Additional parking above that currently provided shall not be required if providing such parking would degrade the historic architectural character of the existing structure.

Any two incentives may be applied to a single development, however, no combination of incentives may exceed a Floor Area Ratio of 3 to 1. Application of more than two incentives will require approval pursuant to Section 12.24 C 64 of the Municipal Code.

D. DEVELOPMENT CONTROLS

In order to preserve the neighborhood feel and related pedestrian function, and to increase the attractiveness of the central business district, as new development occurs on Figueroa Street, development standards must be imposed. These development standards are designed to work with the incentives included in this plan, and the historic preservation regulations and will help ensure that the communities vision of its downtown is preserved.

The following development standards, shall apply to all new construction projects fronting on Figueroa Street, and new "Mixed Use" projects on Monte Vista street.

Ground Floor Commercial Uses - One hundred percent of the Ground Floor Building Frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate Commercial Uses to a minimum depth of 25 feet.

Building Frontage - Building Frontage shall ,for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

Pedestrian Amenities - Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

Location of Pedestrian Entrances - Each individual tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

Parking - For new development, surface parking lots or parking structures shall be located behind the required Building Frontage, in the rear, interior portion of the lot that does not front on the street.

Transparency of Building Frontage - At least 50% of all exterior walls (including doors)

which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the HPOZ.

The following Development Standards shall apply to the entire plan area:

HPOZ - The approval requirements and provisions of the Highland Park Historic Preservation Overlay Zone apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan .

Lot Assembly Restrictions - A lot assembly restriction of a maximum of two lots or 10,000 square feet for residential development or 3 lots and 15,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan, except for the Angeles Chevrolet site which shall be exempt as long as it remains in a single parcel.

E. PLAN SUBAREAS

The main land use components of this plan are: 1.) The strengthening of the central business district's two major activity areas; 2.) Linking these two commercial activity areas with a mixed use boulevard connector; 3.) Creating a pedestrian friendly circulation loop linking these centers, the Blue Line station, and the Arroyo Seco Park. These concepts are all basic to good planning practice, but the means to achieve them are new. This plan embraces the concept that the Highland Park neighborhood would benefit from a special bonus structure to attract the new development and re-development needed to create the economic synergy necessary to re-invent it as a vital, fully functioning neighborhood. Land Use changes take place gradually, over time, as businesses are replaced in existing buildings, or as new construction takes place. The plan Subareas are:

1. Major Activity Center

The Major Activity Center is the historical and the economic heart of the neighborhood. The proposed Center includes the properties that front on North Figueroa Street between Avenue 55 and Avenue 59 and the municipal parking lot that adjoins the proposed Blue Line Station.

This Center functions within the neighborhood by providing a sense of place and a natural gathering place within the community. The plan for this area is intended to encourage not only commercial uses for the major center but community centered, recreational and cultural activities as well. With the appropriate mix of uses and the Blue Line as an attractor and catalyst, the area could develop into a 24 hour activity area. The ArtWalk, the experience of the historic ambiance, the restaurants, and an expanded range of shopping can all add to this equation for positive change.

The HPOZ controls ensure that historic building exteriors maintain their character, and new uses are appropriate in scale and architectural feel, and the adaptive re-use provisions will allow new uses to develop in existing structures without building or zone code requirements making the replacement uses perform expensive retrofit improvements, or provide additional parking.

The incentives for the Major Activity Center are the Live / Work provisions, a bonus for pedestrian amenities, a bonus for community uses, a one time Floor Area Ratio bonus of .25% for "Targeted" uses needed to create a full service commercial area, Adaptive Re-Use, Mixed Use, Reduced Parking of 15% within 1500 feet of the Pasadena Blue Line Avenue 57 station or 750 feet of a public parking, a .25 FAR bonus for lot assembly, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

2. Secondary Activity Center

The Secondary Activity Center, located between Avenue 50 and Avenue 52 on Figueroa Street, is proposed to serve as a second supporting commercial anchor along the corridor. Aside from being another important activity center, the former Angelus Chevrolet site is the largest single commercial parcel in the plan area and, as such, provides a unique opportunity for future development. Large single parcels like this are a valuable asset for unified development, and as long as it remains a single parcel, it can develop and redevelop with different uses over time as the neighborhood evolves. Planning for this subarea is characterized by creating a smaller scale, supporting commercial center to reinforce the Major Activity Center and serve as the westerly terminus of the Transit Oriented District

Development incentives for the Secondary Activity center include: Live work provisions, a bonus for providing pedestrian amenities, a bonus for providing Community Uses, a one time Floor Area Ration Bonus of .25% for "Targeted" uses needed to create a full service commercial area within the Secondary Activity Center, Adaptive Re-Use provisions, and Mixed Use provisions, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

3. Mixed Use Areas

Mixed use development is designated for the area generally between Avenue 52 and Avenue 61, between Marmion Way and North Figueroa Street, and Monte Vista Street between Avenue 54 and 56. The planning intent is for the Figueroa Street commercial area to develop as Artists-in-Residence uses and mixed use, with the incentive provisions of a mixed use overlay zone. Mixed use would also be permitted within the Major and Secondary Activity Centers, but this area is particularly encouraged for mixed use development as its commercial base is not as intense, but functionally it links and supports both activity centers. Mixed use provides an incentive to use the underutilized second floors of commercial buildings, supports both the Pasadena Blue Line and the Bus lines with concentrated residential development in proximity to these systems, and adds to the potential for a 24 hour activity area. This designation conforms with the community vision for Highland Park as it allows additional residential development without intensifying development capacity in the surrounding residential neighborhoods.

Monte Vista Street, the effective northerly boundary of the plan area, forms a parallel transportation link north of the "Blue Line" Right of Way and is an alternate route to Mount Washington. Monte Vista Street is primarily developed with a mix of multiple residential, public and single family uses, but contains a two block commercial node. The commercial properties,

between Avenue 54 and Avenue 56, are developed with existing neighborhood and pedestrian oriented commercial land uses and are located directly across the street from Monte Vista Elementary School. The mixed use overlay here, with residential uses permitted above ground floor retail uses, would permit a modest increase of floor area without intruding on the predominant scale of development, which would help supply housing within walking distance of the transit station, and would provide a viable use for underutilized second or third floors. This would re-enforce transit use and add to the mix of uses in the neighborhood.

The development Incentives for the Mixed Use Areas are the Mixed Use incentive provisions, the Live / Work provisions and the Adaptive Re-Use provisions, all as approved by the Director of Planning provided the development meets the requirements for the incentive.

4. Avenue 58 Farmers and Artisan Market

This is the heart of the commercial center, and the focal point of the proposed Pasadena Blue Line station area. It's "Mercado" theme builds on the historic character of the neighborhood and provides potential for a public space to serve as a colorful, ever changing, magnet to attract local and transit passenger visitors.

An open air farmer's market and artisan market, on weekends with live entertainment is proposed along Avenue 58 between Marmion Way and North Figueroa Street. Design of improvements and amenities has been accomplished under the MTA "Linkages" study and has been funded. Construction is anticipated early in the year 2000.

As a part of the Major Activity Center, there are no specific incentives or restrictions which apply only to the "Mercado." The Farmers and Artisan Market is mentioned here as a separate heading only to highlight its theme importance and that there are specific plans for its use and improvement embodied in the Linkages study.

5. Avenue 57"Artwalk"

Historically, Highland Park has been known as an "artist colony" from the 1920s and there is still a strong artistic presence here, so this incentive is directed toward enhancing the existing sense of place that gives Highland Park a unique character. The planning for the Artwalk portion of the plan is designed to create a special corridor to showcase some of this unique art heritage and create a pedestrian scale pathway with it's own unique landscaping, design elements and public art displays

The Artwalk includes the lots that front on Avenue 57, between Monte Vista Street and the Pasadena Freeway. The ArtWalk is intended to reinforce and stimulate the long standing Arts community of Highland Park. Another provision is to permit by right the posting of decorative signs highlighting the particular artist's wares as well as giving identity to this strip of Avenue 57. Using banners along the public right of way for different artistic events and other community events would enhance the identity of the ArtWalk. Three dimensional public art can also be used to help establish identity for ArtWalk.

The development Incentives for the Artwalk are the Live / Work provisions and the Commercial Artcraft Provisions as approved by the Director of Planning provided the development meets the requirements for the incentive .

6. Marmion Way Transit Corridor

The Marmion Way corridor is the public right of way corridor for the Pasadena Blue Line light rail transit system. It is unique within the overall corridor, as it is part of the historic, residential Highland Park Neighborhood, has a narrow right of way, and requires a sensitive design treatment. In response, while MTA still had jurisdiction over construction of the Pasadena Blue Line, the firm of HNTB was contracted to design the improvements and amenities for this section. Marmion Way's changing configuration had been a cause of concern among the Highland Park community, and a ten week urban design/community involvement process was instituted and a consensus was reached between the community, MTA and the City of Los Angeles, adopting an "at grade" system incorporating a narrow sidewalk of colored concrete, arroyo stone tactile strips which separate the sidewalk from the roadway, a mountable concrete curb, arroyo stone tactile strips separating the two track light rail system, arroyo stone pilasters for the catenary poles which power the light rail, patterned crosswalks, and pedestrian lighting. The spacial considerations of the narrow right of way and proximity of residential uses were severe design constraints and the resulting design by HNTB was reached with much public participation. This plan incorporates that work and requires that all development conform to the Pasadena Blue Line Marmion Way Corridor design as approved by LADOT. There are no specific incentives or restrictions applicable to the corridor. The Marmion Way Transit Corridor is mentioned as a separate heading only to inform about its publicly funded improvements.

7. Residential Areas

This subarea encompasses the remainder of the area contained within the plan boundaries and constitutes the primary residential component of the Avenue 57 Neighborhood Plan. The planning intent for these properties is to ensure that they are granted non conforming rights, and to limit the maximum size of new development so that the prevailing scale of the neighborhood is preserved. These residentially zoned and developed areas shall have legal nonconforming rights in perpetuity for density, height and yard requirements if the structure or use was legal when originally constructed.

Development Incentives for the Residential Areas are the Live / Work provisions and the Bed and Breakfast provisions as approved by the Director of Planning provided the development meets the requirements for the incentive .

An additional Development Control for the Residential Areas is a minimum bedroom requirement of not less than two bedrooms per unit for new development.

CHAPTER IV. URBAN DESIGN

In the Highland Park community, there have been a number of public supported and developed

Urban Design efforts already adopted. The "Highland Park Conceptual Improvement Plan" and its accessory "Streetscape Design Specifications " and "Streetscape Design Specifications Manual" have been in place for a number of years and are being implemented. Rather than re-inventing an urban design plan after so much citizen based effort and acceptance of these adopted design schemes, the Avenue 57 Neighborhood Plan recognizes these design concepts. The Highland Park Historic Preservation Overlay Zone (HPOZ) determines on a project by project basis, whether a design conforms with the established design feeling of the community. Between these two efforts, it was felt that urban design had been appropriately addressed in this plan area.

Implementation of these improvements must be a collaborative effort with participation of the City of Los Angeles, and community based organizations.. Other cities have implemented similar urban design efforts and streetscapes through a Business Improvement District process or through a LANI type of non profit Community Development Corporation.

CHAPTER V. ECONOMIC DEVELOPMENT STRATEGY

A. BACKGROUND

The Highland Park Economic Strategy (Attached, Appendix II.) is designed to implement the goals and objectives of the Neighborhood Vision. This Strategy, however is not meant to be a complete, or multi-dimensional program for all local economic growth. It is proposed as the land use contribution to the bigger economic picture and to address the Economic Vitality statement in the community vision. It is one way to find sufficient land for meaningful employment in those industry categories most likely to pay a family supporting wage, and fit the skill profile in the current residents. This strategy is not presented as a City funded guide to improvements. It is rather, a guide that the community may use as its strategy to address improving its economic functioning and to better target the actions necessary to help turn the area around economically

B. APPROACH

The Economic Strategy treats this neighborhood primarily as a labor market, and secondarily as a real estate or services market. This strategy commits to economically revitalize the people in the neighborhood, as well as the place. The key is to understand the requirements and possibilities of workers and the strategies required to link them to both neighborhood and non-neighborhood or regional economic opportunities.

The Strategy also acknowledges the neighborhood's responsibility to position itself in such a way as to take advantage of favorable conditions by becoming hospitable to new industry and services, and to make fuller use of all local resources, including the new "Blue Line" station. Land use pattern and plans are some of the determinants of positive economic conditions for employers who offer the best jobs for local residents.

The terms revitalization or economic redevelopment refer, in this document, to upgrading household incomes and local quality of life by: regaining a favorable climate for jobs and investment; making the neighborhood desirable and competitive as a place to live; and making

the neighborhood a part of the mainstream regional economy. This means a restoration of the ordinary mechanisms of the market place and becoming a place where people with choices want to remain or locate.

C. TACTICS

A genuine competitive business advantage of the Highland Park Neighborhood comes from the area's strategic location within the city and region, rich transportation networks, untapped local demand for retail goods and services, and under used potential labor force. An effective approach to economic development in this community, therefore, involves identifying and then luring businesses that have a natural financial advantage for locating in the Highland Park neighborhood. With its large Latin population, the emerging Hispanic retail chains such as La Curacao, Supertienda Tapuchulteca, Tres Hermanos and others could find a hospitable market environment here, and could fill some of the retail gaps now present in the business mix of the neighborhood.

D. COMPONENTS OF THE ECONOMIC DEVELOPMENT STRATEGY

Attract Location Sensitive Industries

Highland Park offers a locational advantage to businesses that need proximity to both the Pasadena and Los Angeles downtowns, transportation infrastructure, and a rich mix of other firms. Examples of location- sensitive industries are: Office space; value added business services; restaurants; printing; rapid-response warehouse and distribution; light manufacturing, and niche industries.

Create Industry Complexes

An effective economic strategy will focus on creating a geographic concentration of related businesses, as opposed to recruiting a series of isolated companies. When a cluster of complex of firms is established, financing of capital, employee training and human resource management also become more efficient and effective. A Business Assistance Center, child care and training sites located within an industry cluster is an important component of the economic strategy for this neighborhood. The modest scale of density and floor area increase proposed in the plan, and endorsed by the community, make the aggregation of large parcels to redevelop as a complex unlikely. This underlines the importance of the adaptive re-use approach with its emphasis on using existing structures and seeking compatible tenant mixes to accomplish the same thing.

Tap into the local unmet consumer demand

Nationally there is a re-emerging focus on inner-city retailing. The consumer market of Highland Park neighborhood residents represents the most immediate opportunity for locally-based entrepreneurs, businesses and employment. High population density means a large local market with substantial buying power, despite lower than average incomes. And among poorer families, virtually all income is spent on consumption. Suburban markets are increasingly saturated, while central city areas are looking more attractive as a substantial aggregate untapped market, poorly served and with few competitors. The high volume of weekend pedestrian activity on Figueroa Street is testimony to the strength of that segment of the retail market.

E. LAND USE IMPLICATIONS OF THE STRATEGY

This Neighborhood Implementation Plan and Strategy support local economic revitalization by establishing land use policies that encourage and reward the assembly of limited parcels of land, that make sure sufficient amounts of the required zoning are available, that properly regulate site conditions attractive to desired industries, and that strategically position supporting land uses (like child care, homes, stores, transit etc.)

Therefore, in order to promote the Economic Strategy described above, the land use portion of the Neighborhood Plan:

1. Proposes an Activity Center that is designed to increase commercial uses that serve the resident and transit users needs. This center is located primarily along the Figueroa corridor.

2. Encourages a mix of neighborhood businesses (urban village) that serves the variety of people who are close enough to use them regularly.

3. Proposes Adequate Public and Private Services to support local and transit oriented needs for child-care, and convenience related services to attract the commuter on the way home or to the job site.

F. IMPLEMENTATION

The Highland Park Economic Implementation Strategy was developed by Economic Research Associates who first worked with detailed socio-demographic studies, future market demand studies, economic trend forecasts, and input from a series of economic focus groups in the community. The studies found that the Highland Park community commercial area , though it serves a significant portion of the Northeast Los Angeles community, functions as a community convenience retail and service concentration rather than a dominant regional center.

This "community convenience" character of retail development is not likely to change, given the corresponding desires of the community to support the Historic Preservation Overlay Zone and to keep new development to a medium scale. Accomplishing this dictates that the economic development strategy be one of reinforcing and revitalizing the existing properties, allowing only minimal lot consolidation, and re-use and recycling of opportunity locations. While the usual paradigm around transit station calls for a strategy of significantly increased density, to maximize commercial and service opportunities for the transit riders, virtually all sectors of the community supported the overall "revitalization-in-place" concept.

To Accomplish revitalization, many of the current businesses will need to dramatically increase their technology capabilities and their capacity to communicate with and capture customers and clientele as both the nature of goods and services will inevitably change dramatically over the next 20 years. When the Blue Line system begins operation, it is reasonable to expect a certain amount of pressure to replace some of the current retail uses with professional and commercial services targeted at the Los Angeles or Pasadena Regional cores. Also a trend toward housing resales and increased rents as Highland Park's locational advantage in relation to these two

centers is perceived. These trends should bolster the stability and economic viability of the Highland Park community.

G. CHARACTERISTICS AND EVOLUTION OF THE HIGHLAND PARK CENTRAL BUSINESS DISTRICT

Highland Park's commercial center shows a generally high level of activity on Saturday mornings along Figueroa Street, demonstrating a healthy underlying commercial viability in spite of the relatively small scale of retail uses along the corridor. As of this writing, there were nearly 300 businesses in place creating approximately 1,900 jobs, with the division between retail and service businesses being roughly equal in both numbers of businesses and employment provided. However, there are significant gaps in the variety of uses needed by the community. To function as a more autonomous and complete commercial area, the neighborhood specifically needs a home improvement/hardware store and a general merchandise or "department" type of store. A larger variety of restaurants, small bookstores, computer and software outlets, more entertainment uses, dinner theaters, education uses, office uses and art/graphic supply stores to support the strong art related element in the community would also be desirable and are likely future uses. There is currently some labor intensive, light manufacturing in the community, and more may evolve here in the future as technology makes labor intensive light industry with smaller space needs feasible and profitable. There now exists an automobile services/ repair/ custom node which is a specialty of the district and will probably remain but would profit by consolidating into more efficient spaces. It is important that the basic existing mix of healthy businesses remain and are augmented with the needed additions.

The neighborhood plan proposes encouraging the concept of a "farmers market" on 58th Street, and street markets and theme walkways at other locations as a means of showcasing the strong creative art orientation and heritage of the area, and attracting residents and visitors. This type of ambiance creates expectation of a heightened shopping/ interactive/recreational experience, and can be quite a successful stimulus. While difficult to quantify, Economic Research Associates suggests that as much as 10,000 to 15,000 square feet of regularly appearing market booths, sidewalk sales and art fairs may evolve over time. This type of activity, as it evolves, can support other more permanent commercial uses such as sidewalk cafes, flower shops, bookstores and other pedestrian oriented businesses.

H. SITE NEEDS FOR PROSPECTIVE NEW USES

The existing uses and ownership patterns of Highland Park make infill and adaptive re-use the most effective way to incorporate the development of new businesses into the community. Also given the prevailing patterns, prospective new businesses are likely to be ones which have smaller space requirements. Larger parcels could be created through adaptive combination and re-use of adjoining buildings or utilizing some of the larger "opportunity" buildings in the community. The only large "opportunity" site in the plan area is the former Angelus Chevrolet/Toyota site, located between Avenue 50 and Avenue 52, in the westerly part of the neighborhood plan. While there is a development proposal at this writing, it primarily uses the same are scale and building locations as currently exist on the site. However, this does not

preclude site assembly and re-development as the development market changes with introduction of the Blue Line. The relative lack of larger parcels in the neighborhood dictates that the primary economic strategy for the Avenue 57 district needs to focus on the central business district. This in turn, dictates a high probability that the majority of the future development will be re-using existing structures and will rely on the existing parking inventory. This strategy of revitalization rather than densification is also the approach that the community strongly endorsed.

I. FINANCIAL STRATEGY FOR LOCAL BUSINESSES

The area could use a larger, general merchandise store, a computer/technology/consumer electronics outlet and a home improvement/hardware outlet to create the full service, retail mix most likely to generate a self sustaining local clientele. The current incomplete mix of retail is the major problem facing the area. With the appropriate mix of larger and smaller retail and service uses, an economic synergy is created that benefits the entire business community. Achieving that synergistic mix is the goal the community must aspire too. The LANI and TNI programs are assisting by targeting public works improvements, small business loans and general facelift types of improvements, but they are of short duration or are incomplete as agents of deep change.

A transition needs to occur whereby the business and service community obtains their own expertise in obtaining "bridge" lenders and investors to be able to support the evolving commercial market, marketing Highland Park's locational advantages in the appropriate business venues, working with the Chamber of Commerce and the Highland Park Community Development Corporation to attract grant funding and other sources of capital.

The present scale of the Highland Park commercial corridor is large enough to stimulate it's own internal transactions, and the Economic Research Associates recommend a program co-sponsored by, among others, a future Business Improvement District (BID) and the Chamber of Commerce to help define retail and service gaps and target and market to potential tenants to fill those gaps. Such a partnership can also strengthen business to business purchasing relationships which could enhance business volume among virtually all businesses in the area.

J. GOVERNMENT PROGRAMS

The recently enacted Ordinance known as the (LLSPM PBID) that will modify the city's Business Improvement district requirements to allow city council to "order the improvement, maintenance and activities of specifically defined and boundaried commercial districts of the City... to allow establishment "upon written petition, signed and acknowledged, of the property owners in the proposed district who will pay more than 25% (instead of the 51% required of a normal BID) of the assessment"... for such a district.

Together these analyses create a program around which the community can organize itself to improve its local economy and create the liveable, full service neighborhood it desires.

CHAPTER VI. PUBLIC FACILITIES, SERVICES AND AMENITIES

Monte Vista Elementary School Monte Vista Elementary School is located between Avenue 54, Monte Vista Street, Avenue 55, and Ash Street. The principal expansion site, between Avenue 55, Monte Vista Street, Avenue 56, and Ash Street, will contain a new Primary Center to serve Kindergarten through Third grades. Adjoining this site, across from Avenue 56 the off-street parking for the Monte Vista Elementary School and Primary Center will be located

In addition the school should also provide a multi-purpose room for serving the surrounding neighborhood need for a public space for meetings or other events.

Arroyo Seco Regional Library, Highland Park Recreation Center, and the Highland Park Senior Citizen Center The triangular parcel of land between North Figueroa, Avenue 61 and Piedmont Street contains the Highland Recreation Center and the approximately 10,000 square foot Arroyo Seco Regional Library. This Library is scheduled to be replaced with a new one containing 14,000 square feet. Extensive landscaping should be encouraged along the perimeter of the recreation center. "Natural Surveillance" principals should be incorporated to encourage a feeling of security and pedestrian friendliness.

The other triangular parcel of land contains the Highland Park Senior Citizen Center. It is a relatively new facility. Landscaping should be encouraged at this site as well.

CHAPTER VII. CIRCULATION AND PARKING

A. BACKGROUND

In a series of public workshops, the residents of Highland Park created a Vision of what they wanted for their community for the year 2020. Community goals related to circulation and access were: 1.) Enhance walkability and liveliness of is its streets and its major and secondary retail activity nodes; and 2.) Improve accessability to public transit.

The Avenue 57 Neighborhood Implementation Plan and Strategy envisions physical changes to enhance commercial activity, employment, transit access, pedestrian environment, public amenities, and to increase the compatibility of businesses and residential neighborhoods. All of the major physical features and land use characteristics recommended in the Plan will have circulation and parking implications.

B. EXISTING CONDITIONS

The Avenue 57 Neighborhood Implementation Plan and Strategy is based on current conditions as well as projections for future conditions in the year 2020. The area's current transportation system is automobile oriented with high bus transit use. The Pasadena Freeway serves Highland Park and connects it north to the cities of Pasadena and South Pasadena and south to Downtown Los Angeles. Originally known as the Arroyo Seco Parkway, the Pasadena Freeway was completed in 1941 and represents the first section in the region's freeway system. Access to

Highland Park is provided by southbound only on and off ramps at Avenue 57, and both northbound and southbound on and off ramps at Avenue 52 and Avenue 60.

The Avenue 57 Neighborhood is served by a four-level hierarchy of streets, each with its own role and physical standards. North Figueroa Street serves as the area's "Main Street" and is designated as a Major Arterial Highway. Within the Neighborhood Plan area, five streets are identified as Secondary Highways, which supplement the through-traffic carrying capacity of North Figueroa Street. They are Monte vista Street in its entirety, Avenues 50 and 54 north of Figueroa Street, and Avenues 52 and 60 south of Figueroa Street. Three streets are designated as Collector Streets which facilitate local traffic flow. This third level of street service includes Echo Street along its entire length, Avenue 59 north of Figueroa Street and Avenue 57 south of Figueroa Street. The remainder of the area's streets are identified as Local Streets serving residential neighborhoods.

The City of Los Angeles has developed a Bicycle Plan to guide development of a citywide bicycle transportation network to encourage greater utilization of bicycles for both personal transportation and recreation. Based on this plan, city streets have been designated as Class I (bike paths), Class II (bike path) or Commuter Bikeway. Class II bike lanes have been identified on Avenue 50 north from Monte Vista Street to York Boulevard; along Figueroa Street between Avenue 60 and York Boulevard; and Avenue 60 south from Figueroa Street to the Arroyo Seco Park. A recreational bikeway is proposed paralleling the Arroyo Seco Channel/Pasadena Freeway to link Highland Park north to the cities of Pasadena and south Pasadena, and south to Downtown Los Angeles.

Bus transit service In the area includes LACMTA Line 81 which runs along North Figueroa Street connecting Highland Park to Eagle Rock and through Downtown Los Angeles t o the Metro Green Line. LACMTA Line 83 operates on Monte Vista Street and also provides service north to Eagle Rock and south to Downtown. DASH Community Connection service operated by LADOT connects Highland Park with Eagle Rock and the Arroyo Seco Park. This community-oriented service runs Monday through Saturday along North Figueroa Street from Avenue 54 and north to beyond Avenue 60.

The Avenue 57 Neighborhood Implementation Plan and Strategy area has a substantial parking supply with minor or no restrictions and a low average utilization rate. Within the study area, there are a total of 1,310 on-street parking spaces and 1,722 off-street parking spaces. Of the 1,310 on-street spaces, 84 percent are unrestricted, 12 percent are metered with time limits, and 4 percent are un metered with time limits. The time limits are generally one or two hours between the hours of 8:00AM and 6:00 PM. Of the 1,722 off-street parking spaces, 46 percent are in public lots and 54 percent are located in private lots. The public lots in the area between Avenue 56 and Avenue 58 have use restrictions, the most typical being a ten-hour limit between 8:00 AM and 6:00 PM.

On-street parking along Figueroa Street is typically underutilized except for a few street segments adjacent to key destinations. The south side of Avenue 57 is at capacity a majority of

the day. At noon, the north side of Avenues 55 and 61 are typically at capacity, while the north side of Avenue 61 has been observed at beyond capacity with illegal parking occurring. In the afternoon, the north sides of Avenue 52, 57 and 59 approach capacity, along with the south side of Roselawn Avenue. Off-street parking is provided in four public lots and one private lot. Utilization of off-street parking varies substantially with the Bank of America lot and the public lot located between Avenues 54 and 55 operating at over 90 percent capacity from noon through the afternoon. The other three parking lots have excess capacity with two of the lots averaging only a 18 percent utilization rate.

With the numerous public parking lots located throughout the plan area. The Plans parking goal is to efficiently accommodate commercial and transit generated parking needs with these existing lots. Although the proposed Blue Line station at Avenue 57 is not planned to incorporate a large park and ride facility, this station, will probably be accessed mostly by foot and by other public transit.

There are enough parking spaces to accommodate 1 million square feet of commercial space at 3 parking spaces per 1,000 square feet of commercial floor area, so it appears that no new parking lots or facilities are needed to accommodate the 2020 retail demand or public transit ridership demand.

The neighborhood scale is better maintained if parking lots are scattered mid-block as they are now. Parking lots should be required to provide landscaping per code requirements, be better maintained, provide security lighting, and provide clear continuous pedestrian paths linking lots to each other where appropriate and linking to the commercial areas.

C. FUTURE CONDITIONS

By the year 2020, projections indicate an 18 percent growth in neighborhood population of which 17 percent are forecast to be low income and most likely transit dependent. A major portion of the area's population increase is also projected to occur in transit dependent age groups which are under 19 and over 65 years of age. Approximately half of the area's population is estimated to be employed and will need improved access to regional jobs. Conversely, as employment opportunities are developed in the Avenue 57 neighborhood, improved regional access to the area will become increasingly important. Currently, the area's freeway and street system is experiencing peak period congestion and travel delay. In the future, there will be an increased need for transit accessibility to accommodate the projected growth in daily person trips and transit-dependent population as well as to support the area's desirability and economic opportunities.

D. THE PASADENA BLUE LINE

The significant regional investment represented by the Metro Pasadena Blue Line will go a long way to serving that future need. This 13.7 mile long light rail transit line will operate between Union Station in downtown Los Angeles through Highland Park to South Pasadena and Pasadena. At Union Station, Blue Line riders can transfer to the Metro Red Line which provides connections to the Metro Long Beach Blue Line and Green Line. The Avenue 47 station is

planned for Marmion Way between Avenues 57 and 59. Operation of the Metro Pasadena Blue Line will provide Highland Park residents with improved regional access while making Highland Park attractive as a commercial and employment destination. The Pasadena Blue Line is scheduled to open in June 2003.

CHAPTER VIII. SPECIFIC PLAN ORDINANCE

A. PURPOSE OF THE SPECIFIC PLAN ORDINANCE

The Specific Plan is intended to implement the General Plan. The Avenue 57 Specific Plan is enacted through the authority granted to the City of Los Angeles by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq.

The Development Standards and land use strategies presented in the Avenue 57 Specific Plan amend and augment the land use regulations in the Zone Code section of the Los Angeles Municipal Code. Any topic not specifically covered in the Specific Plan Ordinance shall be subject to the applicable standards of the Los Angeles Municipal Code.

The Specific Plan Ordinance applies to all properties within the Plan area. No construction, modification, addition, placement or installation of any building or structure can occur without being found in conformity with the provisions of the Specific Plan. The provisions of the Specific Plan do not apply to development projects for which a complete application has been received by the appropriate City office as of the effective date of the Specific Plan. However, project applications with entitlements and/or permits that have expired or were denied are covered by the provisions of the Specific Plan.

That being said, the City by itself cannot single handedly accomplish the vision as stated by the community. The community itself must participate in the neighborhoods revitalization, and can use this plan as a blueprint by which to accomplish their vision. The presence of a Community Redevelopment Agency (CRA) project area here allows the City more ability to enable the vision, as the CRA can purchase property and contract with developers, as they are doing in the West Broadway Commercial Center (Subarea E) and the Entertainment Center (Subarea D), but much of the rest of the plan relies on private development for it's accomplishment.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Avenue 57 Transit Oriented Neighborhood Plan, as it's CEQA evaluation, re-adopts the Environmental Impact Report (EIR 90-0615) prepared for the Northeast Los Angeles Community Plan Revision as this EIR extensively evaluated the environmental impacts generated by the Community Plan, which this Neighborhood Implementation Plan and Strategy implements. The Project EIR for the Northeast Los Angeles Community Plan found that the environmental effect which cannot be mitigated below a level of significance is: Parks. Notwithstanding that finding, the City Council adopted a Statement of Overriding Consideration.

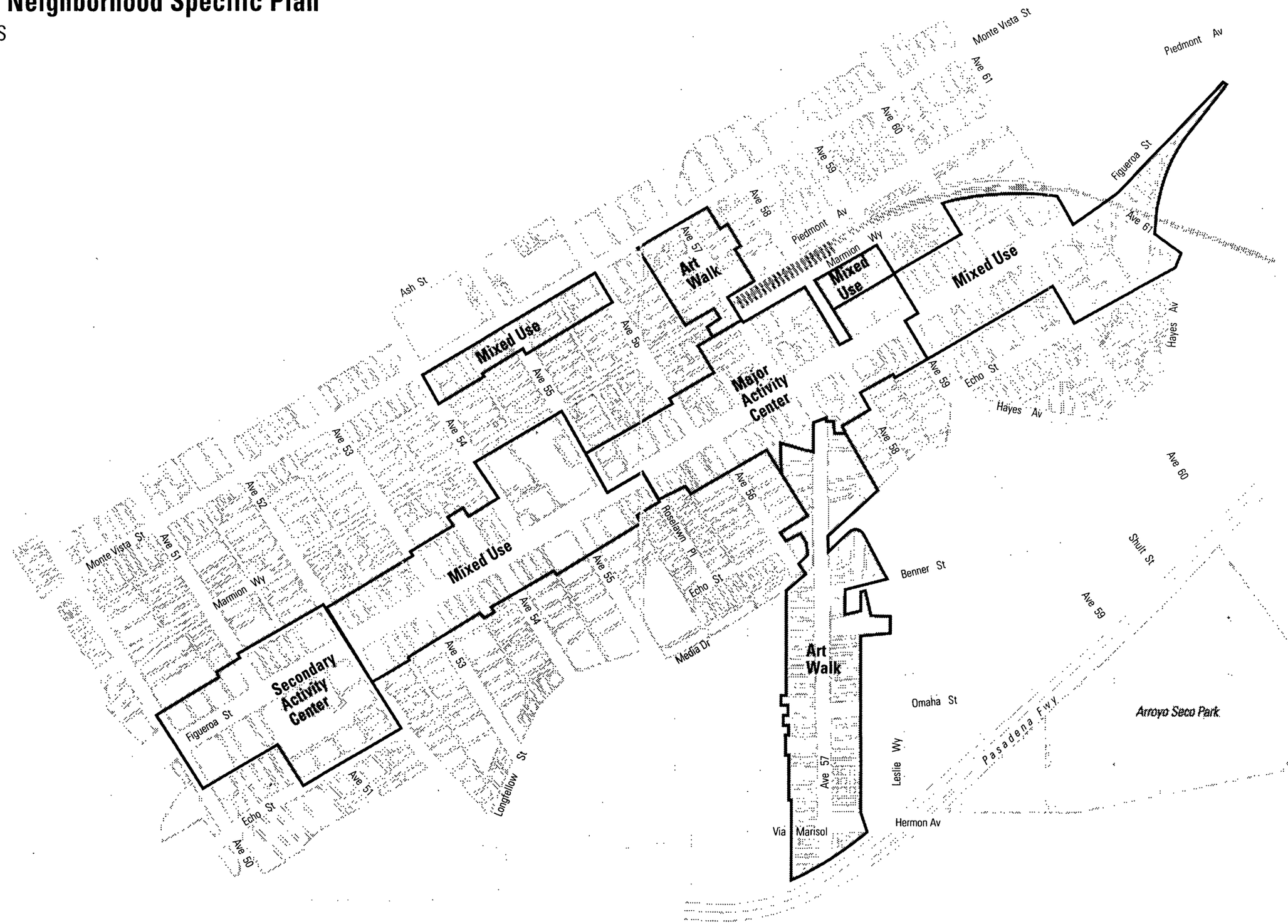
The Avenue 57 Transit Oriented Neighborhood Implementation Plan and Strategy and the District Plan Ordinance is a step toward mitigating the Park impact which was found to be unmitigatable.

Therefore, this plan proposes its own Statement of Overriding Considerations based on the fact that adopting this Plan not only is a step toward implementing the Community Plans, the Land Use / Transportation Policy, adopted by both the City Council and the Los Angeles Metropolitan Transportation Agency (MTA) Board in November, 1993, and finally in the General Plan Framework Element, adopted December11, 1996 and finally in the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council, but helps to mitigate environmental effect found to be unmitigatable in the EIR, and helps stimulate development in an area that will benefit from new development for social economic and cultural reasons.

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Avenue 57 Neighborhood Specific Plan

Sub Areas

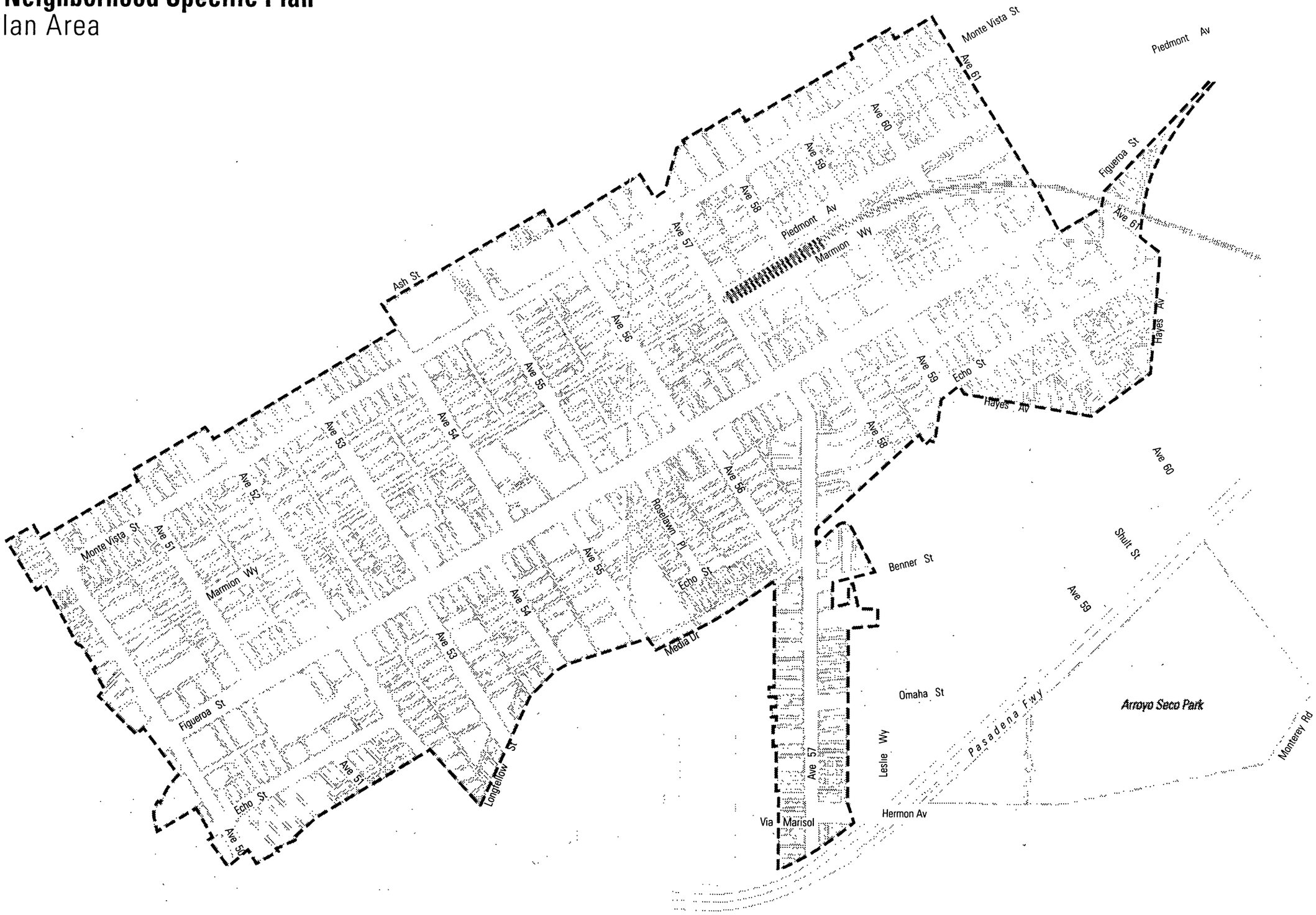


Proposed Metro Blue Line Station

Prepared by City of Los Angeles Planning Department • Graphic Services Section • September, 1999 *Not to Scale* N

Avenue 57 Neighborhood Specific Plan

Specific Plan Area



Proposed Metro Blue Line Station

Prepared by City of Los Angeles Planning Department • Graphic Services Section • February, 2000

Not to Scale N

(4) Mini Shopping Centers, etc–Should be re-numbered as Section (3). Provisions of Section 12.22 A 23 relating to landscaping and bicycle parking should be retained. There is also a conflict with Section (4.) Signage on Page 15, which retains one provision of Sec 12.22 A 23

Section 9–Commercial Artcraft Provisions. Should be re-numbered Section 10. Also it would allow for commercialization of residential areas and residentialization of commercial areas.

Page 11. (B.) Permitted Indoor Uses–Delete dance and drama studios, which are already permitted outdoors.

Section 7. Development Controls–Second Paragraph, the phrase "...new construction projects..." makes loopholes operative in apparent conflict with definitions. Further, the development standards gloss over practical problems encountered by the HPOZ Board in its review of cases.

Pages 12-17 Sections 9, 10, 11, and 12–Mix regulations and background information; the latter should be deleted.

Page 12. Lot Assembly Provisions–The provisions are irrelevant

Section 8. Subarea 1-- Major Activity Center should be re-named Major Activity Centers. The last sentence of the first paragraph should be amended to ensure that health and safety concerns are not compromised. The language on Secondary Activity Centers on Page 13 should become the second paragraph under Major Activity Centers. The Section should also include contingency provisions in the event that the Los Angeles - Pasadena Blue Line is not constructed.

Page 13 Subarea 3–Mixed Use Areas–Delete "between Marmion Way" in line 2. Line 4 should be modified so that "develop" is replaced with "be enhanced".

Pages 13&14 Mixed Use Areas. Beginning with Line 4, delete everything after "boulevard" through "centers" on Line 2 of Page 14. Also replace "both the Pasadena Blue Line and the Bus Lines" with "public transportation infrastructure".

Page 14 B, Development Standards for Mixed Use Projects should be changed to Development Design Standards.

(3.) Facade Relief–Lines 4 and 5 relating to exemption of accessory buildings from standards are in conflict with the HPOZ and community plan design standards.

Page 15 (5.) Noise Control–Line 4, 1979 should read 1994.

(C.) Mixed Use Incentives–Eliminate mixed use from listing.
Sec. 11 Subarea 5-- Artwalk. The community wants an artwalk throughout the area covered by the specific plan. Also on Line 2 replace "along an" with "within the". On Line 11, the word "must" is too restrictive. Finally concrete sculpture or other uses of kilns in residentially-zoned properties should not be permitted.

Sentence No. 6 should be eliminated, these projects need review. Sentence No. 7 should contain "buy right" in place of "by right" to acknowledge property rights. Last sentence–Needs correct Code citation.

Page 7 Joint Living and Work Quarters–Sentence No. 1 should be changed to allow this use by right in residential zones and to require Zoning Administrator review of other cases so that "flophouse" situations are not encouraged. Sentence No. 2 should not list specific occupations; the ordinance also has enough loopholes that many types of uses could benefit from loopholes that would result in exemptions to the provisions of Section 13; finally such large signs shouldn't be permitted in residentially-zoned areas.

Pedestrian Amenities Floor Area Bonus–Line 5 should read "...Bonus be considered..." instead of "...Bonus being granted..."

Page 8 Adaptive Reuse Provisions–All commercial and residential projects would be exempt from Sections 12.23 B and C of the Municipal Code because almost everything in a built-out area such as this could be considered adaptive reuse

Page 9 (b.) Minimum Average Size–450 square feet is too small, encouraging densification or creation of "flophouses". A percentage of floor area would be a better standard.

(3.) Off-Street Automobile Parking–Line 3 should read: "...shall be maintained and must continue to meet the provisions of Section 12.05-A,16(a)(4) of the Municipal Code.

(3.), (4), and (5.)–Provide huge loopholes unless semi-subterranean or subterraneum parking are required per Code.

(7.) Exceptions–Introductory paragraph, along with Section 7 (2) on Page 8, conflicts with HPOZ Board practices and encourages densification.

Pages 9&10 Sections (3) through (8) permit huge loopholes to permit "residentialization" of commercial structures with unmitigated impacts associated with increased residential density and loss of economic viability of commercial areas.

Page 10 (8) Mixed Use Development Provisions-- Map should be amended to include both sides of Monte Vista.

(3.) Incentives for Facade Treatment, etc.–Entire Section should be removed from Mixed Use Section and re-numbered as Section 9.

Line 3 should have correct Municipal Code citation.

(a) Facade Treatment–Is only acceptable if it refers to a parapet wall but not another story

(b) Corner Lots. Should be removed because it would encourage "castle designs" with buildings with elevated corners.

could perpetuate non-historic structures that are otherwise compatible with the provisions of the Plan.

Purpose F– Would encourage densification per "...supporting new construction of family sized affordable housing units."

Page 3 Relationship A–The clause "Except as specifically provided in this ordinance to the contrary, the provisions of the Highland Park Historic Preservation Ordinance..."would nullify said ordinance. Also, the effective date of the ordinance is 1994 and not 1995.

Relationship B–Alllowing the specific plan to supersede the Municipal Code provisions to allow greater setbacks and greater street dedications would run counter to long established preference of the HPOZ Board for maintaining continuity of building lines.

Relationship C–Needs to be clear that exceptions require public hearing as well as providing reference to required findings.

Definitions, Introduction–Should cite Articles 4 and 9 with no Chapter citation.

Adaptive Reuse Project–Line 6 should reference Avenue 61 not Avenue 60.

Bed and Breakfast Facility–Occupancy for "fewer than thirty consecutive days," would encourage "flophouse" occupancy and absentee landlords.

Ground Floor–Criterion of "..primarily facing any public street," would preclude alley development that has been successfully pursued in other places, such as Pasadena and Glendale.

HPOZ Ordinance–Has wrong effective date.

Joint Living and Work Quarters and Mixed Use Project-- Use inconsistent percentage figures, 33 and 35 per cent, respectively.

Page 5 Project –Three exceptions have potential for conflict with other regulatory protections.

Targeted Uses – It is inappropriate to have square footage as criterion because of potential infringements on property rights.

Page 6 Subareas–Delete asterisks

Zoning and Land Use and Development Incentives–Inconsistent references to number of subareas in Plan area.

Pages 6&7 Development Incentives–Sentence No. 4 should also make reference to Monte Vista. Sentence No. 6 overlong and confusing and ignore health and safety and structural integrity concerns. Also Sentence No. 5 makes reference to commercial uses in the Artwalk area when almost all of Avenue 57 is residentially zoned.

Los Angeles City Planning Department

221 South Figueroa, Room 310
Los Angeles, California 90012

October 20, 2000

TO: Ron Maben
City Planner
Citywide Division

FROM: Terry Speth
City Planner
Community Planning Bureau

SUBJECT: CITY PLAN CASE NO. 99-0524 SP
POST COMMISSION COMMENTS RECEIVED

This memo is provided as a supplement to the official transmittal of the City Planning Commission's action and recommendation concerning the Avenue 57 Transit-Oriented District Specific Plan. It is a compilation, prepared at the request of the Northeast Los Angeles Plan Advisory Committee, of the comments of JoAnne Barker, a concerned resident of the specific plan area.

As you recall, Ms. Barker attended the meeting of the Advisory Committee on July 12, 2000 which provided the community forum for obtaining additional comments required by the Planning Commission as part of its action of March 9, 2000. Because Ms. Barker's comments were so extensive, they would have unduly extended the meeting beyond it's time limits. Accordingly, the Committee directed me to meet with Ms. Barker and record her comments for attachment to the transmittal.

I have recorded the following comments on the Plan:

In General:

The Avenue 57 Specific Plan does not meet the criteria set forth in State law for specific plans. In particular, a specific plan establishes zoning, which is not accomplished in the subject document.

The Ordinance:

Page 1 — Whereas clause #2–There is a need to acknowledge Marmion Way as a secondary thoroughfare with many of the same characteristics as Figueroa Street.

Whereas clause #5–Needs wider application. Shouldn't be applied only to a one-block area south of Avenue 57.

Page 2 — Purpose D–Has inconsistent language. On the one hand, it seeks to "preserve and maintain the historic character" while "granting non-conforming rights status". This

Recyclable and made from recycled waste

objectives of the Citywide General Plan in that it will address goals and policies of the Northeast Los Angeles Community Plans, the General Plan Framework, the Land Use Transportation Policy the goals, objectives and policies of the Transportation Element of the General Plan, approved July 24, 1997 by the City Planning Commission and adopted September 8, 1999 by City Council

b. Approval of the recommended action would provide for adequate distribution of land use designations to accommodate growth and changes within the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy area by planning for and encouraging the location of job producing development and housing in proximity to a Transit facility.

c. Approval of the recommended action will enhance long term economic growth in the area by providing incentives for development which produces economic activity.

d. Approval of the recommended action would provide some relief for the unmitigated effect of lack of Parks facilities in that, the plan allows development of public plazas, and open space amenities without these features counting against allowable square footage for permitted floor area calculations which helps address the lack of Park facilities.

e. Approval of the recommended action would provide some relief from the unmitigated Park deficiency by helping to increase the pedestrian orientation of the plan area which creates public spaces for people to circulate and gather, which thereby helps address public open space concerns.

f. Approval of the recommended action would allow for and encourage more intense development of commercial and residential uses in proximity to the Arroyo Seco Regional Library, Highland Park Recreation Center and Highland Park Senior Citizen Center which makes more efficient use of existing Park facilities, thereby helping make the Parks that do exist in the community more efficiently utilized.

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CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AND
STATEMENT OF OVERRIDING
CONSIDERATIONS

Pursuant to California Environmental Quality Act ("CEQA"), certain significant adverse impacts will continue to remain, even with the adoption of the EIR for Northeast Los Angeles Community Plan Revision (EIR No. 90-0615 CPR) and its associated mitigation measures and are therefore deemed unavoidable.

These unavoidable impacts relate to the potential future development as indicated in the Northeast Los Angeles Community Plan Revision and the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and/or the cumulative development of related projects over time.

The Project EIR for the Northeast Los Angeles Community Plan found that the environmental effect which cannot be mitigated below a level of significance is: Public Parks. Notwithstanding that finding, the City Council adopted a Statement of Overriding Consideration when it adopted that Plan..

The EIR for the Northeast Los Angeles Community Plan adequately describes any potential impacts of The Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy.

Adoption of the Avenue 57 Transit Oriented District Neighborhood Implementation Plan Strategy and Ordinance is a step toward mitigating the Park Facilities impacts which were found by the EIR for Northeast Los Angeles to be significant. Notwithstanding the fact that the Avenue 57 Neighborhood Plan and Specific Plans reduce that impact, that impact will still not be reduced below a level of significance. No additional feasible mitigation measures or alternatives for this impact have been identified. However, the social, economic, and environmental benefit derived from this plan, and the fact that this Plan does lessen the Park impact make this statement of overriding consideration necessary and appropriate.

Therefore, pursuant to CEQA Section 21081 and CEQA Guidelines Sections 15091 and 15093, the benefits of implementing the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan help mitigate the adverse environmental effect from the Community Plan, outweigh the unavoidable environmental effect and therefore the adverse environmental effect is determined to be "acceptable" due to the following overriding considerations of social, economic or environmental benefit of the project which will outweigh the environmental cost and justify approval of the recommendation for the following reasons:

a. Approval of the recommended action would provide a contribution to the goals and

residential neighborhoods with the strategic goal of increa ng ridership and economic viability of the transit system and station area. The major physical features or land use changes recommended in the Plan are: 1.) Creation of two "Activity Centers, one at the intersection of Avenue 57 and Marmion Way, and the other at the intersection of Avenue 52 and Figueroa Street. 2;) The introduction of mixed use development along Figueroa Street and portions of Monte Vista Street; 3.) The allowance by right of Arts and professional studios and "bed and breakfast establishments in residential areas; and 4.) The use of development incentives to encourage revitalization of Highland Park.

Traditionally, Specific Plans have been designed to restrict uses and add exactions to development for the purpose of visually or functionally improving the area addressed by a Specific Plan. This plan is adding incentives to develop or change uses. The incentives take the form of plan provisions which loosen regulations, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. The design function normally addressed by a Specific Plan has been performed through the Historic Preservation Overlay Zone (HPOZ) which regulates design quality for the community and the Local Area Neighborhood Initiative (LANI) and Targeted Neighborhood Initiative (TNI) programs which have developed urban design and streetscape standards for Marmion Way, Figueroa Street and various Avenues within the community and helped implement the standards. The HPOZ, LANI and TNI were all accomplished with much community support and are doing an admirable job, so additional work in the urban design area seemed counter productive at this time.

With these other elements in place and with the major planning work being recently accomplished by the Northeast Community Plan Revision, it was felt that this Avenue 57 Transportation Oriented District Neighborhood Plan and Specific Plan's original contribution would be in the area of providing a mechanism through which City Government could provide a means to assist in the attraction of development which can contribute to the vitality and better functioning of the community.

CONCLUSION

Staff recommends that the proposed Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance be approved by the City Planning Commission for the reasons stated above.

ENVIRONMENTAL IMPACT

Given the complete analysis contained in the Northeast Los Angeles Community Plan EIR,(EIR90-0615 CPR) the fact that this TOD Plan is an implementation of the Community Plan, the TOD is in substantial conformance with the Community Plan, and the Statement of Overriding Considerations which found that the positive benefits to the community outweigh the potential adverse impacts generated by the Community Plan, this Plan re-adopts the previous EIRs and proposes its own Statement of Overriding Consideration. Therefore, any environmental issues have been appropriately dealt with and the previous EIRs should be re-adopted and the attached Statement of Overriding Consideration should be certified.

STAFF REPORT

BACKGROUND

The increase in automobile ownership and the construction of extensive roadway networks have created urban sprawl and adverse environmental effects such as deteriorating air quality and traffic congestion. This forces increasingly longer trips and reduces the effectiveness of the automobile as a transportation mode. With this in mind, the Federal Transit Administration (FTA), through the Intermodal Surface Transportation Efficiency Act (ISTEA), recognized the need for coordinated planning for land use and transportation around future transit stations.

The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy (TOD) was funded, in part, by the Federal Transit Administration, with monies from ISTEA which were made available to the Los Angeles Department of City Planning (DCP) through the State Department of Transportation (CALTRANS), and the Los Angeles County Metropolitan Transportation Authority (MTA).

The grant is intended to stimulate usage of the light rail line, increase livability, enhance pedestrian orientation, and help stimulate economic development in the neighborhood immediately surrounding the station. This neighborhood was chosen for a TOD because it is the location of the Pasadena Blue Line Avenue 57 Station.

DISCUSSION

The Avenue 57 Transportation Oriented district Neighborhood Implementation Plan and Strategy is an implementation tool for the Northeast Los Angeles Community Plan. It is a plan for a specific, neighborhood scale, area within a community. It's purpose is to provide a guide for the community to use to direct future pursuit of grants, BID type efforts, Local Area Initiative or Targeted Neighborhood Initiative efforts or other self help programs. Some of what is proposed in a Neighborhood Plan is appropriate for the level of control found in a Specific Plan, but much of the implementation is beyond the authority or scope of what the City can do. The plan captures the foresight and specialized knowledge and vision of the hired urban design, economic and circulation and parking consultants as it was shaped by community input.

Because this particular plan is guided by the overarching idea of creating a mechanism to integrate Land Use and Transportation for the more efficient functioning of both, this is a "Transportation Oriented District Neighborhood Plan" Together, the Neighborhood Plan and the Specific Plan Ordinance, define the regulations affecting the area immediately around the Avenue 57 Pasadena Blue Line station located at Avenue 57 and Marmion Way in a more finite manner and create development incentives that are designed to help attract development to the plan area. The Neighborhood Plan is a tool to help guide, stimulate, and incentivise growth, and to make Highland Park a more liveable place. The Plan boundaries are generally Avenue 50 on the west, Piedmont Avenue on the east, North Figueroa Street on the south, and Monte Vista Street and Echo Street on the north.

The Plan envisions physical changes to enhance commercial activity, employment, transit access, pedestrian environment, and public amenities, and to increase the compatibility of businesses and

states " The Plan Map identifies a Transit Oriented District and pedestrian oriented areas which encourage complementary uses and commercial intensities and residential densities that strengthen the future viability of rail stations."

The Transportation Improvement and Mitigation Program (TIMP) identified transportation programs needed to accommodate anticipated land use patterns and densities, and identified recommended mitigation measures, including "Implement various rail transit improvements..." However, the EIR (which included TIMP analysis) found that the projected deterioration in traffic conditions in the future within the Community Plan area is largely attributable to regional growth within the metropolitan area of the City.

Given the complete analysis contained in the Northeast Los Angeles Community Plan EIR, (EIR 90-0615 CPR) the fact that this TOD Plan is an implementation of the Community Plan, the TOD is in substantial conformance with the Community Plan, and the Statement of Overriding Considerations which found that the positive benefits to the community outweigh the potential adverse impacts generated by the Community Plan, the environmental issues have been appropriately dealt with and that no further environmental action is required.

Based on the above findings, the recommended Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan are deemed consistent with the public necessity, convenience, general welfare and good zoning practice.

Approve the proposed ordinance (Attachment 2.) and recommend its adoption by the City Council.

CON HOWE
Director of Planning

FRANKLIN P. EBERHARD
Deputy Director

APPROVED BY:

Alta Shigeta
Senior City Planner
Citywide Division

PREPARED AND REVIEWED BY

Ronald Maben
City Planner

station area. The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance were prepared in concert with: area residents, property owners, businesses, the Department of City Planning, consultants in the fields of urban design, economics, circulation and parking; public agencies; and elected officials. These groups met in a series of public workshops, economic focus group discussions, bus tours, urban design charrettes, and other public meetings from September 6, 1997 through June 27, 1998.
All factors and procedures taken into consideration, the public necessity is served by the adoption of this plan.

4. General Plan Consistency

That in the Plan is in accordance with State General Plan law which requires that all elements and all parts of the General Plan be integrated, internally consistent and compatible (Government Code Section 65300.5). The Framework Element of the City's General Plan provides broad policies and guidelines for preparation of the other elements of the General Plan and Specific Plans. This Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan reinforce the Community Center located along this section of Figueroa Street in Highland Park . The Framework Plan, the Community Plan and the Transportation Element of the General Plan all emphasize this kind and type development in this location. Therefore there is internal consistency among the applicable elements of the City's General Plan

5. Fish and Game, California Government Code Section 711.2, Title 14

That in accordance with the State of California Code, the Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance 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. The project EIR for the Northeast Los Angeles Community Plan Revision (EIR No. 90-0615 CPR) under Section 4.10 prescribes mitigation measures for impacts to the biological resources in Northeast Los Angeles which would reduce the impacts to less than significant. This projects Negative Declaration is based on that EIR.

6. California Environmental Quality Act Findings

That while the EIR for the Northeast Los Angeles Community Plan, which is the Land Use Element for this area, found potential adverse impacts associated with the Plan Revision which also might apply to the Avenue 57 Transportation Oriented District (TOD), Neighborhood Implementation Plan and Strategy and Specific Plan as the TOD Plan implements the Community Plan, City Council found that the positive benefits of the Northeast Los Angeles Plan and its implementation override any potential adverse environmental impacts. For this reason, City Council on June 15, 1999 certified the EIR and adopted a Statement of Overriding Considerations.

This TOD is in substantial conformance with, and implements, the Community Plan. It addresses Goal 12 of the Community Plan which advocates, "A coordinated, integration of development around transit stations in order to improve services, access and economic vitality of the community," and Policy 12-1.1 which states "Support the completion of rail stations along Figueroa Street and San Fernando Road." It also implements the corresponding, " Program which

Adopt the following findings:

1. Charter Section 96.5 (5)

That in accordance with Charter Section 96.5(5)the proposed Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance are in substantial conformance with the purposes, intent and provisions of the General Plan, including " the provisions 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 framework of the City." The proposed plan provides for reasonable growth oriented towards both the character of the community and the opportunities presented by the establishment of a Blue Line Station in the community. As such, it meets the aforementioned provisions of the General Plan.

2. Charter Section 97.2 (1) (a)

That in accordance with Charter Section 97.2(1) (a) the proposed Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance (Attachment 1.) are in substantial conformance with the purposes, intent, and provisions of the General Plan in that they implement Citywide General Plan Framework Element Land Use Objective 3.1, "Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors;" Air Quality Element Policy 4.2.2, "Improve accessibility for the City's residents to places of employment, shopping centers and other establishments;" Housing Element Objective 2.3,"Encourage the location of housing, jobs, and services in mutual proximity;" and Air Quality Element Objective 4.2, "It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns." The subject ordinance thus reduces both vehicle trips (VT) and vehicle miles traveled (VMT), contributing to improved air quality and furthers the City's efforts to help the region attain federally mandated clean air goals and standards. The proposed ordinance will have no adverse effect upon the General Plan, specific plans, or any other plans being prepared by the Department of City Planning because it implements Citywide General Plan Framework Element Land Use Goal 3A, "A physically balanced distribution of land uses that contributes towards and facilitates the...conservation of existing residential neighborhoods;" and Citywide General Plan Framework Element Land Use Goal 3B, "Preservation of the City's stable single-family residential neighborhoods."

3. Charter Section 97.2 (1) (b)

That in accordance with Charter Section 97.2 (1)(b), the proposed plan and ordinance will be in conformity with the public necessity, convenience, general welfare, and good zoning practice, by promoting economic well-being and public convenience, by allocating and distributing lands in sufficient quantities to satisfy the housing, commercial, service, industrial, and open space needs of the Community. The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan Ordinance are in response to the need perceived by the Federal Government and echoed by the City Government to coordinate Land Use and Transportation to increase usage of the future Pasadena Blue Line transit system, increase livability in the immediate neighborhood and improve the economic viability of the immediate

in residential areas and along the "Artwalk"; and 4.) The use of development incentives to encourage revitalization of Highland Park.

The Avenue 57 Transportation Oriented District Neighborhood Implementation Plan and Strategy (TOD) was funded, in part, by the Federal Transit Administration, with monies from the Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA funds were made available to the Los Angeles Department of City Planning (DCP) through the State Department of Transportation (CALTRANS), and the Los Angeles County Metropolitan Transportation Authority (MTA) and the Southern California Association of Governments (SCAG).

ACTIONS RECOMMENDED BY THE STAFF

That the City Planning Commission:

Adopt the staff report as its report on this subject.

Approve and Recommend that the Mayor approve and recommend that the City Council adopt the proposed Avenue 57 Transit Oriented District Plan as a neighborhood implementation plan and strategy for the Northeast Los Angeles Community Plan Revision which does not change land uses, but serves as a focused implementation tool the neighborhood can use to help improve its economic function, public service array, and pedestrian orientation while improving use of the Pasadena Blue Line.

Recommend that the Mayor and City Council adopt the attached Specific Plan Ordinance (Attachment 2)

Recommend that the City Council find that the recent EIRs are adequate (EIRs No. 96-0026 and 96-0027) and adopt the attached Statement of Overriding Considerations (Attachment 3) and transmit it to the City Council for appropriate action.

Approve the amendments to the Northeast Los Angeles Community Plan which correspond to land use and height district changes proposed by the Avenue 57 Transportation Oriented District Neighborhood Plan.

Recommend that the Mayor approve and City Council adopt the Height District changes to the Northeast Los Angeles Community Plan in concept as proposed by the Avenue 57 Transportation Oriented District Neighborhood Plan.

Direct the Department of City Planning to re-study the Avenue 57 Neighborhood Implementation Plan and Strategy five years from the effective date of this Ordinance to determine whether it needs amendment or updating.

SUMMARY AND RECOMMENDATIONS

The Avenue 57 Neighborhood Implementation Plan and Strategy is a Transportation Oriented District (TOD) Plan, an implementation tool new in practice to the City of Los Angeles, but not new in concept. Neighborhood / TOD plans are not adopted as part of the City's General Plan, but are more of a "tool box" of implementation methods - similar to a Specific Plan - which can be used by a community for the purpose of implementing the Community Plans, with the intent of making the area around the station more conducive to using the transit system to reduce automobile trips, to make the neighborhood more economically attractive, to improve air quality, and, in general, to make the transit an asset to the neighborhood.

The smaller scale and inclusion of an economic strategy differentiate TODs from Community Plans, Specific Plans, Community Design Overlays, or Citywide plans. The TODs differ from traditional products of the Planning Department in that they have consultants hired from the fields of Economics, Urban Design, and Transportation who provide studies, conduct workshops, and contribute products to assist in preparation of the plan.

Elements of the Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy

The Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy contains: 1.) A "Neighborhood Vision" which is the neighborhood's statement of intent. Not all the elements of the vision can be controlled or implemented by the Planning Department, but the idea is to capture the vision and create a roadmap of how the community can implement it; 2.) An Economic Development Strategy for the neighborhood to implement through Business Improvement Districts (BIDs), Targeted Neighborhood Initiatives (TNIs), Local Area Neighborhood Initiatives (LANIs), other grant driven efforts, or other self help means generated by the community; 3.) A Circulation and parking program for integrating the transit system with pedestrian, other transportation, and parking systems, 4.) A neighborhood parking management program which could also be implemented by the community, and 5.) A Specific Plan Ordinance which establishes the overlay zone that legally permits the incentives and deviations from uses and regulations of the underlying zones.

The Avenue 57 TOD differs from most Planning products in that it is almost completely incentive driven. Because this neighborhood of Highland Park contains an HPOZ, A LANI program, a TNI program and a new Main Streets program which effectively addressed urban design concerns, what remained as the unique contribution of the TOD was to create a development incentive program to help revitalize the neighborhood.

The major land use changes recommended in the Avenue 57 Neighborhood Implementation Plan and Strategy are: 1.) Creation of two "Activity Centers, one at the intersection of Avenue 57 and Marmion Way, and the other at the intersection of Avenue 52 and Figueroa Street. 2;) The introduction of Mixed Use development along Figueroa Street and portions of Monte Vista Street; 3.) The allowance by right of artist and professional studios and bed and breakfast establishments

LOS ANGELES CITY PLANNING DEPARTMENT
STAFF REPORT TO THE CITY PLANNING COMMISSION

CITY PLAN CASE NO. 99-0524SP

COMMUNITY PLAN AREA: NORTHEAST LOS ANGELES

COUNCIL DISTRICTS: 1 & 14

ENVIRONMENTAL CLEARANCE. EIR 90-0615CPR - Statement of Overriding Consideration

TO: HONORABLE CITY PLANNING COMMISSION

FROM: Con Howe
Director of Planning

SUBJECT: AVENUE 57 TRANSIT ORIENTED DISTRICT NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY AND SPECIFIC PLAN

AREA INVOLVED: A portion of the Northeast Los Angeles Community Plan area generally bounded by Monte Vista Street on the north, Echo Street, Longfellow Street, Media Drive and Hayes Avenue on the south, Avenue 61 on the east, and Avenue 50 on the west.

TABLE OF CONTENTS

SUMMARY AND RECOMMENDATIONS 2

STAFF REPORT 8

Background 8
Discussion 8
Conclusion 9
Environmental Impact 9

ATTACHMENT 1 Subarea Map

ATTACHMENT 2 Proposed Ordinance

ATTACHMENT 3 Statement of Overriding Consideration

AVENUE 57 SPECIFIC PLAN ORDINANCE

as modified and approved by the City Planning Commission on March 9, 2000

ORDINANCE NO._____

An ordinance establishing a Specific Plan for the Avenue 57 Transit Oriented District.

WHEREAS, the Avenue 57 Transit Oriented District is located within the Highland Park community; and

WHEREAS, Figueroa Street is the main commercial thoroughfare through the District with a mixture of commercial and residential uses; and

WHEREAS, the artistic community of Highland Park is long standing and has been a significant part of the neighborhoods history: and

WHEREAS, this provides a unique opportunity for the Highland Park community to address reviving its commercial center and surrounding neighborhood ; and

WHEREAS, this Specific Plan provides a unique opportunity to recognize and bring into zone code compliance the artistic community of Highland park

WHEREAS, the Pasadena Blue Line light rail extension has been revived and is proceeding under a Joint Powers Authority as approved by the State of California under Senate Bill 1847; and

WHEREAS, the addition of a transit station to Highland Park allows the integration of land use and transportation planning for the benefit of both the affected neighborhood and the transportation system as a whole; and

WHEREAS, the unique contribution of Highland Park's architectural history and rich historical context within Los Angeles, as a whole, requires development controls to re-enforce the Historic Preservation Overlay Zone now in place in Highland Park; and

WHEREAS, development incentives can create an environment to attract economic development which will complement the neighborhood;

NOW THEREFORE,

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

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN.

The City Council hereby establishes the Avenue 57 Neighborhood Implementation Plan and Strategy and Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the following Map No. 1:

MAP No. 1 (Outline of Plan Area)

Sec. 2. PURPOSES.

This Specific Plan is intended to:

A. Implement the goals and policies of the Northeast Los Angeles Community Plan, the Citywide General Plan Framework Element of the General Plan, and the Transportation Element of the General Plan;

B. Develop a center for commercial activities to provide needed goods and services in a location convenient to residents and in close proximity to the proposed Blue Line Metro Rail station;

C. Create an economically vital community by stimulating economic development through incentives to re-use existing structures without the normally required additional parking or other non safety-related building requirements, by instituting a mixed use component to the commercial areas, and by streamlining the approval process;

D. Preserve and maintain the historic character, or "grain" of the neighborhood while accommodating anticipated growth to 2020, through continuation of the Historic Preservation Overlay Zone's policies and by establishing adaptive re-use policies, granting non-conforming rights status to existing non-conforming buildings, and by limiting the massing of parcels to maintain an appropriate scale of development;

E. Continue and maintain a diverse community, where people of many different ages, incomes, family formation types, and cultural perspectives will live, work and shop in harmony in a neighborhood that supports cultural differences between neighbors , by encouraging provision of a range of housing types to allow a diversity of income ranges, providing for transportation linkages to allow the existing diverse population access to job centers, and assisting in the preservation of a sense of place that brought the diverse population mix here in the first place;

F. Maintain a stable community that residents can invest in and live in from childhood, through family formation, to retirement, by supporting home ownership, promoting development of family friendly, affordable homes available to local residents to purchase, and supporting new construction of family sized, affordable housing units;

G. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;

H. Encourage the creation of cultural facilities and services, and the creation of open spaces; and

I.. Retain, support and expand the traditional local population of working writers and artists in the neighborhood.

Sec. 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code (hereinafter "Code"), as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under such other provisions, except as specifically provided herein. Except as specifically provided in this ordinance to the contrary, the provisions of the Highland Park Historic Preservation Overlay Zone, Ordinance No. 169,776 which became effective June 7, 1995, and the provisions of Section 12.20.3 of the Code, relating to the "HP" Historic Preservation Overlay Zone, or their successor ordinances, shall continue to apply to properties located within the Specific Plan area.

B. Wherever this Specific Plan contains provisions which require greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, more restrictive sign regulations or other greater restrictions or limitations on development; or provisions, including development incentives, which provide for less restrictive setbacks, lesser street dedications, greater densities, greater heights, less restrictive uses, less restrictive parking requirements, less restrictive sign regulations, or other lesser restrictions or limitations on development than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code and other applicable ordinances, the Specific Plan shall prevail and supersede the applicable provisions of the Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code or its successor ordinance. In approving an exception to this Specific Plan pursuant to Section 11.5.7 D or any successor ordinance, the City decision-making body granting such approval, and any City body exercising appellate review of such approval, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Sec. 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 12.20.3, 13.07 C and 13.09 B 3 of the Code, Division 4 of Article 1, Chapter 9 of the Code, and Division 62 of Article 1, Chapter 9 of the Code, if defined therein:

Adaptive Reuse Project: Any change of use from an existing commercial use to another commercial use, to dwelling units, guest rooms (provided that any guest rooms shall include a toilet and bathing facilities), or Joint Living and Work

Quarters in all or portions of a building located in either a commercial zone on Figueroa Street, between Avenue 50 and Avenue 60 or within the Artwalk Subarea, as designated on Map No. 2, that:

(1) Was constructed in accordance with building and zoning codes in effect prior to 1999. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction; or

(2) Is designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in the Highland Park Historic Preservation Overlay Zone (HPOZ) are also eligible buildings.

Bed and Breakfast Facility: A building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which does not contain more than five guest rooms and one kitchen.

Community Uses: 1.) day or senior care centers, 2.) museums, 3.) cultural centers, 4.) community use centers, 5.) small concert spaces or public theaters (2500 square foot maximum) 6.) Police substations 7.) Other such uses as determined by the Director of Planning.

Floor Area Bonus: A 25 percent increase in the maximum floor area otherwise permitted by the zoning and height district regulations of the Code for the portion of the lot or parcel subject to the bonus.

Floor Area Ratio (FAR): A coefficient which is multiplied by the buildable area of a lot to determine the total Floor Area of all buildings on a lot.

Ground Floor: The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 50 feet in depth or the total depth of the building, whichever is less.

HPOZ Board: The Highland Park Historic Preservation Board established pursuant to the HPOZ Ordinance.

HPOZ Ordinance: The Historic Preservation Overlay Zone Ordinance adopted for portions of the Highland Park community, (Ordinance No. 169,776, effective June 7, 1995), and the regulations of Sections 12.20.3 of the Code applicable to such area.

Joint Living and Work Quarters: A combined living and work unit that includes a kitchen and a bathroom. The residential portion of the unit, including the sleeping area, kitchen, bathroom and closet areas, occupies no more than 33 percent of the total floor area, and the living space is not separated from the work space. Living and work spaces which are independently accessible from one another shall not be considered joint living and work quarters but rather a separate dwelling unit and a separate commercial work space.

Mixed Use Project: A Project that combines one or more commercial uses and multiple dwelling units in a single building or in a Unified Development and which provides the following: (a.) a separate, ground floor entrance to the residential component, or a lobby that serves both the residential and commercial use components; and (b.) a pedestrian entrance to the commercial use component that is directly accessible from a public street and

that is open during the normal business hours posted by the business. A minimum of 35 percent of the ground floor building frontage abutting a public commercially zoned street, excluding driveways or pedestrian entrances, must be designed to accommodate commercial uses to a minimum depth of 25 feet.

New Development: Any construction, erection, addition to or structural alteration of any building or structure, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit or building permit.

Legal Nonconforming Development: A building, structure or portion thereof, tenant improvement, or the use of a building or land within the Specific Plan area, which does not conform to the regulations of this Specific Plan and zoning and which lawfully existed at the time the regulations, with which it does not conform, became effective.

Pedestrian Amenities: The areas of a lot or parcel developed with and used for outdoor sidewalk cafes, public plazas, retail courtyards, pedestrian arcades or spaces for outdoor dining or seating that are located on the Ground Floor level, and that are accessible to and available for use by the public.

Project: Any grading, construction, erection, addition to or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any demolition permit, building permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of vehicle trips, as determined by the Department of Transportation; or (c) increases parking requirements.

Project Approval: An application submitted to the Director of Planning for a determination that the proposed Project meets the requirements of this Ordinance and, where applicable, that the Highland Park Historic Preservation Overlay Zone Board has determined in writing that the Project is in conformance with the requirements of the HPOZ Ordinance.

Targeted Uses: New development of the following uses: (1) A minimum of 5,000 square feet of floor area of general merchandise "department" type store use, (2) A minimum of 3,500 square feet of floor area of home improvement or hardware store use, (3) A minimum of 1,000 square feet of floor area of computer or software outlet store use, and (4) A minimum of 1,000 square feet of floor area of graphic or art supply store use. (5) A minimum of 2,000 square feet of floor area for a book store (6) A minimum of 1,000 square feet for a music store. If a lease space is not exclusively used for the above listed uses, but is combined with another use, the minimum square foot requirements must still be the area used for the above mentioned use to qualify for the FAR bonus.

Unified Development: A development of two or more buildings which have functional linkages such as pedestrian or vehicular connections, with common architectural and landscape features which constitute distinctive design elements of the development, and that appears to be a consolidated whole when viewed from adjoining streets. Unified Developments may include two or more contiguous parcels or lots of record separated only by a street or alley.

Sec. 5. DESIGNATION OF SUBAREAS.

The Specific Plan area is divided into seven Subareas, as shown on the map below (Map No. 2). The Subareas are designated as follows:

Subarea 1	-	Major Activity Center;
Subarea 2	-	Secondary Activity Center;
Subarea 3	-	Mixed Use Areas;
Subarea 4	-	Avenue 58 Farmers Market *
Subarea 5	-	Artwalk
Subarea 6	-	Marmion Way Transit Corridor*
Subarea 7	-	Residential Areas

* These Subareas do not have additional regulations

MAP No. 2 (Subarea Map)

Sec. 5. ZONING AND LAND USE.

A. **Permitted Uses and Maximum Floor Area.**

Except as may be otherwise permitted herein, the uses permitted within the four Subareas of the Specific Plan shall be those permitted by the underlying zoning of each parcel and the maximum permitted development on any lot or combination of lots forming a single development site shall not exceed a Floor Area Ratio of 3:1. Notwithstanding any provision of the Code or this Specific Plan to the contrary, no more than three commercially zoned lots, having a combined lot area of no more than 15,000 square feet, may be tied or otherwise combined together to form a site for the construction of a single non-residential building.

Sec. 6. DEVELOPMENT INCENTIVES.

A. Purpose. The Specific Plan includes a series of incentives for property owners to develop or change uses within five Subareas of the Specific Plan, as shown on Map No.2, to encourage revitalization of the Highland Park community. The incentives relate to and support the purposes and objectives of the Specific Plan to stimulate economic development by encouraging the adaptive reuse of existing structures without the normally required additional parking or other non safety related building requirements. The incentives take the form of plan provisions which provide relief from some regulations, allow a greater range of uses than the zone would normally permit, or provide bonuses for uses which have been determined to be needed for the better functioning of the community. These incentives are valuable toward realizing Highland Park's revitalization because they encourage the existing historical buildings and buildings that add to the character and feel of the community to be reused without the normal, costly, retrofit requirements that could be disincentives to locating a new business in the Specific Plan area. The adaptive reuse incentive is designed to revitalize the main corridors of the Specific Plan area along Figueroa Street and Avenue 57 in the Artwalk Subarea by facilitating the conversion of older buildings, many of which are economically distressed and historically significant, to more productive uses by allowing commercial uses along Figueroa Street and uses in the Artwalk Subarea to change from one commercial use to

another, encouraging mixed uses of commercial and residential, or commercial and office in the same building, allowing conversions from commercial to residential uses, and allowing live/work or artist in residence development without incurring the normal requirements to provide additional parking and observe other zone use restrictions of the Code. The adaptive reuse provisions also relieve the developer of conditional use and site plan review provisions. The mixed use incentive is designed to promote economic vitality and revitalization by encouraging land uses that combine commercial uses and dwelling units to allow additional residential density along Figueroa Street and Monte Vista Street, in proximity to the transit station, helping support the transportation system and reduce vehicle trips traveled by locating residents, jobs and services near each other, while maintaining residential density substantially at existing levels. Any New Development or Project shall be entitled to two of the following incentives by right. Application of more than two incentives will require the approval of the Zoning Administrator pursuant to Section 12.24 C 64 of the Code

B. Incentives. The following described "Incentives" are only applicable in specific subareas as designated in Sections 8 through 12 of this Ordinance.

1. **Joint Living and Work Quarters.** Notwithstanding any provision of the Code to the contrary, this incentive allows new Joint Living and Work Quarters to be developed in existing buildings on commercially and residentially zoned lots throughout the Specific Plan area and existing Joint Living and Work Quarters in existence on the effective date of this ordinance, to be continued without obtaining an approval from the Zoning Administrator as required under Section 12.27 I 21 of the Code, in order to encourage the adaptive reuse of existing commercial and residential structures with live/work uses by a wide range of artists and professionals who increasingly desire to conduct business from their home. Joint Living and Work Quarters shall be permitted for the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate, and travel agents; photographers and other similar occupations as determined by the Director of Planning pursuant to the Project Approval process set forth in Section 13 below, provided, however, that commercial uses on commercially zoned properties are permitted by the underlying zone, and commercial uses on residentially zoned properties shall comply with the use restrictions and other regulations applicable to Home Occupations, contained in Section 12.05 A 16 of the Code, except that one wall sign or window display, not exceeding 3 square feet, shall be permitted on the dwelling, and two banners, not exceeding 4 square feet, may be flown from poles attached to the facade of the dwelling.

2. **Pedestrian Amenities Floor Area Bonus.** New Development in the Major Activity Center and Mixed Use Subareas that includes floor area developed with Pedestrian Amenities shall be eligible for a Floor Area Bonus of 25% of the area of the Pedestrian Amenity for the floor area devoted to the Pedestrian Amenities, with said Bonus

being granted as part of the approval process stated in Section 13 of this Ordinance if the requirements and standards are met.

3. **Targeted Use Floor Area Bonus.** Following the effective date of this ordinance, the first New Development within the designated subarea of the Specific Plan which includes the minimum amount of square feet of floor area as described in the definitions (Section 4.) of any Targeted Use, as determined by the Director of Planning, shall be eligible for a .25 % Floor Area Bonus as part of the approval process stated in Section 13 of this Ordinance if the requirements and standards are met. The Floor Area Bonus which may be granted hereunder shall be approved by the Director of Planning as part of the Project Approval Process in Section 13, below, and shall expire at the end of 18 months if a building permit for a New Development containing such Targeted Use has not been issued and construction of such Targeted Use has not commenced and been diligently carried on. A covenant and agreement restricting the New Development to the Targeted Use for at least 10 years shall be recorded as a condition of the issuance of a building permit for such use.

4. **Reduced Parking.** Notwithstanding any provision of the Code to the contrary, where a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of the Pasadena Blue Line Avenue 57 Station or 750 feet from a public parking, the Director of Planning shall have the ability to grant a 15 percent reduction from the parking otherwise required by Section 12.21 A 4 (c) of the Code as part of the approval process stated in Section 13 of this Ordinance if the requirements and standards are met.

5. **Floor Area Bonus for Lot Assembly.** Any New Development located on a commercially zoned building site that combines more than one lot is eligible for a Floor Area Bonus as part of the approval process stated in Section 13 of this Ordinance if the requirements and standards are met..

6. **Bonus for Community Uses.** Any New Development located on a commercially zoned building site that includes development of the following community uses shall be eligible for a bonus which allows such community use to be developed or incorporated without the floor area so used being counted against maximum permitted floor area, or for parking calculations: 1.) day or senior care centers, 2.) museums, 3.) cultural centers, 4.) community use centers, 5.) small concert spaces or public theaters (2500 square foot maximum) 6.) Police substations 7.) Other such uses as determined by the Director of Planning as part of the approval process stated in Section 13 of this Ordinance if the requirements and standards are met...

7. **Adaptive Reuse Provisions.** Notwithstanding any provisions of the Code to the contrary, Adaptive Reuse Projects are eligible for the incentives set forth below.

(1.) Mezzanines. Loft spaces in Joint Living and Work Quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of

the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Subparagraph (2) below.

(2.) Density. Permitted dwelling units and Joint Living and Work Quarters shall not be subject to the lot area requirements of the zone or height district. The density permitted in Adaptive Reuse Projects shall be calculated in accordance with the following standards:

(a.) Minimum Size. The minimum floor area for new dwelling units and Joint Living and Work Quarters shall be 450 square feet. Floor area shall not include hallways or other common areas, or rooftops, balconies, terraces, fire escapes, or other projections or surfaces exterior to the walls of the building. The floor area of both the living space and the work space shall be combined to determine the size of Joint Living and Work Quarters.

(b.) Minimum Average Size. The average floor area, as defined above, of all the dwelling units and Joint Living and Work Quarters in the building, including those that existed prior to the effective date of this ordinance, shall be at least 750 square feet. That minimum average size shall be maintained and not reduced.

(3.) Off-Street Automobile Parking. The required number of parking spaces shall be the same as the number of spaces that existed on the site as of the effective date of this ordinance, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A 4 (m) of the Code.

(4.) Mini-Shopping Center and Commercial Corner Development Regulations. Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A 23 of the Code.

(5.) Site Plan Review. Adaptive Reuse Projects shall be exempt from the requirements for Site Plan Review set forth in Section 16.05 of the Code.

(6.) Loading Space. Where an existing loading space is provided, the provisions of Section 12.21 C 6(h) of the Code shall apply. If no loading spaces exists, then a loading space shall not be required in conjunction with a change of use to an Adaptive Reuse Project.

(7.) Exceptions. Notwithstanding the nonconforming provisions of Section 12.23 of the Code, the following exceptions shall apply to buildings in which Adaptive Reuse Projects are located. These exceptions shall also apply to any

building in which new floor area or height was added or observed yards changed after June 30, 1999, as evidenced by a valid Certificate of Occupancy.

(a.) Floor Area. Existing floor area which exceeds that permitted by the zone or height district shall be permitted.

(b.) Height. Existing height which exceeds that permitted by the zone or height district shall be permitted.

(c.) Yards. Existing observed yards which do not meet the yards required by the zone or height district shall be permitted.

(8.) Uses. Notwithstanding the nonconforming provisions of Section 12.23 of the Code, dwelling units, guest rooms, and Joint Living and Work Quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the underlying zone.

8. Mixed Use Development Provisions. Notwithstanding any other provisions of the Code, a Mixed Use Project located within the Mixed Use Subarea, as shown on Map No. 2, which conforms to the development standards set forth in Section 9 below, shall be eligible for the following development incentives for new construction:

(1.) Housing. A Mixed Use Project which incorporates a mix of commercial and residential uses may be developed up to a maximum of 45 feet and an FAR of 2:1.

(2.) Pedestrian Amenities. Pedestrian Amenities developed in a Mixed Use Project shall not be included in the calculation of the permitted FAR.

(3.) Incentives for Facade Treatments, Corner Lots or Community Facilities. Each Mixed Use Project shall be entitled to one of the following incentives by right. To obtain an entitlement for two or more of these incentives, the approval of the Zoning Administrator pursuant to Section 12.24 C 64 is required.

(a.) Facade Treatment. A Mixed Use Project is eligible for a height increase of no more than 10 feet over the maximum permitted by the underlying zone, provided that the additional height is used for a Facade Treatment, as defined in Section 13.09 of the Code, and further provided that this Facade Treatment incentive may not be combined with the Corner Lot incentive described below, and this Facade Treatment incentive may not be used for signs or to increase the floor area of a structure.

(b.) Corner Lots. A Mixed Use Project on a Corner Lot is eligible for an increase in height, FAR, and residential density for dwelling units that is 20 percent greater than what is otherwise permitted by the underlying zone, provided, however, that a Mixed Use Project which secures an affordable housing density bonus pursuant to Government Code Section 65915 shall not also be eligible for this Corner Lot incentive.

(4.) Mini Shopping Centers and Commercial Corner Developments

Mixed Use Projects are exempt from the regulations governing mini-shopping centers and commercial corner developments as set forth in Section 12.22 A 23 (iii) of the Code.

9. Commercial Artcraft Provisions. Notwithstanding any provision of the Code or this Specific Plan to the contrary, within the Artwalk Subarea, as designated on Map No. 2, New Development or a change of use of an existing premises shall be eligible for an incentive which allows the following outdoor uses or indoor uses to be established on a commercially or residentially zoned lot:

(A.) Permitted Outdoor Uses. The small scale creating, assembling, compounding or treating of articles as set forth in Section 13.06 E1 of the Los Angeles Municipal Code.

(B.) Permitted Indoor Uses. The small scale, crafts type manufacturing, assembling, compounding or treating of articles as set forth in Section 13.06 E1 of the Los Angeles Municipal Code but with the addition of the following uses:

Arts studio, either painting or sculpture
Music studio
Dance and drama studio
Small film/video post production studio, not more than 5,000 square feet
Any other Home Occupation use that would be permitted by Section 12. 06 A 16 of the Code.

Sec. 7. DEVELOPMENT CONTROLS.

In order to preserve the neighborhood feel and related pedestrian function, and to increase the attractiveness of the central business district, as new development occurs on Figueroa Street, development standards must be imposed. These development standards are designed to work with the incentives included in this plan, and the historic preservation regulations and will help ensure that the communities vision of its downtown is preserved.

The following development standards, shall apply to all new construction projects fronting on Figueroa Street, and new "Mixed Use" projects on Monte Vista street.

Ground Floor Commercial Uses - One hundred percent of the Ground Floor Building Frontage abutting Figueroa Street, excluding driveways or pedestrian entrances, shall be designed to accommodate Commercial Uses to a minimum depth of 25 feet.

Building Frontage - Building Frontage shall ,for its first 15 feet of height, be located within five feet of the front lot line and within five feet of a side yard lot line adjacent to a public street and shall extend at least 65 percent of the length of the lot line.

Pedestrian Amenities - Notwithstanding the building frontage requirements in 2 above, if a pedestrian amenity is provided, the required building frontage may be set back up to 15 feet along the portion of that amenity.

Location of Pedestrian Entrances - Each individual tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk, and the entrance shall remain open during the normal business hours posted by the business.

Parking - For new development, surface parking lots or parking structures shall be located behind the required Building Frontage, in the rear, interior portion of the lot that does not front on the street.

Transparency of Building Frontage - At least 50% of all exterior walls (including doors) which face streets shall consist of transparent windows, unless otherwise prohibited by law, or specifically approved by the HPOZ.

The following Development Standards shall apply to the entire plan area:

HPOZ - The approval requirements and provisions of the Highland Park Historic Preservation Overlay Zone apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan .

Lot Assembly Restrictions - A lot assembly restriction of a maximum of two lots or 10,000 square feet for residential development or 3 lots and 15,000 square feet for commercial development shall apply to the entire area included within the Avenue 57 Transit Oriented Neighborhood and Specific Plan, except for the former Angeles Chevrolet site which may exceed 15,000 square feet as long as it remains in its single original parcel/ownership size which contains approximately 141,000 square feet.

Sec. 8. SUBAREA 1 - MAJOR ACTIVITY CENTER.

A. Purpose. The Major Activity Center Subarea is the historical and the economic heart of the Specific Plan neighborhood. The proposed Center includes the properties that front on North Figueroa Street between Avenue 55 and Avenue 59 and the municipal parking lot that adjoins the proposed Blue Line Station. This Center will function within the neighborhood by providing a sense of place and a natural gathering place within the community. The plan is intended to encourage not only commercial uses for the major center but community centered, recreational and cultural activities as well. With the appropriate mix of uses and the Blue Line as an attractor and catalyst, the area could develop into a 24 hour activity area. The ArtWalk, the Pedestrian Promenade Loop, the experience of the historic ambiance, the restaurants, and an expanded range of shopping can all add to this equation for positive change. The HPOZ controls will ensure that historic building exteriors maintain their character, and new uses are appropriate in scale and architectural feel,

and the Adaptive Reuse provisions will allow new uses to develop without observing additional building or zoning requirements which could inhibit the adaptive reuse of existing buildings by requiring expensive retrofit improvements or providing additional parking.

B. Major Activity Center Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 13, below, may approve any two of the following incentives for New Development within the Major Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly

Sec. 9. SUBAREA 2 - SECONDARY ACTIVITY CENTER.

A. Purpose. The Secondary Activity Center Subarea, located on Figueroa Street between Avenue 50 and Avenue 52, is proposed to serve as a second supporting commercial activity center and anchor along the corridor. This Subarea contains the former Angelus Chevrolet site, the largest single commercial parcel in the plan area and, as such, provides a unique opportunity for future commercial development. Large single parcels like this are a valuable asset for commercial unified development, and as long as it remains a single parcel, it can develop and redevelop with different uses over time as the neighborhood evolves. This Subarea also contains a long-established auto repair use at 5001 North Figueroa Street which not only repairs automobiles, but also restores historic vehicles and provides a cultural and historic link to Highland Park's relation to southern California's "car culture" and the Historic Route 66 designation of Figueroa Street in Highland Park.

B. Secondary Activity Center Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 13, below, may approve any two of the following incentives for New Development within the Secondary Activity Subarea:

Joint Living and Work Quarters
Pedestrian Amenities Floor Area Bonus
Targeted Use Floor Area Bonus
Adaptive Reuse
Mixed Use
Reduced Parking
Floor Area Bonus for Lot Assembly
Bonus for Community Uses

C. Development Controls. The lot area assembly restriction which specifies a maximum assemblage of 3 lots or 15,000 square feet of property does not apply to the former Angeles Chevrolet site located at 5100 North Figueroa Street which may exceed

15,000 square feet as long as it remains in its single original parcel/ownership size which contains approximately 141,000 square feet.

Sec. 10. SUBAREA 3 - MIXED USE AREAS.

A. Purpose. The Mixed Use Subarea is generally located between Avenue 52 and Avenue 61, between Marmion Way and North Figueroa Street, and Monte Vista Street between Avenue 54 and 56, as shown on Map No. 2. The planning intent is for the Figueroa Street commercial area to develop as a mixed use boulevard with Joint Living and Work Quarters and other mixed residential and commercial uses, combining the incentive provisions of a mixed use overlay zone. Mixed use would also be permitted within the Major and Secondary Activity Centers, but this area is particularly encouraged for mixed use development as its commercial base is not as intense, but functionally it links and supports both activity centers. Mixed use provides an incentive to use the underutilized second floors of commercial buildings, supports both the Pasadena Blue Line and the Bus lines with concentrated residential development in proximity to these systems, and adds to the potential for a 24-hour activity area. This designation conforms with the community vision for Highland Park as it allows additional residential development without intensifying development capacity in the surrounding residential neighborhoods.

Monte Vista Street, the effective northerly boundary of the plan area, forms a parallel transportation link north of the "Blue Line" Right of Way and is an alternate route to Mount Washington. Monte Vista Street is primarily developed with a mix of multiple residential, public and single family uses, but contains a two block commercial node. The commercial properties, between Avenue 54 and Avenue 56, are developed with existing neighborhood and pedestrian oriented commercial land uses and are located directly across the street from Monte Vista Elementary School. The mixed use overlay here, with residential uses permitted above ground floor retail uses, would permit a modest increase of floor area without intruding on the predominant scale of development, would help supply housing within walking distance of the transit station, and would provide a viable use for underutilized second or third floors. This will re-enforce transit use and add to the mix of uses in the neighborhood.

B. Development Standards for Mixed Use Projects.

All Mixed Use Projects shall comply with the following development standards.

(1.) Landscaping and Surface Parking Lots. Landscaping of Projects and surface parking lots shall be provided in accordance with the requirements set forth in Section 12.22 A 23 (a) (mini shopping centers and commercial corner development) of the Code. Projects must comply with the following additional requirements:

(a.) Open Areas. All open areas not used for buildings, driveways, parking recreational facilities, or pedestrian amenities shall be landscaped by shrubs, trees, ground cover, lawns, planter boxes, flowers, or fountains.

(b.) Pavement. Paved areas, excluding parking and driveway areas, shall consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers.

(2.) Open Space. All projects shall comply with the open space requirements for six or more residential units pursuant to Section 12.21 G of the Code.

(3.) Facade Relief. Building Frontages shall be designed to comply with the following requirements. Compliance with these standards, does not relieve a developer from meeting the HPOZ Ordinance review and approval requirements. These standards do not apply to accessory buildings, additions, remodels, or any change of use in an existing building.

(a.) Horizontal architectural treatments and/or facade articulations such as cornices, friezes, balconies, awnings, pedestrian amenities, or other features shall be provided for every 39 feet of building height visible from a street.

(b.) If a Mixed Use Project includes 40 or more feet of Building Frontage visible from a street, then vertical architectural treatments and/or facade articulations such as columns, pilasters, indentations, or other features shall be provided every 25 feet. The minimum width of each vertical break shall be eight feet and the minimum depth shall be two feet.

(4.) Signage. Signage shall comply with the requirements of Section 12.22 A 23 (a) (9) (mini shopping center and commercial corner developments) of the Code.

(5.) Noise control. Any dwelling unit exterior wall including windows and doors having a line of sight to Figueroa Street shall be constructed so as to provide a Sound Transmission code Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition. The developer, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, specifying any alternative means of sound insulation sufficient to reduce interior noise levels below 45dBA in any habitable room.

(6.) Rooftop Appurtenances. All ventilation heating, or air conditioning ducts, tubes, equipment, or other related rooftop appurtenance shall be screened when viewed from adjacent streets.

C. Mixed Use Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 13, below, may approve any two of the following incentives for New Development within the Mixed Use Subarea:

Mixed Use
Joint Living and Work Quarters
Adaptive Reuse

Sec. 11. SUBAREA 5 - ARTWALK.

A. Purpose. The Artwalk Subarea is established for the purpose of creating an ambiance enhancing an artistic "sense of place" along an "Artwalk" area. The Commercial Artcraft incentives permitted therein are intended to allow local artists to pursue their art in a public fashion with as little governmental regulation as is practical but still protecting the greater public and community from potential hazardous activities which may include the use of toxic or hazardous substances or processes. In this way, the community itself, over time can participate in the creation of a special ambiance that can attract not only the community itself, but visitors from around the region. The Joint Living and Work Quarters incentive of this plan and the Home Occupation provisions found in Section 12.05 A 16 of the Code allow the basic ability to conduct a commercial artistic endeavor within either a commercially or residentially zoned structure, but those uses must be conducted within the building. The Commercial Artwalk incentive allowed in this subarea would permit outdoor uses and seeks to create a unique ambiance on the "Artwalk."

B. Use. Unless the Commercial Artwalk incentive has been approved for a commercially or residentially zoned lot located within the Artwalk Subarea, uses shall be restricted to those permitted within the underlying zone.

C. Development Standards for Commercial Artcraft Uses. If any Commercial Artcraft incentive use is established within the Artwalk Subarea, then such use shall be subject to the following restrictions: The use shall have not more than 10 employees and no more than 5 shall be working on the premises at any one time. Such uses are not permitted above the first floor of any structure except for a single ancillary office. None of these uses shall be permitted on a 24 hour basis. No night shifts shall be permitted. All of these uses may provide a teaching component with not more than 6 students in any given class session, not more than 3 days a week.. Additional parking will not be required if the use is established in an existing structure. Except as permitted by this Specific Plan, new construction will be required to meet all zone requirements.

D. Artwalk Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 13, below, may approve the following incentives for New Development within the Artwalk Subarea:

Joint Living and Work Quarters
Commercial Artcraft Use.

Sec. 12. RESIDENTIALLY ZONED PROPERTIES.

A. Purpose. The Residentially Zoned Area regulations are designed to legalize the existing artists and artisans now working here and allow new artists artisans and other professionals who desire to work from their home to legally establish in this plan area. The artistic history and tradition of Highland park are deemed to be of great value to the neighborhood and this plan enacts the Live / Work provisions as an overlay in the residential areas to legalize existing uses of this nature, preserve the heritage of the neighborhood and ensure a place where future artist and artisans can establish themselves in a community of other creative individuals and businesses. The plan also allows existing non-conforming multi family uses to remain. In an attempt to broaden the residential options and capitalize

on the historic structures, the ordinance also provides a tool to establish Bed and Breakfast uses in the existing residences if the requirements are met

B. Use. Notwithstanding any provision of the Code to the contrary, any multi-family residential building or structure on residentially zoned property located within the Specific Plan area but outside the boundaries of the other Subareas of the Specific Plan, as shown on Map No.2, shall have a legal nonconforming right to continue and maintain the same use, density, height, parking, and yards for any multi-family residential use which lawfully existed on the effective date of this ordinance. Such uses shall be permitted by right and such multi-family residential buildings or structures may be demolished and rebuilt to their non-conforming status relative to the provisions of the Code in terms of use, density, height, parking, and yards, provided, however, that any new development of multiple family housing shall conform to the following requirements: (1) each new dwelling unit shall contain a minimum of two bedrooms; and (2) no more than two lots, having a combined lot area of less than 10,000 square feet, shall be tied or otherwise combined together to form a site for the construction of a single residential building.

C. Residential Area Incentives. The Director of Planning, pursuant to the Project Approval procedures set forth in Section 13, below, may approve the following incentives for New Development within the Residential Subarea:

Joint Living and Work Quarters
Bed and Breakfast Uses.

Sec. 13. PROJECT APPROVAL. No building permit, or permit for a Project shall be issued until the Project has received a Project Approval pursuant to this Section.

A. Project Approval Process. Applicants shall submit an application to the Director of Planning for Project Approval for a determination that the proposed Project meets the Development Controls and Standards for each Subarea, and a determination as to any incentives that shall be applicable to the Project.

1. Application. All applications for a Project Approval shall be submitted with applicable fees to the Director for review and a determination. Applications shall be deemed complete only if all the following are included with the applications:

a. Plot Plans.

b. For projects other than a change of use, building elevations shall be provided (at a scale of 1/8" = 1') showing building height, architectural forms and detailing.

c. Where a Project involves the construction, addition to, alteration, demolition, relocation or removal of any structure, landscaping, natural

feature or site designated as contributing on the Historic Resources Survey under the HPOZ Ordinance, evidence that a Certificate of Appropriateness has been issued for such Project or that a written determination has been made that such Project qualifies for an exception under the HPOZ Ordinance, as provided by Section 12.20.3 F 2 (c) of the Code. Where a Project involves alterations, additions, and replacement of non-contributing structures, evidence that the HPOZ Board has approved the Project in accordance with the requirements of the HPOZ Ordinance, as provided by Section 12.20.3 F 4 (c) of the Code.

d. An environmental review and clearance.

2. Action of the Director. Upon application for a Project Approval, the Director shall approve, disapprove, or conditionally approve the Project with modifications based upon a finding that the proposed Project conforms to the provisions of the Specific Plan, including the provisions relating to any incentives. The Director may require an increase in mitigation measures and/or limitations on size or uses if he or she determines that the Project's proposed mitigation measures are not adequate to reduce the Project's impacts to a level of insignificance.

a. The Director shall forward a copy of the determination with findings to the Department of Building and Safety within 30 working days following receipt of the application or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

b. The final Project Approval and any related conditions shall be noted with a stamp and signature on the Applicant's corrected plans and a sign-off on the permit application.

3. Appeals. The Applicant may appeal the decision of the Director to the City Planning Commission or Area Planning Commission. This appeal shall be in writing upon forms provided by the City Planning Department. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 2 through 7.

C. Fees.

1. The filing fee for Project Approval determinations shall be the same as the fee for "Application For Specific Plan Design Review Board Approval" as set forth in LAMC Section 19.01 Q.

2. The fees for appeals shall be the same as the fees in LAMC Section 19.01 J.

Sec.14.OWNER'S ACKNOWLEDGMENT OF LIMITATIONS.

The Department of Building and Safety shall issue no building permit for construction upon property within the Specific Plan area until such time as the owner of the property has executed and recorded with the County Recorder a covenant and agreement acknowledging and accepting the contents and limitations of this Specific Plan. The covenant and agreement shall be executed by all fee owners of the property, shall run with the land, and shall be binding on future owners, successors, heirs, or assignees of the owners. A certified copy of the recorded covenant shall be delivered to the Departments of City Planning and Building and Safety prior to the issuance of any building permit.

Sec. 15. SEVERABILITY.

If any provision of this Ordinance or the application thereof to any person, property or circumstances, is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this Ordinance or the application of such provisions to other persons, property or circumstances which can be implemented without the invalid provisions, and, to this end, the provisions of this Ordinance are declared to be severable.

A ave57ord
2/29/00

LOS ANGELES CITY PLANNING DEPARTMENT
STAFF REPORT TO THE CITY PLANNING COMMISSION

CASE/FILE NUMBER: CPC 99-0524 SP

COMMISSION MEETING
DATE: March 9, 2000
TIME: After 9:30 A.M.*
PLACE: Building and Safety Conference Hall
201 N. Figueroa Street, Room 900
Los Angeles CA, 90012

RELATED FILE: None

ENV'L. DOCUMENT: EIR 90-0615CPR

COUNCIL DISTRICT: 1 & 14

_X_ PUBLIC HEARING required
(or)
__ Public Hearing completed or not required (public comment may be taken)
__ INFORMATION ONLY

PLAN AREA: Northeast Los Angeles

SUBJECT/REQUEST: Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy and Specific Plan

SUBJECT LOCATION: A portion of the Northeast Los Angeles Community Plan area generally bounded by Monte Vista Street on the north, Echo Street, Longfellow street, Media Drive and Hayes Avenue on the south, Avenue 61 on the east, and Avenue 50 on the west.

SUMMARY/MISC: The Avenue 57 Transit Oriented District Neighborhood Implementation Plan and Strategy, and Specific Plan is an incentive driven plan to help revitalize the immediate neighborhood around the Avenue 57 Blue Line Station and stimulate transit use.

RECOMMENDATION: STAFF RECOMMENDS THAT THE CITY PLANNING COMMISSION APPROVE THE AVENUE 57 TRANSIT ORIENTED DISTRICT NEIGHBORHOOD IMPLEMENTATION PLAN AND STRATEGY AND SPECIFIC PLAN

CONTACT STAFF:
Ron Maben (213) 473-3774
Joey Vasquez (213) 473-3799

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.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described here, or in written correspondence on the matter(s) 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 will provide reasonable accommodations to ensure equal access to its programs services and activities. Sign language interpreters, assistive listening devices or other auxiliary aids and services may be provided upon request. Te ensure their availability, please make your request no later than three working days prior to the meeting by calling the person referred to in this notice.

Written communications may be mailed to: City Planning Commission, Room 1600, 221 No Figueroa St, Los Angeles, CA 90012-2601. It is suggested that letters be received in the Commission office at least 8 days prior to the meeting so that they will be included in the Commissioners' information packets for review.