EXHIBIT C:
General Plan Amendment Resolution

Southeast Los Angeles Community Plan

CPC-2008-1553-CPU; ENV-2008-1780-EIR

Recommended by the City Planning Commission on June 22, 2017.

Contents:

- *Resolution*
- *Community Plan Policy Document*
- *General Plan Land Use Map*
- *Circulation System Map*
- *General Plan Land Use Designation Maps*

Note: Draft documents reviewed by the City Planning Commission have been updated to include further corrections.

August 2017

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, ADOPTING AN UPDATE TO THE SOUTHEAST LOS ANGELES COMMUNITY PLAN (AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN) AND RELATED AMENDMENTS TO THE CIRCULATION AND FRAMEWORK ELEMENTS.

WHEREAS, the Southeast Los Angeles Community Plan was adopted by the City Council in 1978 and amended in March 2000; through the General Plan/Zoning Consistency Program, Community Plan Revision Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the Community Plan Update consists of amendments to the Southeast Los Angeles Community Plan land use map and policy text with associated zone and height district changes, the creation of a Community Plan Implementation Overlay District, as well as related amendments to the Circulation Element and the General Plan Framework Element; and

WHEREAS, the City prepared a Draft EIR to analyze a Proposed Plan for the Community Plan Update, which included three alternatives; and

WHEREAS, the City released the Draft EIR for public comment on November 3, 2016 for a 90-day public comment period and held public hearings; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on November 4, 2016 and the "Los Angeles Times" on November 3, 2016, mailed to property owners and distributed through the Council Offices, in accordance with Sections 11.5.6 C and 12.32 C.4 of the Los Angeles Municipal Code; and

WHEREAS, the Hearing Officers, as a representatives of the City Planning Commission held two public hearings regarding the Proposed Plan on December 3 and 6, 2016; and

WHEREAS, after the 90-day public comment period on the Draft EIR closed on February 1, 2017, the Department of City Planning recommended the City Planning Commission approve and recommend to the Mayor and the City Council, Alternative 3 to the Draft EIR Proposed Plan, as the Recommended Plan for the Community Plan Update; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on May 26, 2017, mailed to property owners and distributed through the Council Offices, in accordance with Sections 11.5.6 C and 12.32 C.4 of the Los Angeles Municipal Code; and

WHEREAS, the City Planning Commission conducted a public hearing on June 22, 2017 recommending approval of the Recommended Plan (Alternative 3) with modifications for the Community Plan Update (hereinafter "Project"); and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid June 22, 2017 public hearing, including but not limited to a staff recommendation report, exhibits, appendices, and public testimony; and

WHEREAS, the amendments to the Southeast Los Angeles Community Plan reflect changes in land use policies that have occurred in the community since the current plan was adopted; and

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

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. Findings. The City Council has reviewed the City Charter, General Plan and Municipal Code findings of the Los Angeles City Planning Commission and adopts these findings as the findings of the City Council.

3. CEQA. Council finds pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report No. ENV-2008-1780-EIR, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

4. General Plan Amendments. The City Council approves the proposed General Plan amendments – maps and text found in Council File No._____, as modified to: (a) the Southeast Los Angeles Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Circulation Element) of the General Plan.

5. Implementing Ordinances. The policies of the Southeast Los Angeles Community Plan are implemented through zone changes and implementing ordinances such as the Southeast Los Angeles Community Plan Implementation Overlay (CPIO) District.

6. Reversion to Prior Community Plan. To the extent the Southeast Los Angeles Community Plan Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the Southeast Los Angeles Community Plan (as adopted in 2000) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

7. Effective Date. This resolution shall be effective upon the adoption by the City Council of the following implementing ordinances: the Southeast Los Angeles Community Plan Implementation Ordinance and through the adoption of zone and height district changes.

Attachments:

1 - Exhibit G (FEIR, MMP, CEQA Findings of Facts and Statement of Overriding Considerations)
2 - Exhibit C (General Plan amendments - maps and text)

Los Angeles Department of City Planning











Southeast Los Angeles

COMMUNITY PLAN

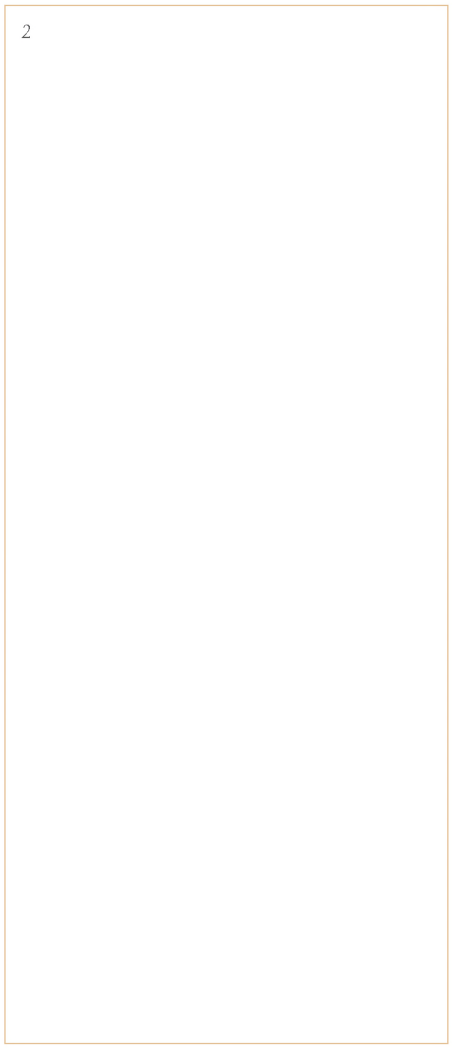
August 2017











1. *Augustus Hawkins Natural Park, nature center*

2. *Watts Towers*

3. *Saxophone on Central and Vernon Avenues*

4. *New industrial building in the Goodyear Tract*

5. *The Metro Blue Line Grand Station in front of the Los Angeles Trade Technical College (LATTC)*

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Downtown Los Angeles Neighborhood Council
Empowerment Congress North Area Neighborhood Development Council
Empowerment Congress Southeast Area Neighborhood Development Council
Harbor Gateway North Neighborhood Council
South Central Neighborhood Council
Voices of 90037 Neighborhood Council
Watts Neighborhood Council
Zapata - King Neighborhood Council



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Appendix A Public Outreach Process

Appendix B Southeast Los Angeles Design Guidelines


CITY NATIONAL BANK
23rd St
FedEx

Community Plan

The Southeast Los Angeles Community Plan is a component of the City's General Plan Land Use Element. It outlines a vision for the long-term physical development, economic revitalization, and community enhancement of Southeast Los Angeles, and sets forth actions to achieve the community's vision.

The Community Plan for Southeast Los Angeles consists of two elements: this policy document and an updated land use map. The Community Plan Implementation Overlay, or CPIO, serves to implement many of the policies described in this document.

Land Use

Land Use designates the general location and intensity of the different uses of land, such as residential, industrial, commercial and open space. Each land use designation has a list of corresponding zones.

Zoning

Zoning determines the uses permitted on a parcel and provides regulations for development including height, bulk and setbacks.

Introduction & Orientation

The Southeast Los Angeles Community Plan is located just south of Downtown Los Angeles and is one of three Community Plan Areas of the greater South Los Angeles Planning Region. The Community Plan Area is approximately 15.7 square miles and has a population of 278,337 (2010 Census). Southeast Los Angeles is generally bounded by the Santa Monica Freeway (I-10) to the north, Figueroa Street and Broadway to the west, 120th Street and Imperial Highway to the south, and Alameda Street, Central Avenue and Mona Boulevard to the east. Southeast Los Angeles is an urbanized community that contains several distinct neighborhoods including Central, Avalon, Green Meadows and Watts. The Community Plan is in a prime location close to regional business and employment destinations, such as Downtown Los Angeles and the City of Vernon.

Southeast Los Angeles's rich history and cultural diversity make it a distinctive part of the City of Los Angeles. One of the first areas to extend south of the city's center, Southeast Los Angeles was originally comprised of a collection of small suburbs, woven together by a streetcar network. Southeast Los Angeles has always been a key point of entry for minority groups coming to the City, and has long been home to significant populations of African Americans, Latinos, Asian Americans, and to a lesser extent Non-Hispanic Caucasians. Its notable landmarks, such as the Central Avenue Historic Jazz Corridor and the internationally acclaimed Watts Towers, reflect the area's historical legacy.

Although Southeast Los Angeles is a dynamic community, it is also among the most challenged Community Plan Areas within the City. Major land use conflicts, such as long standing incompatibilities between residential and industrial uses, an overconcentration of certain uses (including those that are a nuisance to local stakeholders), and a shortage of neighborhood services and amenities along the commercial corridors, have hindered appropriate development and impacted the quality of life in Southeast Los Angeles. Despite these difficulties, the residents of the area have a strong sense of community and continue to work towards making Southeast Los Angeles a better place.

Southeast Los Angeles has a wealth of opportunities for resurgence and revitalization. The extensive commercial corridors of Southeast Los Angeles present an opportunity for the creation of attractive, mixed-use districts that foster safe and walkable streets, diverse retail and services, healthy food options and a better quality of life. Southeast Los Angeles also has significant potential for comprehensive transit-oriented districts around eleven light rail transit stations, including seven stations along the Metro Blue Line, two stations along the Metro Green Line and two stations along the new Metro Exposition Line. The greatest opportunity for development is around the Metro Blue Line stations along Washington Boulevard—a hub of activity, and home of the Los Angeles Trade Technical College, Los Angeles County Courthouse, LA Mart and major auto dealerships. This evolving district has the potential to become a bustling regional center that provides

Left: Grand Ave at 23rd Street with view of downtown Los Angeles.

quality retail, as well as educational and employment opportunities. The Southeast Los Angeles Community Plan directs growth to these transit-rich opportunity areas while preserving the community's residential neighborhoods.

The northern portion of Southeast Los Angeles is an industrial area with considerable opportunity for intensification and economic growth. With direct connection to the ports of Los Angeles and Long Beach via the Alameda Corridor, this area has the potential to become a major economic engine for the City. Furthermore, the industrial base is a valuable asset that can be redeveloped to accommodate emerging technologies and businesses that are jobs-rich and environmentally responsible, thus providing an enhanced job base for the community's population.

This Community Plan sets a new direction for Southeast Los Angeles. A collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. A wide range of issues related to the physical development of Southeast Los Angeles are addressed in this Community Plan, including land use and housing, parks and open space, urban design, mobility, health, and history. The Southeast Los Angeles Community Plan serves several important purposes:

- To outline a vision for the long-term physical and economic development and community enhancement of the Southeast Los Angeles Community Plan Area.
- To provide strategies and specific implementing actions that will allow this vision to be accomplished.
- To establish a basis for judging whether specific development proposals and public projects are in harmony with Community Plan policies and standards.
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities.
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, development standards, the Capital Improvements Program, facilities plans, and area plans.

The importance of the Southeast Los Angeles Community Plan lies in its ability to shape positive community change and foster sustainable land use patterns that are in harmony with the unique character and needs of the community while integrating citywide policies and regional initiatives. The process of developing the Southeast Los Angeles Community Plan was a multi-year collaborative effort in which broad public input was obtained through a series of meetings and workshops where stakeholders provided invaluable input and recommendations that were integrated into the new Community Plan.



LA Mart's iconic 40-foot chair.



Retail on Washington Boulevard.

Figure 1-1
Southeast Los Angeles
Community Plan Area



Plan Organization

The Southeast Los Angeles Community Plan is organized into six chapters. Each chapter is further organized into sections that deal with specific topics, described below.

Chapter 1 Introduction and Orientation. Chapter 1 describes how to use the Community Plan, provides a reader's guide for understanding the Community Plan, and explains the relationship of the Community Plan to the City's General Plan and other City agencies.

Chapter 2 Community Background. Chapter 2 provides a brief description of the historical development of the community; describes its relationship to adjoining communities, environmental setting and existing land uses; and identifies population, employment, and housing trends and projections.

Chapter 3 Land Use and Urban Design. Chapter 3 expresses the community's vision for the future, describes the community's land uses, and specifies goals and policies that address residential, commercial, and industrial development.

Chapter 4 Mobility. Chapter 4 defines goals and policies for the community's circulation system, focusing on enhancing mobility and access to all system users. Each mode of transportation is discussed, including walking, bicycling, public transit and driving.

Chapter 5 Community Facilities and Infrastructure. Chapter 5 describes key public services and infrastructure, including: police, fire and emergency services; libraries; parks, open space, the urban forest; schools; water, wastewater, solid waste; power and street lighting. The service provider, existing facilities and service levels are identified for each of these facilities or services.

Chapter 6 Implementation. Chapter 6 describes how each policy in Chapters 3, 4, and 5 of the Community Plan will be implemented by one or more programs and identifies the responsible City department or agency.



Cleaners on Central Ave.



Guitar on Central Ave. commemorating the area's historical legacy as the "Jazz Corridor."



Holy Cross Church on Main Street.



Commercial on Central Ave.



Charles Mingus Youth Arts Center in Watts.



Grant AME Church on Central Ave.

How to Use the Plan

The Southeast Los Angeles Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Community Plan is organized to allow the end user to easily find information most relevant to their interest, without perusing the entire document. However, it is important to note that the Community Plan's policies, guidelines and implementation programs were developed collectively to address community issues in a comprehensive manner.

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted and explains the goals, policies, design guidelines, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support businesses and encourage future success. The Community Plan includes policies to support and enhance commercial and industrial development.

For developers, the Community Plan introduces the community and provides background information. Developers should review all maps, policies, design guidelines, and implementation programs throughout this document to better understand what type of development may occur in each part of the community.

For public officials, the Community Plan is a part of the City's General Plan, which is the basis for land use decisions by the City Planning and Area Planning Commissions, other boards and commissions, the City Council, and the Mayor.

For public agencies, the Community Plan is the basis for planning and developing future investments in the City, such as transportation infrastructure improvements, parks, and schools. The goals, policies, and guidelines located throughout the Community Plan are interrelated and should be examined comprehensively when making planning decisions.

Readers' Guide

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory. Compliance with the General Plan Land Use Map and corresponding zones (Table 3-1) is mandatory.



Industrial building in the Goodyear Tract.



LATTC building on 23rd Street and Grand Ave.



New mixed-use development on Century Boulevard and Broadway.

Format of the Community Plan

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g.LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Community Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1).

Implementation Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

Design Guidelines

Design Guidelines are adopted as part of the Community Plan. These design guidelines are included in text boxes in the Community Plan and in Appendix B to the Community Plan. The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. The Design Guidelines remain in effect unless and until the City Planning Commission (CPC) approves design guidelines for the Community Plan Area, provided that they are consistent with the goals and policies of the Community Plan.



Avalon Gardens Public Housing.

Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan.

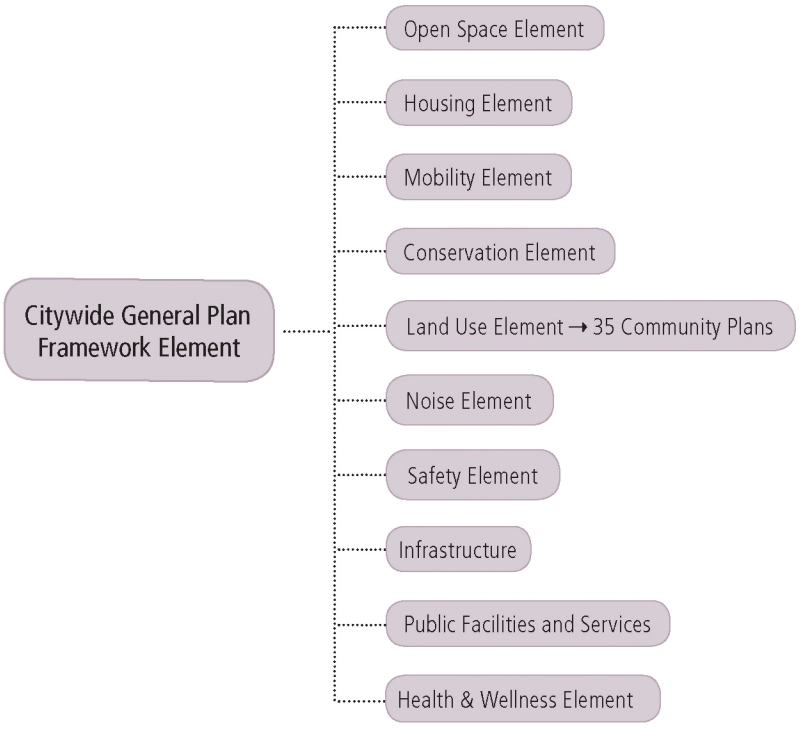


Single-family home on Santa Ana Boulevard.

State law requires that the General Plan contain seven mandatory elements: land use, transportation, housing, conservation, open space, noise, and safety. In Los Angeles, the thirty-five Community Plans, including the Southeast Los Angeles Community Plan, comprise the City's land use element (see Figure 1-2). In addition, the City has adopted an overarching "Framework Element" discussed below. There must be internal consistency among the elements.



Mixed-use buildings exist throughout Southeast Los Angeles, particularly along Central Ave.



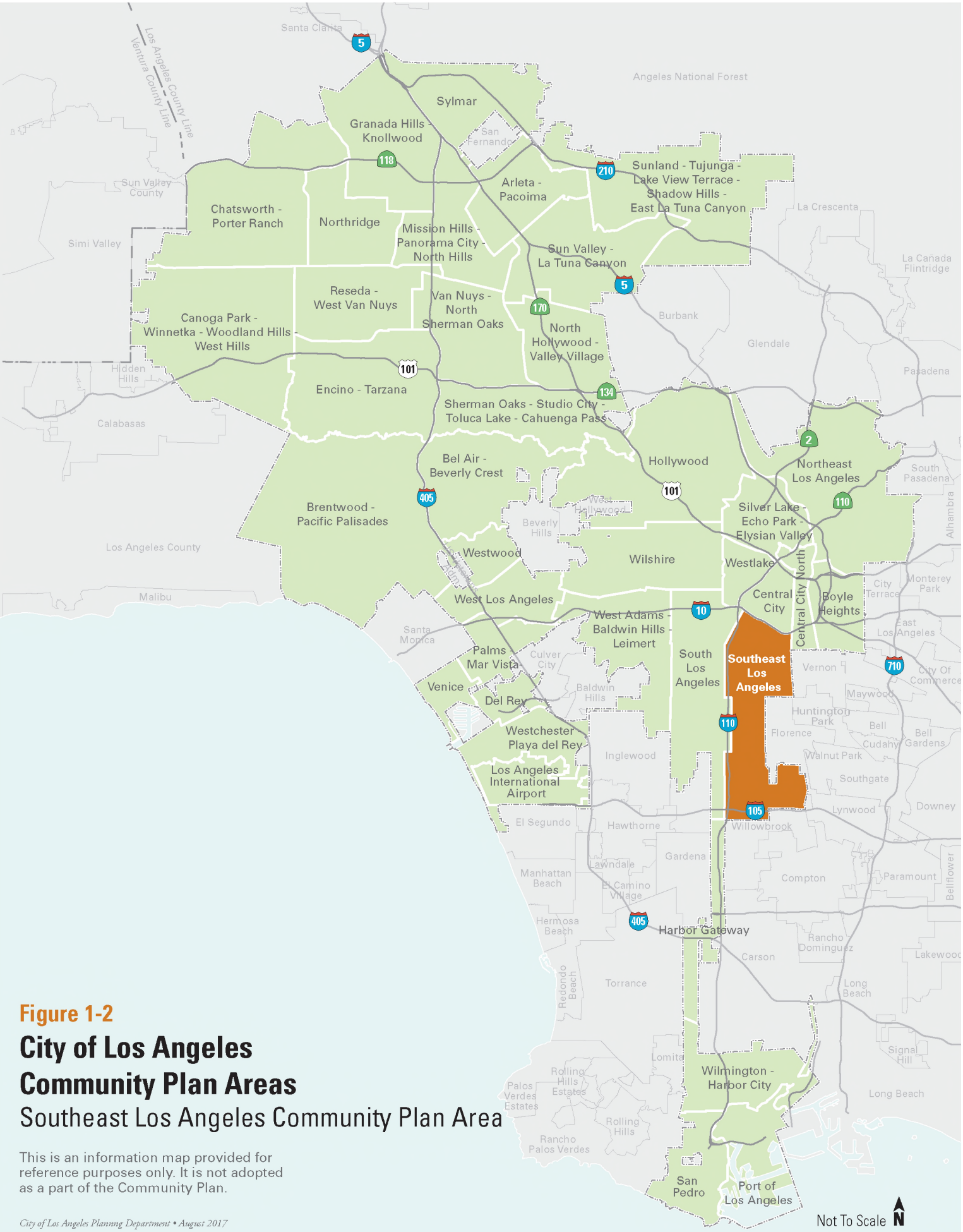


Figure 1-2

City of Los Angeles Community Plan Areas

Southeast Los Angeles Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

City of Los Angeles Planning Department • August 2017

Not To Scale

Citywide General Plan Framework Element

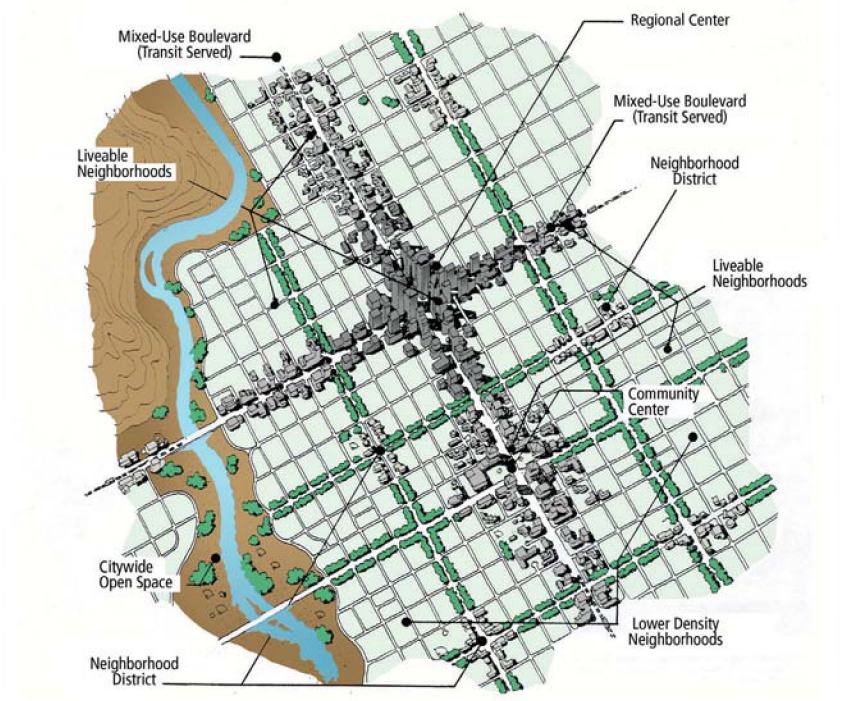


Superior Grocery Store with residential units above on Central Ave.

The City's General Plan Framework Element is the citywide plan that established how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community level via Community Plans.

Framework Element Guiding Principles

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimizing the need for new, costly infrastructure.





Single-family home in the Watts Community.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.



Commercial building on Figueroa Street and 18th Street.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve and enhance existing neighborhood character and ensure high design quality in new development. These standards are needed for all types of development, including residential, commercial, and industrial uses.

Improve the connection of public and private spaces through good urban design. The relationship between private development and the public realm should be improved through the establishment of good urban design policies and guidelines. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and which foster a sense of community.

Create more small parks, pedestrian districts, and public open space. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks or community gardens as part of new developments, to enhance pedestrian orientation in key commercial and residential areas, and to build well-designed public plazas.



49th Street Pocket Park.

Framework Element Hierarchy



Neighborhood District. A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian-oriented character.

Community Center. Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, such as hotels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by local and rapid buses, or rail.





Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

Mixed-Use Boulevard. Mixed-Use Boulevards serve as "connecting spaces," linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term "mixed-use" connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard's public transit.





A group of cyclists park their bicycles on 103rd Street.



Older mixed-use buildings are typically two-stories such as this one on San Pedro Street.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, described in more detail on page 1-12, helps us understand the roles that different types of commercial areas play within our communities and so that we can better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they may contain residential and mixed-use buildings as well.



Building on Washington Boulevard and Main Street.

Relationship to Other Agency Plans

A variety of agencies and organizations influence development and land use decision-making in the Community Plan Area. In each case, the plans and use of property by other agencies must be consistent with the Community Plan. This required consistency holds true for redevelopment and capital improvement programs and projects, development entitlements, and other actions pertaining to the City's physical development. The following are among the significant agencies and organizations in Southeast Los Angeles:



Watts Towers and Cultural Crescent site.

CRA/LA, A Designated Local Authority is the successor to the former Los Angeles Community Redevelopment Agency, the public agency established in 1948 pursuant to California State Law (Code Section 33000), to attract private investment into economically depressed communities. Although ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the DLA.

The Southeast Los Angeles Community Plan Area contains six redevelopment project areas:

- Broadway-Manchester Recovery Redevelopment Project
- Council District 9 South of the Santa Monica Freeway Redevelopment Project
- Exposition/University Park Redevelopment Project
- Vermont-Manchester Redevelopment Project
- Watts Corridors Redevelopment Project
- Watts Redevelopment Project

The Los Angeles County Metropolitan Transportation Authority (also known as Metro, MTA or LACMTA) is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs.

The Southeast Los Angeles Community Plan Area is served by three light rail routes. The Metro Blue Line runs north-south, originating in Downtown Los Angeles and terminating in the City of Long Beach and provides seven station stops that serve the Community Plan Area. The Metro Green Line runs east-west, originating in the City of El Segundo and terminating in the City of Norwalk and provides two station stops within the Community Plan Area. The Metro Exposition Line (opened April 2012) runs east-west and currently originates in Downtown Los Angeles and terminates in the City of Santa Monica. The Exposition Line provides two station stops within the Community Plan Area.



Metro Blue Line Station at Grand Ave.



Nickerson Gardens Public Housing.

The Housing Authority of the City of Los Angeles (HACLA) is a state-chartered public agency. It provides the largest stock of affordable housing in Los Angeles and is one of the nation's leading public housing authorities. It is also one of the oldest, providing affordable housing options and supportive services to the citizens of Los Angeles since 1938.

HACLA owns and manages a citywide portfolio of approximately 9,300 units and administers monthly housing assistance payments for more than 100,000 family members throughout Los Angeles. The agency owns and operates 14 large public housing sites throughout the city with over 6,500 units. Six of those sites are located in Southeast Los Angeles.

- Avalon Gardens
- Gonzaque Village
- Imperial Courts
- Jordan Downs
- Nickerson Gardens
- Pueblo del Rio

The City of Los Angeles State Enterprise Zone (SEZ) includes the East Valley, Hollywood and Central Los Angeles Regions. The Los Angeles SEZ was designated by the State on October 15, 2006, and was valid through December 31, 2013. SEZs are specific geographic areas designated by City Council resolution and have received approval from the California Department of Commerce. The Federal, State and City governments provide economic incentives to stimulate local investment, business attraction, growth, and increased employment opportunities within economically challenged areas of the City.

The Southeast Los Angeles Community Plan Area falls entirely within the Central Los Angeles Region of the SEZ. The City of Los Angeles offers incentives to businesses within the SEZ, such as DWP rate discount, sewer facility hookup payment plans, Work Opportunity Tax Credit, and reduced parking requirements.

The South Los Angeles Transit Empowerment Zone (SLATE-Z) was awarded a federal promise zone designation in June 2016. SLATE-Z covers a large portion of the Southeast Los Angeles Community Plan Area as shown in Figure 1-3. The goal of the promise zone is to work with local leaders to address challenges in high poverty areas through initiatives such as boosting economic activity and job growth, and improving educational opportunities. Promise zones receive special opportunities for federal funding to accomplish their goals. The promise zone has a ten-year lifespan.

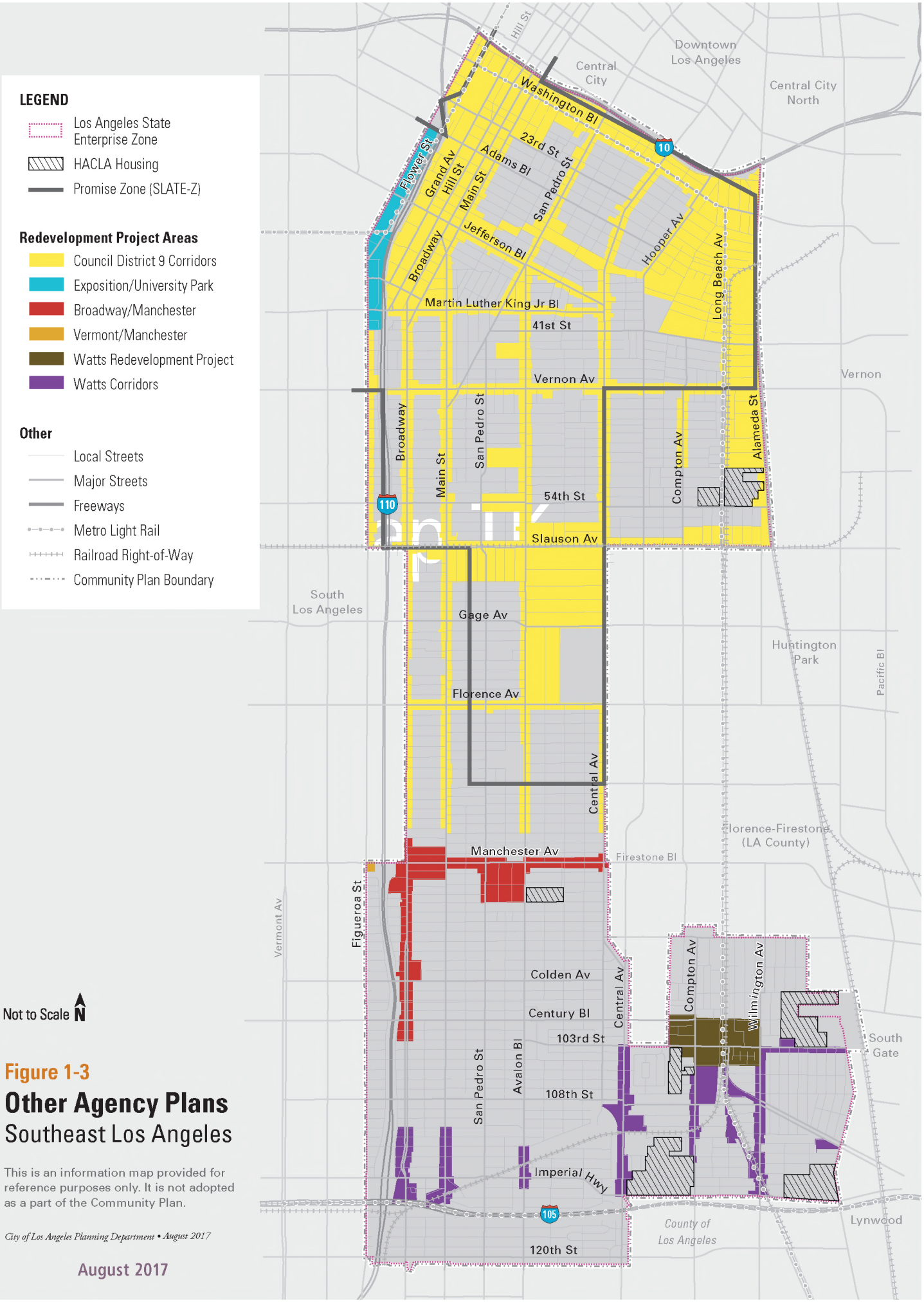


Figure 1-3

Other Agency Plans
Southeast Los Angeles

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Residential on 27th Street built in the late 1800s.



Church on 27th Street located within a proposed historic district.



Los Angeles Public Library Photo Collection: Dunbar Hotel, 1928.

Left: Multi-story building on Washington Boulevard.

Community Background

Historic Overview of Development

Southeast Los Angeles is marked by a rich history as one of the earliest areas of Los Angeles to develop as an expansion of the city center. Early settlements that spread south from the town's center developed into the communities of today's Southeast Los Angeles Community Plan Area. Over the years Southeast Los Angeles has seen many ethnic populations settle into the area and create a unique culture. Historic settlement patterns in the area have resulted in prominent markers of Los Angeles history, including African American and Latino enclaves.

The original inhabitants of the Southeast Los Angeles region were the Tongva people, also known as the Gabrielino due to their later association with the Mission San Gabriel. For generations, they lived throughout the entire Los Angeles Basin, as well as the Southern Channel Islands. However, the Spanish exploration brought new people to the area. The Tongva communities declined with the arrival of the Spanish and their mission system.

The Spanish Colonial Period took place from 1769 to 1821. During this time period, Los Angeles was founded by Colonel Felipe de Neve in 1781. The original town was named, "El Pueblo de Nuestra Señora La Reina de Los Angeles," and the first settlers were of Spanish, Indian, and African descent. Soon after the town's founding, the Spanish issued large land grants called Ranchos throughout the region surrounding the town's central plaza. During this time, the area now designated as Southeast Los Angeles was comprised of a large portion of Public Land with Rancho La Tajauta located at the southernmost end of the Community Plan Area.

The Mexican Period began in 1821, when Alta California gained independence from Spain, and continued until the end of the U.S.-Mexican War in 1848. Thereafter, California was a United States territory until it entered into the union in 1850 as the 31st state. During the latter time periods, most of the Southeast Los Angeles area was used primarily as farming and grazing land.

The boundaries of the Rancho land grants remained the same throughout the Spanish Colonial Period, the Mexican sovereignty, and the admission of California to statehood. However, a major marker in the development pattern of Southeast Los Angeles came after California's admission to the union in 1850. New property laws called for the validation of Mexican land titles and many Rancho owners lost their properties due to the difficulties faced during the legal proceedings. Much of the land was subsequently surveyed and subdivided.

Rancho La Tajauta was surveyed and its boundaries were changed in the 1850s. Then in the 1870s, the Rancho was subdivided and sold off for small farms and homes to accommodate the influx of white settlers. The Watts Community is located on the original Rancho La Tajauta. The area between present day Figueroa Street and Central Avenue (south of Manchester) was also subdivided and offered to the public for sale. This is the area that today is called Green Meadows. Many of the land use patterns established during this time persist on the land today, such as present day arterial streets that coincide with the alignments of early lanes and fences. During this time period, only the northern portion of today's Southeast Los Angeles (roughly north of Martin Luther King Jr. Boulevard) was located within the original boundaries of Los Angeles. The majority of the Southeast Los Angeles Community Plan Area was located outside the city limits. This outlying area was consolidated or annexed into the City of Los Angeles between 1859 and 1944.

Modern urbanization began in Southeast Los Angeles during the railroad era. The extensive transportation network that developed became a catalyst for growth and provided accessibility to employment centers and other destinations throughout the region. Development was stimulated in 1869 by news that a transcontinental railroad would link Los Angeles to the eastern United States. The first Los Angeles railroad, which paralleled Alameda Street along the eastern boundary of Southeast Los Angeles, was incorporated into the Southern Pacific system in 1876. When the Santa Fe Railroad opened a competing transcontinental line, Los Angeles experienced a sudden increase in population and the real estate boom of the 1880s began. Southeast Los Angeles saw much growth as a result of this boom. The city's growing network of streetcars furthered the southward development pattern from the city center during the late 19th Century. Speculators staked out new towns such as Vernondale (centered at Vernon and Central Avenues). In 1896 the City's jurisdiction extended south to Slauson Avenue encompassing Vernondale. By the 1910s, this area was mostly built out. In 1906, the City also annexed the area south of Slauson, known as Florence at the time, bringing the City's southern boundary to Manchester Avenue (the Florence name has also been applied to unincorporated parts of Los Angeles County located south of Slauson).



Los Angeles Public Library Photo Collection: Streetcars on San Pedro Street, north from Washington Boulevard (circa 1926-1930).



Los Angeles Public Library Photo Collection: East view of 103rd Street in Watts (circa 1912).



Los Angeles Public Library Photo Collection: Olympic Auditorium, 1938.

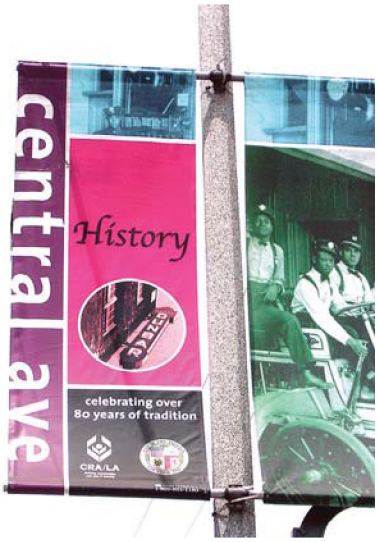


Bob Hope Patriotic Hall after completion of its renovation.

Watts developed as a separate city and was incorporated in 1907 prior to its consolidation into the City of Los Angeles in 1926. In 1902, Henry E. Huntington's Pacific Electric Company opened an interurban railroad line from Los Angeles to Long Beach. Julia Watts donated land to Pacific Electric for a train station and subdivided a portion of land along her northern property line creating several blocks of narrow residential lots and a row of commercial lots. Neighboring property owners did the same, creating a main street and a new community which focused on the (now) historic Watts train station at 103rd Street. This was the early beginning of the Watts Community. The area began as a diverse community of white, African American, Mexican American, and Japanese American working-class residents. Although relatively remote from the City of Los Angeles, Watts was able to evolve and grow quickly. Watts originally had its own water from artesian wells, which facilitated its development. In addition, the streetcar provided residents with a vital connection to employment centers in the City of Los Angeles and Long Beach. However, in 1926 Watts was annexed to the City of Los Angeles after severe droughts dried up its artesian wells. In order to maintain contiguous boundaries between Los Angeles and the newly annexed City of Watts, the Green Meadows neighborhood (nestled between the two) was also annexed to the City. The annexation of these areas expanded Southeast Los Angeles to its current southern boundary at 120th Street and Imperial Highway.

The 1920s were marked by development projects of special note in the northern portion of Southeast Los Angeles. The Olympic Auditorium, located on Grand Avenue and 18th Street, opened its doors in 1925. At the time, it was the largest indoor sports venue in the country. The Olympic Auditorium held a variety of events during the 1932 Summer Olympics and is considered a landmark in boxing history. After decades of hosting major boxing, wrestling and musical events, the Olympic Auditorium was purchased by a religious group in 2005. Also founded in 1925, the Los Angeles Trade Technical College (LATTC) is a community college that offers two-year professional degrees, as well as vocational training and certification. LATTC is an important asset to the Los Angeles region providing valuable educational options with comparatively low enrollment fees. Another significant development was the Patriotic Hall—a 10-story, Neoclassical style building which opened in 1926. The Patriotic Hall, located on Figueroa Street near Washington Boulevard, provided services to veterans and also housed military artifacts. Currently, it is managed by the County of Los Angeles Department of Military and Veterans Affairs. The now renamed Bob Hope Patriotic Hall, has undergone a major renovation which achieved LEED Gold Certification and was completed in Spring 2013.

Beginning in the 1920s, Central Avenue emerged as the heart of the African American community in Los Angeles. Racially restrictive covenants from the 1900s to 1948 prohibited African Americans from owning property in many parts of the City. In the Southeast Los Angeles area, African Americans could not reside south of Slauson Avenue, in the Florence neighborhood. This segregation resulted in the concentration of African Americans to the Central Avenue area bounded by Washington Boulevard, Main Street, Slauson Avenue and Alameda Street. Between 1920 and 1963, streetcars ran along Central Avenue. This furthered the concentration and expansion of the African American community along the Central Avenue streetcar line. As a result, Central Avenue became a thriving jazz corridor and is home to the historic Dunbar Hotel, originally named Hotel Somerville. Although no longer the heart of the African American community, the annual Central Avenue Jazz Festival held in July pays tribute to the area's historic jazz heyday.



Banner along Central Ave celebrating the area's history as the heart of the African American community in the 1900s.

Due to its adjacency to the railroad network and the historic city center, a significant amount of land was designated for industrial use in the northern portion of Southeast Los Angeles. The thriving industrial districts that developed housed many industries during the early to mid 20th Century. In addition, pockets of early residential neighborhoods in the area were rezoned for industrial uses in the 1950s. Some of the homes remained throughout the districts as industrial uses developed around them, creating long-standing industrial-residential conflicts.



Industrial-residential land use incompatibilities are a major concern in the Community Plan Area.

An event of major significance in Southeast Los Angeles was the loss of the rail transit system. The 1940s to 1960s brought about the slow decline of the streetcars as a result of the growing popularity of the automobile and the construction of the freeway system. The demise of the rail transit system had a major impact on many residents whose primary mode of transportation was public transit. The accessibility to regional destinations provided by the extensive system was lost. Areas such as Watts became isolated communities with limited access to transit. In addition, the freeway construction segregated the community and changed the landscape of the Southeast Los Angeles area.



Los Angeles Public Library Photo Collection: I-10 Freeway Construction along the northern boundary of Southeast Los Angeles.



Jordan Downs Public Housing.

The advent of World War II brought about an abundance of war industry jobs in the Los Angeles area and spurred an influx of migrants, particularly African Americans, to California in search of employment opportunities. Many located in Watts and the Central Avenue area because there were no restrictive covenants in these parts of the City. In the Central Avenue area the influx began to create overcrowded conditions. Originally a diverse community, Watts became predominantly African American as a result of this in-migration of the 1940s. During the 1940s and 1950s, several housing projects were built in the Watts area to house workers in the war industries, including Jordan Downs, Imperial Courts and Nickerson Gardens. After World War II ended, these defense worker housing projects became public housing.

A landmark decision came in 1948 when racial property covenants were found to be unlawful. As a result, African Americans began to move into the previously restricted areas of Southeast Los Angeles, though many middle-class African Americans moved out to neighborhoods to the west. This escalated the exodus of whites out of Southeast Los Angeles and African Americans eventually became the majority population in the area during the 1960s.

The postwar era brought about the decline of the Central Avenue area which began to experience deteriorated conditions caused by overcrowding, high unemployment and poverty. As jobs were lost during the postwar years, and unemployment increased, the Watts area also began experiencing challenges related to crime, gang violence, and growing poverty. In addition, racial tensions and a long-standing community view of institutional discrimination, particularly by police, led to the 1965 Watts Riots. The large-scale Watts Riots lasted six days and resulted in many injuries, deaths, arrests and extensive property damage. The 1992 Los Angeles Riots, also known as the 1992 Civil Unrest, resulted from similar underlying conditions as the Watts Riots and was sparked by the acquittal of four LAPD officers accused of beating Rodney King. The Civil Unrest began in the neighboring community of South Los Angeles and resulted in widespread violence, looting, arson and deaths throughout the City. Following the Civil Unrest, Rebuild LA was formed with the mission of restoring the South Los Angeles region through economic development and rebuilding efforts.

From the 1970s to 1990s, major manufacturing industries began to decline and move out of Southeast Los Angeles. As a result, today many large industrial sites remain underutilized and have antiquated facilities. These properties, such as the former Goodyear Airship Factory at Central and Florence Avenues, have the potential to be redeveloped with new uses. Established in the early 1930s, the Goodyear Factory became a tire manufacturing plant in later years and then eventually closed. The site was later redeveloped into a central processing facility for the U.S. Postal Service in the 1990s. Despite the decline of manufacturing industries, some enduring and viable industrial areas remain in Southeast Los Angeles. In fact, 32 percent of the jobs in the Southeast Los Angeles Community Plan Area are in the manufacturing sector, according to the 2000 U.S. Census.



Los Angeles Public Library Photo Collection: Goodyear Site on Avalon Boulevard, 1957.

From the 1980s onward, a major demographic shift resulted from an influx of Mexican and Central American immigrants to the Southeast Los Angeles area in search of affordable housing. Latinos became the new majority as African Americans moved out, some to the established residential enclaves of View Park and Baldwin Hills the West, and many to the suburbs of the Inland Empire and Antelope Valley. According to the U.S. Census, by the year 2000 Latinos comprised over 72 percent of the population in Southeast Los Angeles, while the number of African Americans declined to 25 percent of the population. This is evident along commercial corridors which feature eateries and business signage that cater to the Spanish language community.



Latino-influenced mosaic artwork on a residential property in Watts.

The late 20th Century brought major infrastructure projects to Southeast Los Angeles including the Metro Blue Line, Green Line, and Expo Light Rail Transit lines, as well as the Alameda Corridor, a major freight rail line. In 1990, the Los Angeles Metropolitan Transit Authority built the first commuter train in the region called the Blue Line. The Blue Line runs east-west on Washington Boulevard and north-south on Long Beach Avenue in Southeast Los Angeles and provides a 22-mile route between the City of Long Beach and Downtown Los Angeles. Today, the Blue Line has the second highest ridership of the entire rail system. Although capable of carrying passengers from "point 'A' to point 'B,' the Blue Line experiences design and safety challenges, particularly along the Long Beach Avenue portion where its tracks are side-by-side with freight rail lines. Nevertheless, it provides the community connectivity to the major employment centers of Downtown Los Angeles and the City of Long Beach. The addition of the Green Line (along the 105 Freeway) in 1995 and the new Expo Line (along Flower Street and Exposition Boulevard) in 2012 provide an even larger public transportation network in Southeast Los Angeles.



Metro Blue Line tracks run parallel to freight rail tracks along Long Beach Ave.

Opened in 2002, the Alameda Corridor is a freight railway that runs along the center of Alameda Street on the eastern boundary of Southeast Los Angeles. The Alameda Corridor carries a significant amount of freight and serves to connect the Ports of Los Angeles and Long Beach with the national rail system near Downtown Los Angeles. The project is notable for its mid-corridor trench, which is a below-ground, 10 mile long rail line. The large trench is 33 feet deep and 50 feet wide and it accommodates three tracks. The proximity of the northern Southeast Los Angeles industrial districts to the Alameda Corridor makes this area a prime location for new industrial and technology sectors.



View of the Alameda Corridor trench along the center of Alameda Street.



Rittenhouse Square Senior Housing with ground floor commercial on Central Ave.

Today, the land use pattern along commercial corridors in Southeast Los Angeles consists of a mix of traditional storefronts and auto-oriented development. The traditional commercial centers of the Community Plan Area such as Broadway, Florence Avenue, Manchester Boulevard and Central Avenue have been in transition. The predominant type of new commercial development within the Southeast Los Angeles Community Plan Area is strip-mall commercial with parking adjacent to the sidewalk. This development pattern conflicts with the traditional urban form with storefronts built to the sidewalk. The north-south corridors in Southeast Los Angeles, including Figueroa Street, Broadway, Main Street, Avalon Boulevard, and Central Avenue, are approximately seven miles long (within the Community Plan Area). The majority of these corridors are in a state of disinvestment and in need of physical upgrading. Nevertheless, opportunities exist to transform these corridors into viable commercial, mixed-use and neighborhood-serving districts that are well-designed, walkable and diversified commercial areas. Figure 2-1 illustrates the Community Plan Area's centers and destinations.

Recent development within the Southeast Los Angeles Community Plan Area illustrates this potential, particularly along historic Central Avenue. New projects, such as the mixed-use building on Adams Boulevard and Central Avenue and the Rittenhouse Square Senior Housing project on Central Avenue and 33rd Street are well-designed, mixed-use projects that provide both housing and new retail uses for the community. In the Watts Community a major redevelopment effort is currently underway to transform the Jordan Downs public housing site into a mixed-use, sustainable "urban village."

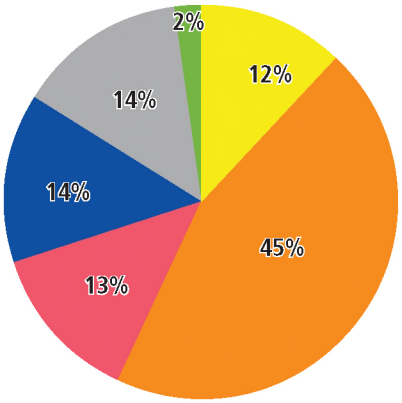


CHART 2.1
Existing Land Use Distribution

Single-Family Residential	12%
Multi-Family Residential	45%
Commercial	13%
Industrial	14%
Public Facilities*	14%
Open Space	2%

Source: City of Los Angeles, Department of City Planning

**Includes Public Facilities - Freeway*

Existing Land Uses

Southeast Los Angeles is an urbanized community that is nearly fully developed with few vacant land infill opportunities throughout the Community Plan Area. It has a predominantly level topography and is surrounded by major transportation infrastructure, including the I-110, I-10, and I-105 Freeways, as well as the Alameda Corridor and Metro Blue, Green, and Expo Lines. There are no major land formations or waterways that define the area. The Community Plan Area is developed with a mixture of multi-family and single-family residential, commercial, industrial, civic, recreational, and open space uses, encompassing approximately 7,333 acres.

Historically, the majority of the Plan Area was planned for residential purposes with the oldest neighborhoods generally located in the northern part of the Plan Area and to a lesser extent in Watts. However, one can find buildings from the 1890s, onward, throughout the Community Plan Area. Residential uses comprise the largest portion of the Southeast Los Angeles community with 4,177 acres or 57 percent of the Community Plan Area designated for residential use. Over 79 percent of this residential land is designated for low to medium density multi-family uses. Southeast Los Angeles contains 11.7 percent land area designated for single-family uses, most of which is concentrated in the southern portion of the Community Plan Area. Accordingly, Community Plan policies provide for the retention and preservation of existing residential neighborhoods throughout the Plan Area, and particularly single-family districts.

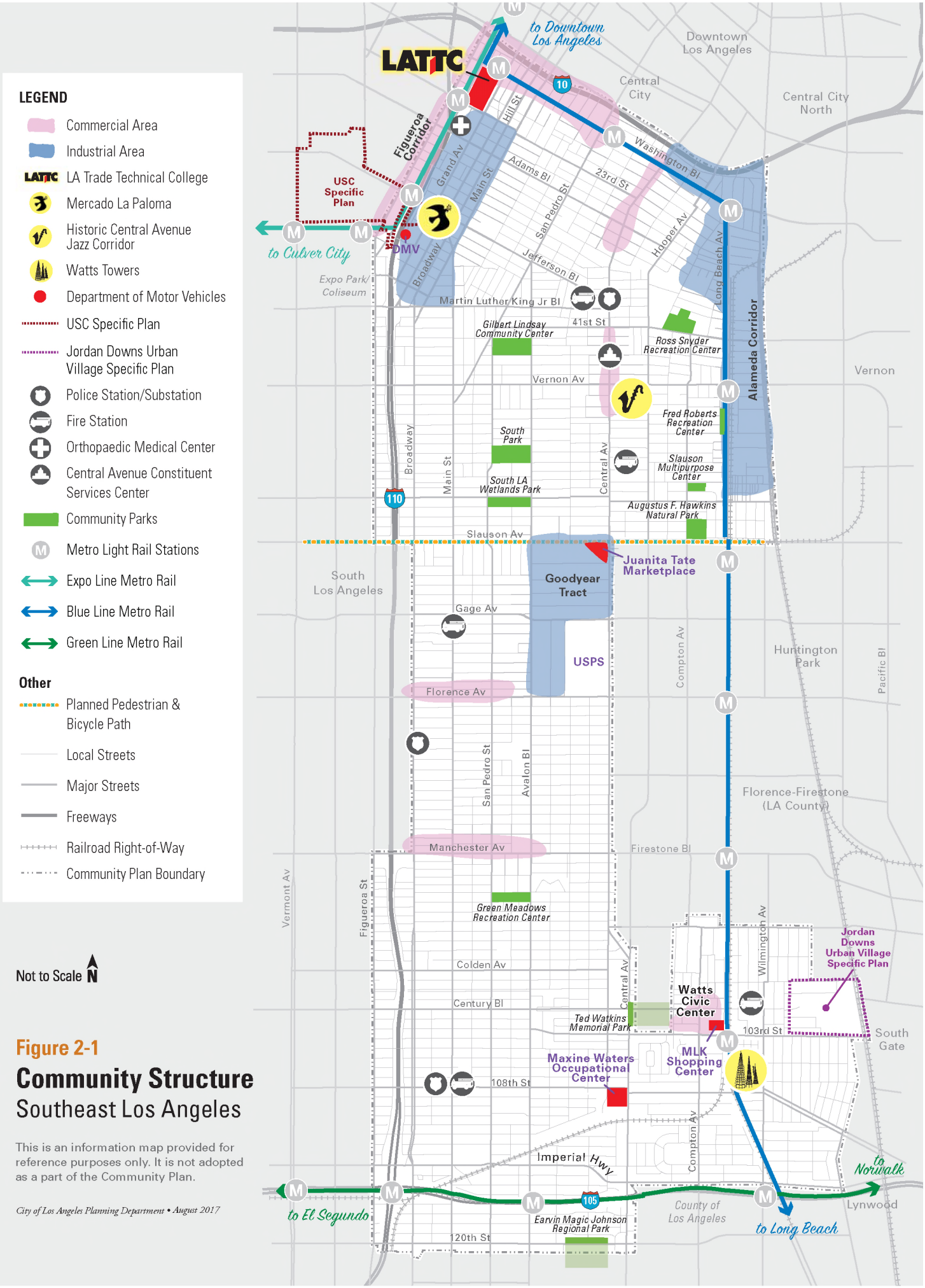


Figure 2-1

Community Structure

Southeast Los Angeles

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

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Roscoe's Plaza on Manchester Ave is home to Roscoe's House of Chicken and Waffles.



Industrial building in the Goodyear Tract.



Estrella Elementary School on Main Street.

Commercial land uses comprise 933 acres or 12.7 percent of the Community Plan Area. These uses are generally concentrated along the north-south streets of Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, Compton Avenue, and Wilmington Avenue. The east-west streets of Florence Avenue and Manchester Avenue are predominantly commercial while Martin Luther King Jr. Boulevard and Vernon Avenue have a mixture of commercial and residential land uses.

Industrial land uses comprise 858 acres or 11.7 percent of the Community Plan Area. Industrial land uses are primarily concentrated in the northern portion of the community with smaller industrial clusters in the mid and southern portion of the Community Plan Area. These areas provide a substantial number of jobs in the community and region. An additional 201.5 acres or 2.7 percent of the Community Plan Area is designated as Hybrid Industrial, which is a land use that provides for a combination of residential, commercial and compatible light industrial uses. This land use was previously named Commercial Manufacturing.

The Southeast Los Angeles Community Plan contains 131 acres or 1.8 percent of the Plan Area designated as Open Space. The Open Space land use designation encompasses the community's parks and recreational facilities. There is no undeveloped open space in Southeast Los Angeles. The current amount of Open Space does not meet City standards but due to the limited availability of undeveloped land, adding more open space facilities is difficult. Therefore, the Community Plan proposes innovative policies that encourage alternative means of providing open space, such as joint-use agreements between the City's Recreation and Parks Department and the Los Angeles Unified School District (LAUSD).

Public Facilities comprise 1,033 acres or 14.1 percent of the Community Plan Area. These facilities include schools, fire and police stations, utilities, libraries, and recreational facilities. Schools represent the largest portion of the public facilities in Southeast Los Angeles with approximately 67 public schools in the Community Plan Area. There are 50 elementary schools, 12 middle schools, and 5 high schools.

Relationship to Adjacent Communities

Southeast Los Angeles is located directly south of Downtown Los Angeles which is comprised of the Central City and Central City North Community Plan Areas. Due to its proximity to the central business district of Los Angeles, the Community Plan Area is a convenient and optimal place to live. The Santa Monica Freeway (I-10) serves as a physical boundary between Southeast Los Angeles and Downtown. Southeast Los Angeles also shares a common boundary with the South Los Angeles Community Plan (previously known as the South Central Los Angeles Community Plan) located to the west. Although divided by the Harbor Freeway (I-110), South Los Angeles and Southeast Los Angeles share many similarities, particularly the current condition of their commercial corridors. Much of the commercial streets in these Community Plan Areas are in a state of decline due to the erosion of the traditional, pedestrian-oriented urban form and an overabundance of undesirable uses.

Southeast Los Angeles follows the eastern boundary of the City and is bordered by several jurisdictions including (from north to south): the City of Vernon, Los Angeles County's Florence-Firestone Community, and the City of Lynwood. The City of Vernon is an industrial city that abuts Southeast Los Angeles' industrial district located along Alameda Street. The Florence-Firestone Community is primarily a medium-density residential neighborhood with strips of industrial and commercial land located along the Southeast Los Angeles and Los Angeles County boundary of Slauson and Central Avenues. Located almost wholly within the Florence-Firestone jurisdiction, the Ted Watkins Memorial Park serves the Southeast Los Angeles community due to its location at Central Avenue and 103rd Street. The park's frontage along Central Avenue is located within City of Los Angeles limits. This 27-acre county park features sports facilities, as well as the Promenade of Prominence Walk of Fame, which highlights the contributions of South Los Angeles community leaders. The City of Lynwood, as well as a small pocket of Los Angeles County industrial land, border Southeast Los Angeles at the southeast end of the Community Plan Area (Watts). Recently, the Housing Authority of the City of Los Angeles (HACLA) acquired a two-acre county parcel as part of its Jordan Downs Redevelopment Project. The City annexed this property and several other adjoining county parcels into the City of Los Angeles jurisdiction in March 2015. Although not directly adjacent to Southeast Los Angeles, the City of South Gate is a neighboring city to the east with a commercial and retail center at Alameda Street and Florence Avenue that serves the Southeast Los Angeles community.

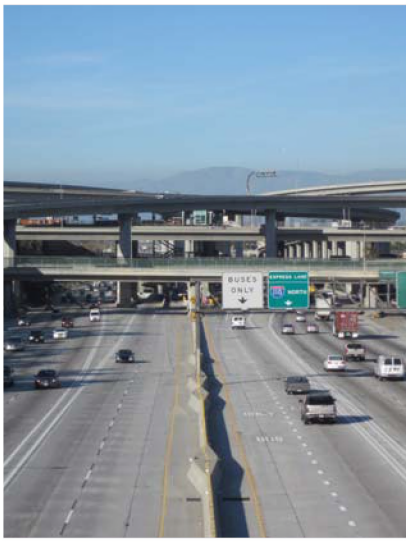


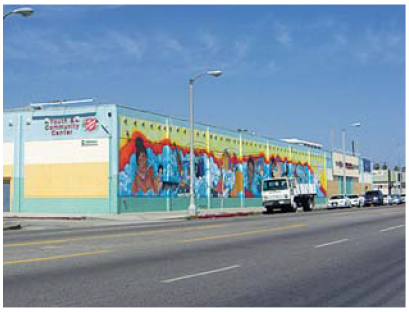
Ted Watkins Memorial Park featuring the Promenade of Prominence along sidewalk.

The southern boundary of the Southeast Los Angeles Community Plan Area is defined by 120th Street and Imperial Highway where Southeast Los Angeles is adjacent to the unincorporated community of Willowbrook. This community is primarily a single-family residential area. The Willowbrook community is home of the Earvin "Magic" Johnson Recreation Area which is accessible from Southeast Los Angeles at 120th Street. This 94-acre park features two fishing lakes and provides passive recreational space with picnic areas and a walking path. Additionally, the Century Freeway (I-105) traverses the Community Plan Area near its southern boundary.

Trends and Projections

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City then accommodates, or creates the "capacity" for these projected levels of population, housing, and employment through its Community Plans. This section describes the Southeast Los Angeles Community Plan's population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, this section provides information on recent state legislation, including two important climate change bills.


I-110 and I-105 freeway interchange.



The Salvation Army's Youth and Community Center on Central Ave.

Population, Housing, and Employment

SCAG's 2035 population and housing forecasts for Los Angeles' Community Plan Areas are based on historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies. SCAG's employment projection for 2035 is based on the 2008 Regional Transportation Plan (RTP). The 2035 projections for population, housing, and employment in the Southeast Los Angeles Community Plan are shown in Table 2-1.

TABLE 2-1
Projected Population, Housing, and Employment for Southeast Los Angeles: 2035

	Census 2010[1]	2035 Projection[2]	Plan Capacity
Population (persons)	278,337	303,000	313,221
Housing (dwelling units)	68,651	76,200	78,636
Employment (jobs)	74,694	90,800	90,880

1 City of Los Angeles Department of City Planning, 2013; 2010 Census.

2 City of Los Angeles Department of City Planning, SCAG projection.

Plan Capacity

The capacity of this Community Plan to accommodate population, housing, and employment is based on assumptions about the level of development that can reasonably be expected to occur during the life of the plan, given the Community plan's land use designations and policies. Past building data demonstrates that not all sites will be built to the maximum densities permitted by the Community Plan for a variety of reasons, including economic conditions and market trends, financial lending practices, construction and land acquisitions costs, physical site constraints, and other General Plan policies or regulations. Table 2-1 shows the reasonable expected population and housing (in dwelling units) for Southeast Los Angeles.

Employment capacity is estimated for the life of the Community Plan based on the amount of land designated for non-residential uses that generate employment: Commercial, Industrial, Public Facilities, and Open Space. To determine employment estimates for each job-generating land use, industry standard ratios of average square feet per employee were used. For example, retail and office uses account for more employees per square foot than industrial or warehouse uses. The Community Plan's land use capacity for employment (90,880) in Southeast Los Angeles, shown in Table

2-1, was determined to sufficiently accommodate the 90,800 jobs projected by SCAG. A more detailed discussion of employment and housing projections and capacity estimates is included in the Environmental Impact Report (EIR) for this Community Plan.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Community Plan Area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.

It is also important to note the historical context for understanding the factors that affect community development and population/housing capacity in the Southeast Los Angeles Community Plan Area. Institutional disinvestment over the past several decades has resulted in a lack of affordable housing supply, overcrowded housing conditions, lack of commercial services and economic activity, as well as a host of other social issues. This Community Plan attempts to create opportunities for community development, housing capacity, and economic reinvestment to restore the quality of life that residents of this Community Plan once had and deserve.

Recent State Legislation

At the State level, senate and assembly bills are often adopted that influence local planning policy. For example, recent legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning. Policies addressing this legislation (listed below) have been incorporated throughout Chapter 3 of the Community Plan.

Global Warming Solutions Act of 2006 (Assembly Bill 32). This bill required California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State's lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.

Complete Streets Act of 2007 (Assembly Bill 1358). The Act requires cities, when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.



Areas of high pedestrian activity and transit ridership such as 103rd and Compton are prime for complete street improvements.

Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375). This bill helped to implement Assembly Bill 32's greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a "sustainable communities" strategy which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.

The Southeast Los Angeles Community Plan includes new policies and programs that address these important objectives, such as:

- Policies and zoning that encourage a mix of uses to reduce distances between residential and employment uses, resulting in fewer vehicle miles traveled (VMT).
- The creation of transit-oriented development (TOD) areas. TODs are focused on concentrating development in key locations around transit station stops, thereby reducing vehicle trips. The implementation of design standards for development in TODs ensures that new development is both aesthetically pleasing and includes pedestrian-oriented design features. Incentives are provided to encourage mixed–use projects that provide increased housing opportunities and greater diversity of goods and services with an emphasis on healthy food options.
- Encouraging pedestrian–friendly development along all commercial streets through appropriate design guidelines that consider safety, accessibility and visual and aesthetic sensitivity, promoting walking as a means of travel thereby reducing vehicle trips.
- Reducing over-concentration of uses that are incompatible or have historically been detrimental or have created unsafe conditions in Southeast Los Angeles.
- New goals and policies focusing on sustainability (see Chapter 3)



103rd Street and Grandee with view of the historic Watts Train Station, HCM #36.


La Paloma
MERCADO
MERCADO La Paloma
Chichen Itza
Taqueria Vista Hermosa
Village Market Place
Thai Corner Food Express
Oaxacalifornia
Burger Plaza Grill
Space for Lease
213-748-1963 x235
Savore
SUPPORTING LOCAL ECONOMIES
ADVANCED Parking Systems
Welcome To
PARKING RATES



The Felix Chevrolet sign at Jefferson Boulevard and Figueroa Street, looking east.

Land Use and Urban Design

Chapter 3 of the Community Plan contains the Goals and Policies for the Plan's Residential, Commercial, and Industrial land use designations, as well as special study areas. The Department of City Planning is the primary department responsible for overseeing the goals and policies, and coordinating with other departments and agencies. Land use objectives are also addressed through mobility and public facilities goals and policies found in Chapters 4 and 5, respectively. The programs to implement these interrelated policies are included in Chapter 6. While policies addressing residential uses are included in this chapter, more specific housing policies and programs are developed on a citywide level and are maintained in the separate Housing Element, which is updated regularly on an eight-year cycle.

Southeast Los Angeles is a diverse and vibrant community with distinct residential neighborhoods, extensive commercial boulevards and one of the more significant industrial land enclaves of any Community Plan Area, offering an array of potential employment opportunities for City residents. Located just south of Downtown Los Angeles, Southeast Los Angeles has the City's first contemporary fixed rail transit line, the Metro Blue Line, which has the second largest ridership within the region, as well as the Metro Green and Expo lines, providing connections to destinations throughout the greater Los Angeles region. However, it is also among the most challenged parts of the City with a host of planning and quality of life issues affecting the area. These challenges, identified through an extensive community engagement process, include:

- Revitalizing commercial corridors and providing community-serving commercial uses
- Addressing the proliferation of undesirable uses, and attracting needed uses
- Addressing conflicts between residential and industrial land uses
- Protecting residential neighborhoods from increased development pressure and overcrowding
- Preserving valuable industrial land for job-generating uses
- Promoting a built environment that fosters a healthy and sustainable community

Despite its challenges, Southeast Los Angeles possesses unique opportunities for transformation, including the potential for comprehensive transit-oriented districts around eleven transit stations; existing industrial land that has the potential to become a hub for emerging businesses; and extensive commercial corridors that present the opportunity for the creation of attractive, mixed-use streets that foster walkability, diverse retail and services and healthy food options.

Left: Mercado La Paloma on Grand Ave.

The Southeast Los Angeles Community Plan provides a comprehensive allocation of land to accommodate the various needs of the community including housing, employment and the provision of the goods and services. It also provides a set of design guidelines that promote new well-designed development that respects surrounding residential uses. This chapter specifies land use goals and policies that support citywide objectives while addressing issues unique to Southeast Los Angeles.

Southeast Los Angeles Vision for 2035

To assist in addressing the unique issues and opportunities within the community, the Community Plan includes a Vision Statement that describes what the community seeks to become – how it will look and function, and how it might be better or different in the future. The Vision Statement, below, is unique to the Community of Southeast Los Angeles and was crafted by the Southeast Los Angeles Community Plan Advisory Committee (CPAC) which was composed of community members of diverse backgrounds from throughout the Community Plan Area.

Southeast Los Angeles Vision Statement

By emphasizing its rich cultural and architectural history and its diverse and empowered population, the Southeast Los Angeles Community Plan encourages responsible development that enhances the quality of life for residents, creates healthy and sustainable neighborhoods and promotes business development that serves the needs of the community.

The Southeast Los Angeles Community Plan envisions a community with vital commercial corridors where existing architectural and cultural assets are retained and new development is appropriately scaled and pedestrian oriented. Along these commercial corridors local residents find access to goods and services that promote healthy families and sustainable communities. A secondary vision is careful restraint of over-concentrated and undesirable land uses.

Throughout the community, special consideration has been given to pedestrians and bicyclists, ensuring that our network of streets are serving all local residents and allowing for a broad range of ways to travel from home, to work, to shops and to local recreation amenities. Connections from home to work and to destinations throughout the region are made easier by innovative Transit-Oriented Districts where both housing and appropriate commercial services are concentrated around the community's Metro Blue, Green and Expo line stations and well-designed streetscape plans allow residents to rely comfortably upon transit as a means of mobility.

Vision Statement

The heart of the Community Plan, the Vision Statement describes what the community seeks to become; it gives the Community Plan a purpose and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.



LATTC Building on Grand Avenue.



New residential development on Central Ave in Watts.



Washington Boulevard – Art.

In Southeast Los Angeles, stable residential neighborhoods accommodate an appropriate range of densities, and the quality of life for inhabitants is elevated through design guidelines for new construction and by addressing long-standing conflicts between residential uses and neighboring industrial sites.

Southeast Los Angeles' urban form and sense of identity are refined by urban design guidelines that encourage all new development to be of high quality design that is compatible with the best of Southeast Los Angeles' existing urban form.

General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications - residential, commercial, industrial, open space and public facilities - which are further defined by use, intensity, and density (see Table 3-1). Each land use category includes a list of permitted zones, which delineate the types of uses, densities,

Land uses are organized into general classifications—residential, commercial, and industrial—which are further defined by use, intensity, and density (see Table 3-1).

Each land use category includes a list of permitted **zones**, which delineate the types of uses, densities, intensities, and heights permitted on a particular parcel.



St. Lawrence Church on Compton Ave.

TABLE 3-1
General Plan Land Use

	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Total				**7,333**	
Residential				**4,177**	**57%**
Single-Family Neighborhoods				857	11.7%
Low II Residential	R1	857	11.7%		
Multi-Family Neighborhoods				3,319	45.3%
Low Medium I Residential	R2, RD3	2,288	31.2%		
Low Medium II Residential	RD1.5, RD2, RZ2.5	789	10.8%		
Medium Residential	R3	242	3.3%		
Commercial				**933**	**12.7%**
Neighborhood Commercial	CR, C1, C1.5, C2, C4, RAS3, R3	436	5.9%		
Community Commercial	C2, C4, RAS3, R3, RAS4, R4	480	6.6%		
Regional Commercial	C2, C4, RAS3, R3 RAS4, R4	16	0.2%		
Industrial				**1,060**	**14.4%**
Hybrid Industrial	CM	202	2.7%		
Limited Industrial	MR1, M1	421	5.7%		
Light Industrial	MR2, M2	393	5.4%		
Heavy Industrial	M3	44	0.6%		
Other				**1,164**	**15.9%**
Open Space	OS, A1	131	1.8%		
Public Facilities	PF	1,033	14.1%		

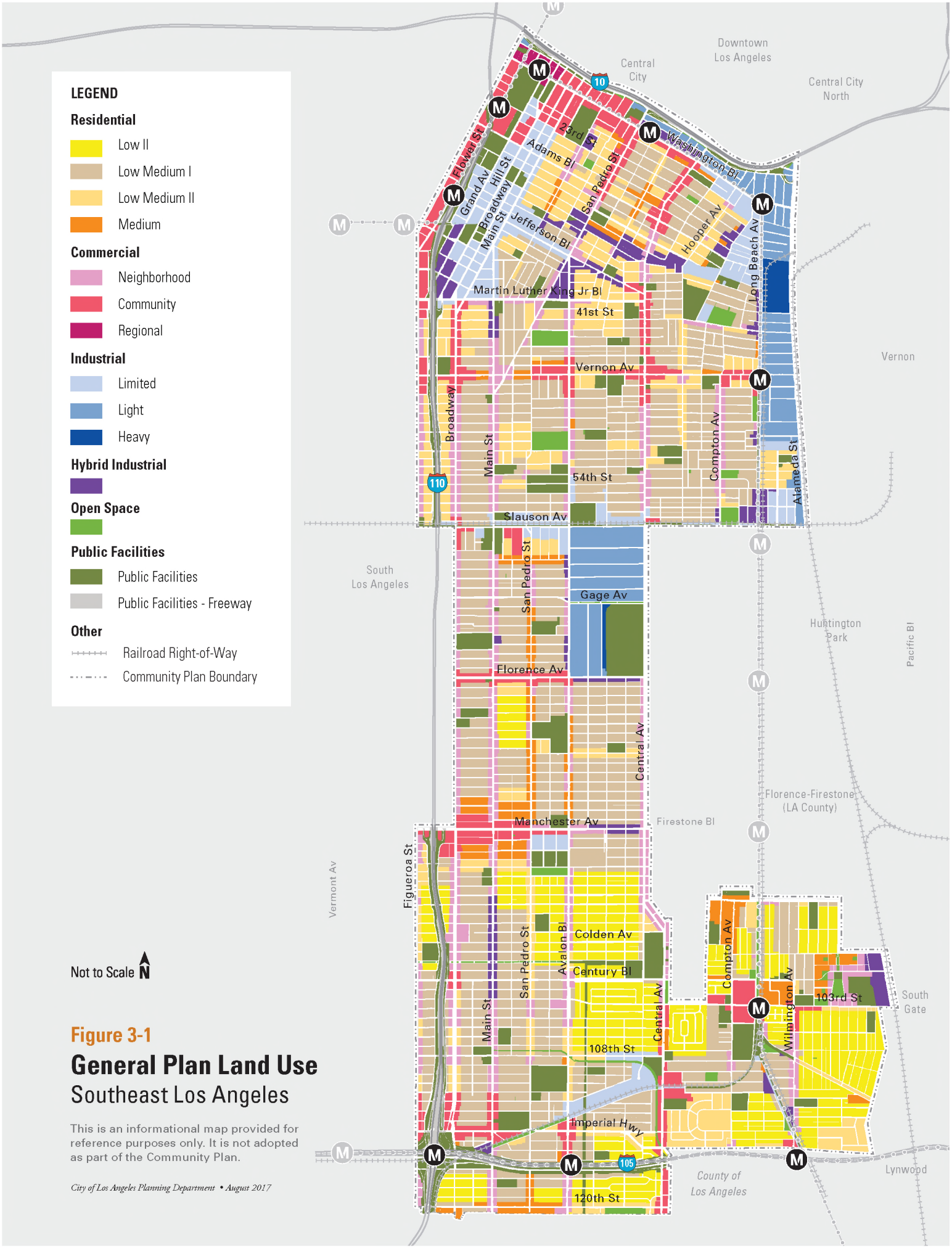


Figure 3-1

General Plan Land Use

Southeast Los Angeles

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intensities, and heights permitted on a particular parcel. The General Plan Land Use Map (Figure 3-1) is a graphic representation of the location of the community's land use classifications.

Community Themes

As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development for the city. While all community plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities with their own varied and localized issues. The Southeast Los Angeles Community Plan carries out the General Plan Framework Element guiding principles through its land use designations, its policies and specific community focused themes. The community themes provide more detailed expression of the community's vision statement and lay the foundation for the Community Plan's goals, policies, and implementation programs. They build on major points of agreement that emerged from community discussions about the valued qualities of Southeast Los Angeles, hopes and aspirations for the future, and strategies for achieving that vision (see Appendix A: Public Outreach Process). The Southeast Los Angeles community themes are as follows:

Establish Transit-Oriented District Plans

Among Southeast Los Angeles' most significant assets are the eleven transit station stops that are within or immediately adjacent to the Community Plan Area. The Community Plan focuses new activity along the existing Metro Blue, Green and Expo lines and major bus lines in Transit-Oriented District Plans. Transit-Oriented Districts are beneficial to the community as a whole because they allow investment in those parts of the community that can most readily accommodate it, thus conserving existing residential neighborhoods. Furthermore, Transit-Oriented Districts centralize access to a variety of goods and services in an environment that is convenient to transit users and that promotes walking and bicycling. Buildings, streets, sidewalks and the urban form are subject to development standards that ensure that they are well-designed, pedestrian-oriented, and environmentally sustainable so that residents feel comfortable walking or riding a bicycle instead of using a car. Not only do Transit-Oriented Districts create convenient places to live, work and shop, they improve the quality of life for everyone by reducing dependence on automobiles as a primary means of transportation and thus reducing pollution and traffic. Targeting development around key nodes with easy access to major public transit will also encourage the creation of affordable housing, services, and jobs for the local community. The Community Plan accommodates housing opportunities for a range of income levels, especially mixed-income and affordable housing. Utilizing this method of planning will ultimately protect and maintain the surrounding low-density neighborhoods from high-density, incompatible infill development.



Antique shop on 18th Street.

Revitalize Corridors

Revitalizing commercial and industrial corridors throughout Southeast Los Angeles is of great importance in as much as the Community Plan Area's vast network of commercial boulevards is significantly underutilized, has suffered years of disinvestment, and is not providing essential goods and services to community residents. The Community Plan contains policies that ensure that new construction or rehabilitation of existing buildings is of a high quality.

In addition to encouraging well-designed, environmentally sustainable commercial and industrial projects, the Community Plan aims to nurture and support the growth of small and medium-sized businesses, thus balancing good urban design with the need to generate local employment, economic activity and an overall sense of community.

Promote Appropriate Uses that Support Community Needs

A diverse and equitable distribution of uses contributes to a community's well-being. The Southeast Los Angeles Community Plan addresses uses detrimental to the health and welfare of the community due to incompatibility, overconcentration or excessive automobile orientation. A diversity of uses is encouraged to support healthy living, provide important goods and services, and foster a variety of job opportunities.

Resolve Residential-Industrial Land Use Conflicts

The Southeast Los Angeles Community Plan strives to protect residential neighborhoods from encroachment by industrial uses and other incompatible uses. Plan policies and certain use restrictions address conflicts that can arise due to such factors as the physical orientation of a building or operating characteristics of a use. Additional factors addressed include transitions and buffering; edge improvements for incompatible uses; and the appearance of buildings and landscaping as seen from public views. The goal of these policies is to limit the impact on residential uses located in close proximity to industrial uses. Additionally, the Community Plan re-designates industrially zoned land that is predominantly developed with residential or commercial uses to a land use designation that is appropriate and in line with the existing built environment.

Preserve Viable Industrial Land for Emerging Job-Generating Uses

In Southeast Los Angeles, land dedicated to industrial uses, particularly specialty firms that can only operate in industrial zones, is at risk of being lost and converted to other uses, especially conversion into commercial and residential uses. A renewed commitment to the preservation of industrial zones for jobs in Southeast Los Angeles

can improve the jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including space for small-scale or niche manufacturing and emerging green technologies. The Community Plan retains established industrial districts in the industrial land use designation to incentivize and promote green and clean technology.

Preserve Residential Neighborhoods and Increase Housing Opportunities

The Southeast Los Angeles Community Plan seeks to preserve and enhance the distinct character, scale and integrity of the existing residential neighborhoods. The Community Plan maintains current residential land use designations and densities and limits the allowed residential density of some neighborhood commercial areas. The community's residential neighborhoods are not expected to change significantly as growth in other parts of the community occurs. The Plan supports the development of new housing options consistent with the Framework guiding policy to focus capacity in higher-intensity commercial centers close to transportation and services. The Community Plan seeks to direct growth away from residential neighborhoods and towards Transit-Oriented Districts and corridors in commercial centers. The Community Plan increases housing opportunities, particularly mixed-income and affordable housing, in transit-rich areas to increase housing supply and address overcrowded housing conditions in the Community Plan Area.

Create a Healthy and Sustainable Community

Crafting a more health-friendly and sustainable Community Plan is critical to the overall health of a community. Land use planning is at the heart of a community's sustainability, as it determines how efficiently people share space; how frequently they can walk, bike, or take transit to their destinations; whether people have convenient access to parks or open space; and whether land is available for viable businesses and employment. The very same concepts that dictate more sustainable development also enhance quality-of-life and public health, such as mixing land uses, expanding transit choices, growing our urban forest, providing better access to healthy foods, and supporting cultural and social opportunities. The Plan acknowledges the link between the built environment and health, particularly the influence that land use patterns, walkability, safety, access to transportation and street design have on chronic disease and health disparities. The Community Plan includes sustainability and health-related goals and policies that:

- Support safe, convenient and accessible sources of healthy foods in all neighborhoods.
- Develop land use and development strategies that encourage walking and bicycling.
- Support an active, inclusive, and responsive community where healthy habits are encouraged rather than discouraged by the environments we build.

Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design, and health outcomes. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; grocery stores and healthy foods; safe, active transportation options such as biking and walking; health services; affordable housing; economic development opportunities; healthy environmental quality; and safe public spaces.



Solar panels at the Constituent Services Center on Central Avenue.



Water feature at Augustus Hawkins Natural Park.

- Encourage clear lines of communication and collaboration between local health officials, planners, and the community
- Support CPTED Principles - Crime prevention through design.

Sustainable Development

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's:" environment, economy, and equity.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. The character and function of each neighborhood is then placed properly within its regional setting. This approach to planning, from the neighborhood to the regional level, is often referred to as "smart growth."

Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. www.opr.ca/gov



South Los Angeles Wetlands Park on Avalon Boulevard.

Residential Neighborhoods

Southeast Los Angeles was one of the first areas to develop outside the City center and was largely built out by the 1930s. The majority of development in the Community Plan Area consisted of single-family housing. Development in the northern portion of the Community Plan Area occurred during the late 19th and early 20th centuries and largely followed the historic streetcar routes. Residential development in the southern portion of the Community Plan Area (roughly south of Slauson Avenue) occurred during the 1920s, with the exception of the Watts area, which developed during the late 19th and early 20th centuries. Some residential structures retain their architectural integrity while many have had significant alterations over time. Though much of the Community Plan Area's early development was single-family housing, eventually many neighborhoods transitioned into low to medium density multiple-family residential land use designations. However, many of these residential areas retain their low scale and single-family character. The goals and policies provided below are common across all residential land uses within the Southeast Los Angeles Community Plan Area. Goals and policies tailored to Single-Family and Multiple-Family land uses are provided in subsequent sections.



Single-family residential.



Single-family residential.

Goal LU1: **Safe, secure, healthy and high quality residential environments that provide housing for all segments of the community.**

Policies

LU1.1 **Home Ownership for Diverse Groups.** Promote greater access to home ownership of adequate housing for all segments of the community.

LU1.2 **Adequate Lighting and Street Maintenance.** Provide safe streets, sidewalks, routes to school, and bike facilities that serve residential neighborhoods by providing adequate lighting and well-kept paved surfaces.

LU1.3 **Parks and Open Space.** Encourage the development of parks and open space as well as a network of pedestrian walkways for physical activity in all neighborhoods.

LU1.4 **Alleviate Overcrowding.** Alleviate overcrowded housing conditions through greater accessibility to a range of housing choices and programs targeting this issue.

LU1.5 **Affordability.** Encourage affordable housing options by promoting the benefits of tax credit programs and the density bonus ordinance.

LU1.6 **Maintenance and Rehabilitation.** Support programs for the renovation and rehabilitation of deteriorated and aging housing units.

LU1.7 **Front Yard Landscape.** Preserve the front yard landscapes in residential neighborhoods by limiting paving to that required for driveways and encourage the planting of edible landscaping.



Multi-family residential.



Single-family home near Central Ave and Adams Boulevard.

LU1.8 **Transitional Housing.** Support the development of transitional housing units and emergency shelters that are appropriately located within the Community Plan Area.

LU1.9 **Minimize Displacement.** New development should aim to minimize the displacement of current residents.

LU1.10 **Healthy Homes.** Promote "green" and safe building practices that support healthy homes. (e.g. low-VOC emissions materials, lead-free paint)

LU1.11 **Mixed-Income Communities.** Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.

LU1.12 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

LU1.13 **Industrial Conflicts.** Strive to eliminate the encroachment of adjacent industrial uses into residential neighborhoods, particularly through the demolition of dwelling units for the development of parking lots for industrial businesses.

LU1.14 **Universal Design.** Promote housing practices that feature universal design elements within various housing types and support the development of adequate housing units for senior citizens in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU1.15 **Tenants' Right of Return.** Support projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

LU1.16 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well-maintained vehicular access to homes and parking areas that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts along sidewalks. Utilize alleys to reinforce pedestrian character, walkability and bikeability in residential neighborhoods.



Single-family home located in the 52nd Place Historic Preservation Overlay Zone.

Single-Family Residential

The Southeast Los Angeles Community Plan contains 857 acres or 11.7 percent land area designated exclusively for single-family uses, most of which is concentrated in the southern portion of the Community Plan Area (Figure 3-2). The Community Plan provides policies for the preservation of the character of single-family neighborhoods, as well as the retention of existing single-family land use designations. In addition, the Community Plan directs growth to Transit-Oriented Districts and commercial corridors to protect these neighborhoods from increased development pressure.

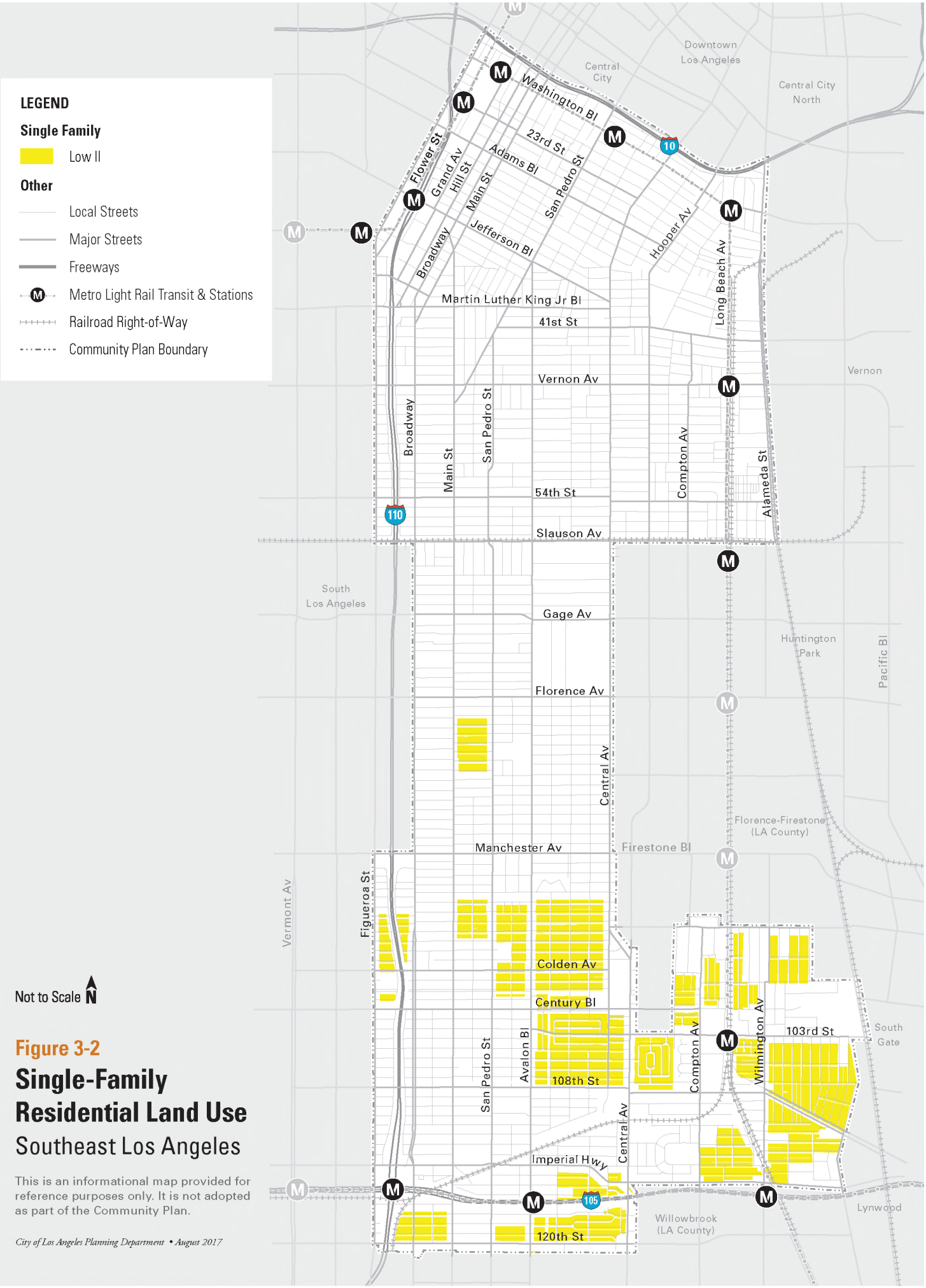

Figure 3-2

Single-Family Residential Land Use

Southeast Los Angeles

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Single-Family Residential Design Guidelines

The design guidelines presented here promote the preservation and enhancement of single-family neighborhoods in the Southeast Los Angeles Community Plan Area.

G1. New projects should follow existing driveway location, scale and materials, whenever possible, and should retain the predominant historic setback.

G2. New construction or additions should incorporate materials that are selected for longevity, not just affordability.

G3. Additions should be consistent with the original house and compatible with the neighborhood. The size and scale of any addition should not overwhelm the original house and should be layered behind the primary street elevation. Materials should match the original materials used, when appropriate.

G4. Roofs should be integrated with the original house and remain consistent in form.

G5. When a secondary unit is added, it should be sited behind the primary residence. It should match the style of the primary residence, using similar materials and details.

G6. New projects should provide adequate on-site parking for residents, particularly large homes with more than 3 bedrooms.

Goal LU2: **Single-family neighborhoods that are stable and have varied and distinct residential character.**

Policies

LU2.1 **Preserve Neighborhoods.** Strive to maintain existing single-family land use designations throughout the Community Plan Area and protect them from encroachment by higher density residential and other incompatible uses.

LU2.2 **Appropriate Scale.** Proposed development should be designed to achieve transition in scale and be compatible with adjacent single-family neighborhoods.

Multi-Family Residential

Southeast Los Angeles is predominantly a multiple-family community with 3,319 acres, or roughly 45 percent of the Plan Area designated for densities ranging from low- to medium-density residential uses (Figure 3-3). Low Medium I (R2) land uses comprise the largest portion of land area with 2,288 acres planned for two-family residential uses. These R2 neighborhoods are located throughout the Community Plan Area. The Community Plan contains 1,031 acres of land designated as Low Medium II and Medium Residential land uses which are generally located in the northern portion of the Community Plan Area and near major corridors throughout. Multiple-family neighborhoods within the Community Plan Area contain a combination of duplexes, fourplexes, and bungalow apartments, as well as a prevalence of single-family homes.

Several R2 neighborhoods retain a development pattern that is characteristic of single-family neighborhoods and as such are often referred to as "Legacy Single-Family" neighborhoods. In recent years, the character of these neighborhoods has been compromised by new development that does not match the scale and character of existing structures. Another concern in the community is that many multiple family development projects lack character and quality of design. The Community Plan provides policies that address the compatibility and quality of development in multiple-family neighborhoods.

Goal LU3: **Distinct multiple-family neighborhoods that preserve physical assets and foster neighborhood character and identity.**

Policies

LU3.1 **Address Diverse Residential Needs.** Provide for the development of appropriately located housing to meet the diverse demographics of the existing and future residents.

LU3.2 **Housing for Families.** Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces, as well as units with three bedrooms that are suitable for larger families.

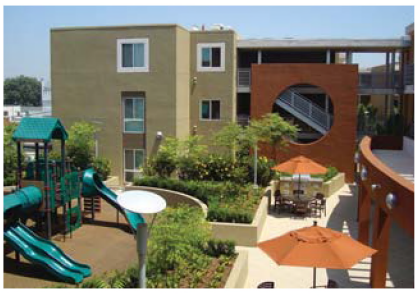
LU3.3 **Design for Quality.** Recommend that new multi-family residential development be in conformance with the Residential Citywide Design Guidelines to ensure high quality design.

LU3.4 **Design for Safety.** Pursue urban design strategies, such as Crime Prevention Through Environmental Design (CPTED), that reduce street crime and violence without creating barriers that disconnect neighborhoods.

LU3.5 **Preserve Rent Stabilized Units.** Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of affordable units in the Plan Area.

Residential Design Guidelines

Residents and developers should consult the Citywide Design Guidelines for Residential projects before remodeling or constructing any multi-family structures.



Recreational area at multi-family residential building.

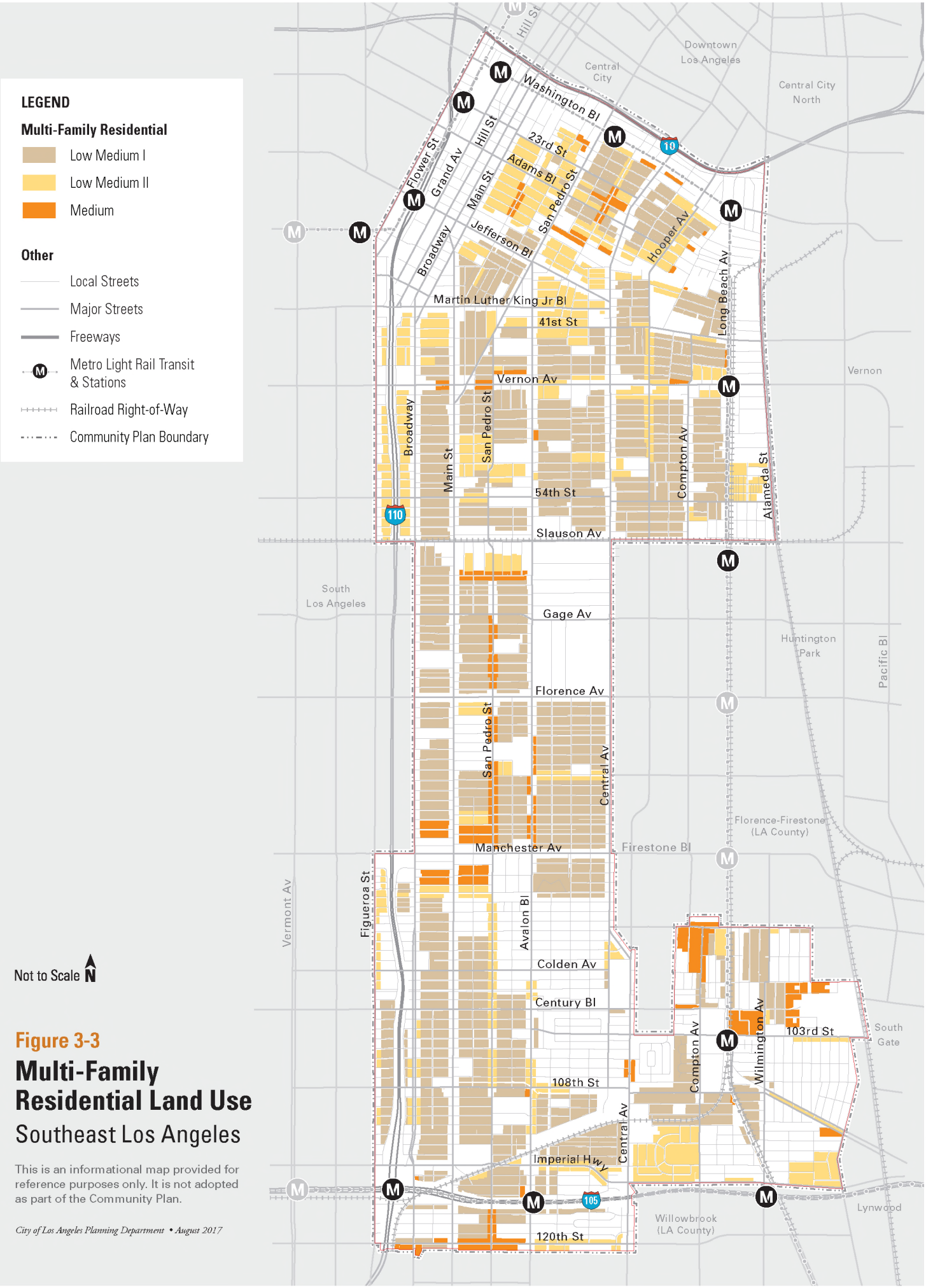


Figure 3-3

Multi-Family Residential Land Use

Southeast Los Angeles

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LU3.6 **Mixed-Income Neighborhoods.** Encourage development of mixed-income neighborhoods to reduce segregation and concentrations of poverty.

LU3.7 **Architectural Compatibility.** Seek a high degree of architectural compatibility and landscaping for infill development to protect the character and scale of existing residential neighborhoods.

LU3.8 **Legacy Single-Family.** New development in Legacy Single-Family neighborhoods should maintain the existing character and low density development patterns, including the maintenance of front yard setbacks, modulation of building volumes, and articulation of façades.

LU3.9 **Coordination with Community Based Organizations.** Foster effective collaboration and coordination between City departments and tenant organizations working in the Community Plan Area to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.

Commercial Land Use

Commercial land uses comprise 924 acres or over 12 percent of the Southeast Los Angeles Community Plan Area. These uses are generally concentrated along the north-south streets of Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, Compton Avenue, and Wilmington Avenue. Some of these corridors are approximately seven miles long (within the Plan Area). The east-west streets of Florence and Manchester Avenues are predominantly commercial while Martin Luther King Jr. Boulevard and Vernon Avenue have a mixture of commercial and residential land uses. Parcels along the corridors tend to be shallow with lot depths ranging from 100 feet to 150 feet due to roadway widening over time. In many cases, alleys separate the corridor lots from the adjacent residential properties.



Storefronts along Central Ave.

Revitalization of the commercial corridors in Southeast Los Angeles is a primary objective of the Community Plan. The commercial corridors throughout Southeast Los Angeles are in need of investment and upgrading and are typically lined with inconsistent uses. In addition, an overconcentration of certain uses and a shortage of goods and services that support the needs of the community have impacted the quality of life for Southeast Los Angeles residents. The traditional commercial centers of the Plan Area, such as Broadway and Central Avenue, are in transition as a result of an influx of auto-oriented development. The predominant type of new commercial development throughout the community is strip-mall commercial with parking adjacent to the sidewalk. This development pattern conflicts with the traditional urban form with storefronts built to the sidewalk. Commercial land use policies seek to address these issues through the implementation of Design Guidelines (Appendix B) while promoting a diverse and equitable distribution of retail, services and healthy food options. Plan policies reflect the need to attract new and retain existing commercial uses in the community to facilitate convenient shopping and access to professional services. In addition, revitalization of the commercial corridors and conversion of existing structures to more appropriate uses should result in the physical



Strip-mall on Washington Boulevard.



Sit-down restaurant on Avalon Boulevard.

and aesthetic upgrading of these areas. Plan policies also support the development of single or aggregated parcels for commercial and mixed-use development in order to address the development challenges of shallow parcels.

The Commercial Land Use Map (Figure 3-4) shows the general boundaries of commercial land use designations for the Southeast Los Angeles Community Plan. The goals and policies provided below are common across all commercial land uses within the Community Plan Area. Goals and policies tailored to Neighborhood Commercial, Community Commercial, and Regional Commercial Land Uses are provided in subsequent sections.

Goal LU4: **A commercial sector that is strong and competitive, that serves the needs of individual neighborhoods and the broader community, and that preserves the historic cultural character of the area.**

Policies



Public art on Central Ave enhances district identity.

LU4.1 **Local Jobs.** Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

LU4.2 **Feasible Development Sites.** Encourage consolidation of small or shallow commercial lots where appropriate in a manner that is compatible with prevailing urban form as a means to create feasible opportunities for new development.

LU4.3 **Diverse and Desirable Uses.** Attract a diversity of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, quality sit-down restaurants and entertainment venues.



Los Angeles Orthopaedic Medical Center on Flower Street.

LU4.4 **Support Neighborhood Stores.** Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU4.5 **Encourage Office Uses.** Encourage the development of business, professional and medical offices along commercial corridors within a variety of building typologies.

LU4.6 **Universal Design.** New development should incorporate universal design for a range of users including the disabled.

LU4.7 **Range of Health Services.** Make it a priority to provide a range of health services (e.g. primary, preventive, dental care, prenatal, counseling) in locations that are accessible to the community, particularly Federally Qualified Health Centers.

LU4.8 **Public Open Space.** Encourage large-scale development to provide public open space.

LU4.9 **Promise Zone.** Support efforts to obtain grants and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.

LU4.10 **Land Acquisition for Affordable Housing.** Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options.

LU4.11 **Strategic Use of Public Property.** Encourage the use of public property and joint development to create 100 percent affordable and/or supportive housing projects.

LU4.12 **Surplus Land.** Prioritize the creation of affordable housing by facilitating below-market sale or lease of surplus and other underutilized property to affordable housing developers or for the creation of new park space where there is a demonstrated need for one or the other, consistent with state law.



Sidewalk dining on Figueroa Street activates the street.

Goal LU5: **Medium and higher density mixed-use development that is located appropriately within the community.**

Policies

LU5.1 **Reduce Conflicts.** Design mixed-use projects to reduce potential conflicts between the commercial and residential uses (e.g. noise, lighting, security, truck and automobile access).

LU5.2 **Public Amenities/Facilities.** Incentivize the inclusion of public amenities, community facilities, full service grocery stores, child care and accessible open space areas in large mixed-use projects.

LU5.3 **Mixed-Use Districts.** Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live and work with reduced reliance on the automobile.

LU5.4 **Housing for Families.** Promote family-friendly mixed-use projects that include residential units of three bedrooms suitable for larger families.

LU5.5 **Preserve Rent Stabilized Units.** Encourage the preservation and maintenance of affordable rental units that are protected by the Rent Stabilization Ordinance.

LU5.6 **Affordability.** Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work.



There are many mixed-use buildings throughout the community such as this one on Broadway.

Commercial Design Guidelines

Residents, businesses, and developers should consult the Citywide Commercial Design Guidelines for commercial and mixed-use projects, as well as the Southeast Los Angeles Design Guidelines in Appendix B, before remodeling or constructing any structure.



Mural at the Central Ave Constituent Services Center.

LU5.7 **Tenants' Right of Return.** Support redevelopment projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

Goal LU6: **Commercial corridors that foster distinctive neighborhood identities, are high in quality and designed with proper context.**

Policies

LU6.1 **Design Guidelines.** Recommend that development projects conform with the Commercial Citywide Design Guidelines and the Southeast Los Angeles Design Guidelines in Appendix B.

LU6.2 **Design for Quality.** Support efforts to enhance community character, scale and architectural diversity, by promoting quality site and landscape design for new commercial uses.

LU6.3 **Active Streets.** Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU6.4 **Create Transitions.** Create adequate transitions between commercial uses along the corridors and adjacent residential neighborhoods through elements, such as transitional height requirements and landscape buffers.

LU6.5 **Freeway Adjacencies.** Support efforts to protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration along freeway corridors using techniques such as: extensive landscaping and trees along the freeway-fronting elevations and including design elements that reduce noise and provide for proper filtering of vehicle air emissions.

LU6.6 **Vacant Lots.** Encourage the redevelopment of existing vacant lots throughout the community that create unsightly and blighting conditions along the corridors. Vacant lots can be transformed into usable community spaces such as parks, plazas or community gardens.

LU6.7 **Murals.** Encourage the installation of murals that reinforce cultural awareness and community pride.

Goal LU7: **A diversity of uses which contribute to safe commercial environments that enhance the health and welfare of the community by limiting overconcentrated and detrimental uses and expanding opportunities for others.**

LU7.1 **Minimize Use Impacts.** Allow for development of auto-related and recycling uses only in appropriate commercial designations along major arterials and minimize their impacts to the surrounding neighborhoods.

LU7.2 **Improve Existing Auto-Related Uses.** Expansions and modifications of existing auto-related facilities should be designed to improve landscaping, buffering and architectural character in order to minimize environmental impacts.

LU7.3 **Screen and Buffer.** Support the screening of open storage, recycling centers and auto-related uses, and limit visibility of automobile parts storage and other related products from public view.

LU7.4 **Fast Food Restaurant Limitations.** Limit further proliferation of new fast food restaurants within commercial areas, particularly free-standing restaurants.

LU7.5 **Limit Off-Site Liquor Sales.** Limit further proliferation of off-site alcohol sales, particularly liquor stores.

LU7.6 **Limit Overconcentrated and Incompatible Uses.** Limit overconcentrated uses that are incompatible in a neighborhood context such as auto-related uses, recycling uses, and motels to avoid impacts to the neighborhood.

LU7.7 **Marijuana Establishments.** Support the implementation and enforcement of citywide regulations on medical marijuana dispensaries and adult use marijuana outlets and supporting businesses.

LU7.8 **Revoke Public Nuisances.** Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets and motel sites involved with repeated prostitution and drug sales.

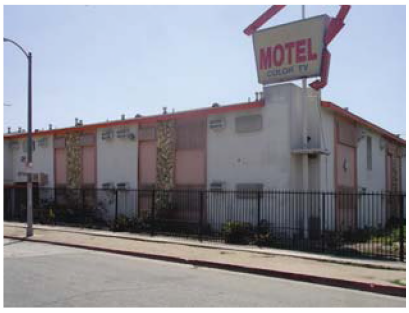
LU7.9 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

LU7.10 **Oil Operations.** Protect sensitive land uses from oil operations.

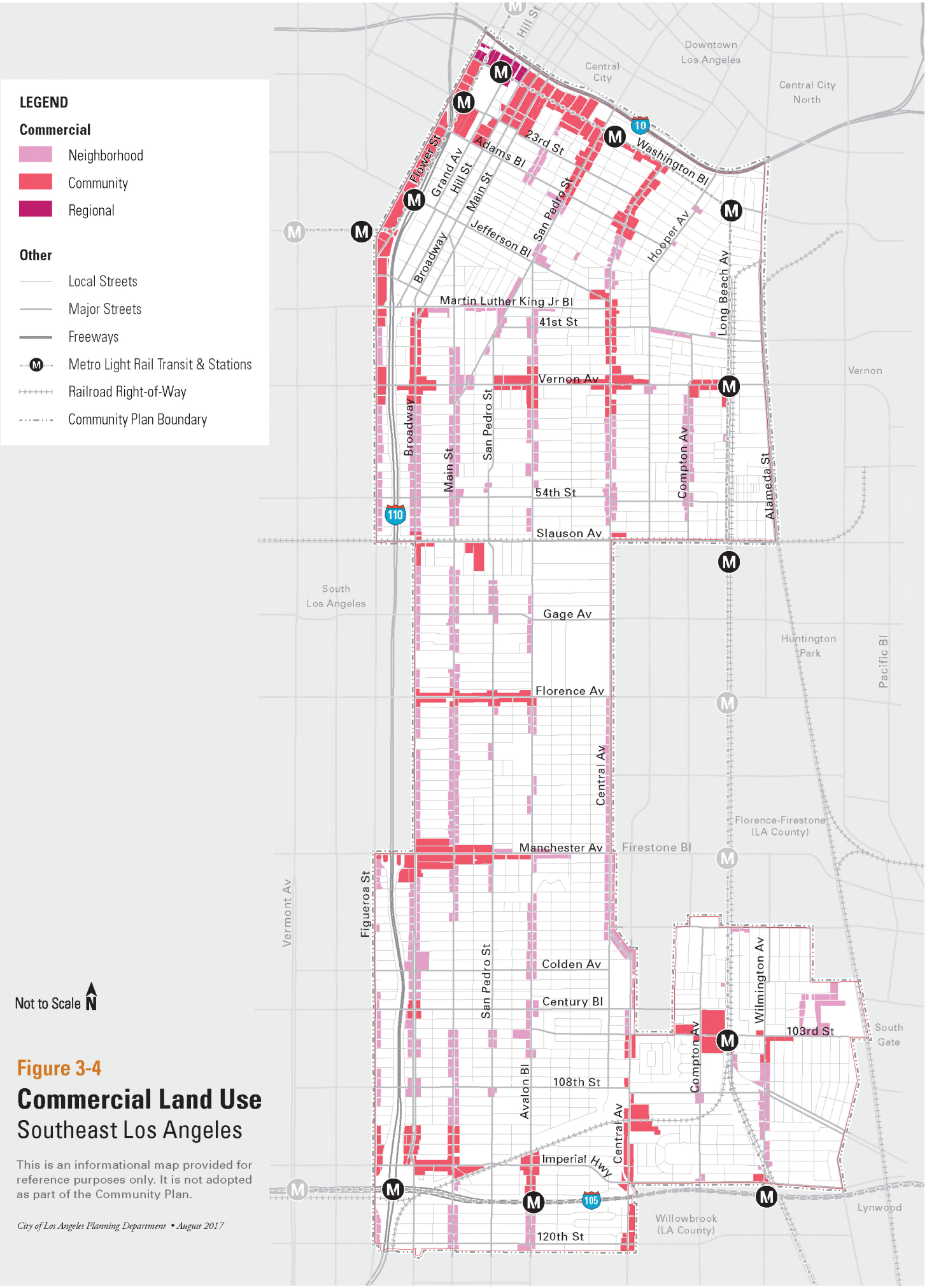
LU7.11 **Non-Conforming Oil Operations.** Support discontinuing non-conforming oil extraction uses.

LU7.12 **Street Vending.** Enhance opportunities for permitted vending in parks and on sidewalks in appropriate locations. Coordinate with City Departments to support vendors in obtaining permits and encourage healthy food vending.

LU7.13 **Small Business Retail Space.** Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.



Motels were identified as a nuisance use by the community.



Not to Scale

Figure 3-4

Commercial Land Use

Southeast Los Angeles

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Goal LU8: **Areas of high pedestrian activity that thrive, with cohesive neighborhoods that feel inviting and safe.**

Policies

LU8.1 **CPTED.** Pursue urban design strategies such as Crime Prevention Through Environmental Design (CPTED) that reduce street crime and violence.

LU8.2 **Streetscapes.** Enhance the public realm by facilitating the planting of street trees and the installation of street lighting, street furniture and public art, as well as providing adequate sidewalk widths along commercial corridors.

LU8.3 **Design for Pedestrians.** Support preservation, enhancement and expansion of existing pedestrian orientation along commercial streets through design standards such as maintaining a uniform street frontage and locating parking areas at rear of lots.

LU8.4 **Improve Parking Lot Design.** Improve safety and aesthetics of parking areas in commercial activity centers and provide adequate lighting and landscaping throughout.

LU8.5 **Minimize Curb Cuts.** Minimize curb cuts along boulevards and encourage vehicular access from alleys or side streets.

Goal LU9: **Healthy foods, including fresh produce, are conveniently available in all neighborhoods.**

Policies

LU9.1 **Full-Service Grocers.** Utilize development incentives to attract full-service grocery stores and encourage stores to sell fresh, healthy foods such as produce in underserved areas.

LU9.2 **Prioritize Grocers.** Encourage procedures that streamline the development review process and fast-track permitting for grocery stores in underserved areas.

LU9.3 **Farmers' Markets.** Encourage certified farmers' markets in parks, plazas and other appropriate locations to provide ready access to healthful and nutritious foods.

LU9.4 **Community Gardens.** Encourage green roofs and the use of open space common areas in new developments for community gardens.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is defined as a multi-disciplinary approach to deterring criminal behavior through environmental design (e.g., "defensible space," "eyes on the street," and pedestrian-friendly lighting). CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts by affecting the built, social and administrative environment. Four primary principles include:

- Natural Surveillance
- Natural Access Control
- Territorial Reinforcement
- Maintenance



Gateway to Watts Community at Imperial Highway and Central Ave.



Farmers market in Watts.



Green wall on building façade.



Example of drought-tolerant landscaping at Augustus Hawkins Natural Park.

Goal LU10: "Green" development that promotes an ecologically sustainable community and reduces greenhouse gases.

Policies

LU10.1 **Rehabilitate Existing Buildings.** Promote the rehabilitation and reuse of existing buildings and provide tools to assist property owners in applying green principles to historic buildings while adhering to preservation standards.

LU10.2 **Green Building Practices.** Promote green building practices, technologies, green roofs, tree planting and other features that minimize impacts on the environment, including the reduction of heat island effect and greenhouse gases.

LU10.3 **Native and Drought-Tolerant Landscaping.** Encourage the use of native and drought-tolerant plants in all new development.

LU10.4 **Reduce Vehicle Trips.** Develop strategies to reduce vehicle miles traveled (VMT) including locating commercial uses near transit and reducing distances between commercial, job-creating uses and residential areas.

LU10.5 **Implement Sustainability Policies.** Evaluate development for consistency with established City sustainability policies and regulations.

LU10.6 **Conserve Energy.** Encourage the conservation of energy and resources and the use of alternative energy sources for commercial development.

LU10.7 **Green Buffers.** Support the creation of non-publicly accessible green buffers next to highways to reduce the amount of particulate matter in residential areas.

Neighborhood Commercial Land Use

The Neighborhood Commercial land use designation is located throughout the community, providing for the daily convenience services to people living in nearby residential areas as well as, providing some additional housing opportunities. Typical establishments found in these areas include markets, barber and beauty shops, laundromats and dry cleaners, and convenience stores. Community concerns about Neighborhood Commercial corridors include reducing the impacts from incompatible uses that have spill-over effects into adjacent residential streets, the desire for the convenience of neighborhood-serving commercial uses and retail establishments, and enhancing the pedestrian and aesthetic appeal of these corridors.



Neighborhood Commercial Area Along Martin Luther King Jr. Boulevard.

The Community Plan designates several areas that have a Neighborhood Commercial land use designation as Neighborhood Districts and Parkway Districts. Neighborhood Districts (described on page 1-12) include the areas around Martin Luther King Jr. Boulevard and San Pedro; Maple Ave. and Adams Boulevard; Central Ave. and 51st Street; Compton Ave. and 47th Street; San Pedro Street and Gage Ave.; Central Ave. and 92nd Street; Avalon and 92nd Street; Main Street and 118th Street and Wilmington Avenue. A few segments of Main Street and San Pedro Street have a high concentration of residential uses and are designated as Parkway Districts. New development in Parkway Districts is encouraged to maintain the residential "parkway" character of those neighborhoods and is planned for low- to medium-density residential with neighborhood-serving uses permitted.



Sunrise Senior Apartments on Main Street.

The goals and policies for the Neighborhood Commercial land use encourage vibrant and attractive streets with pedestrian-oriented development facing the sidewalk and parking located behind. In addition, Community Plan policies seek to address over-concentration of certain uses while promoting a diverse and equitable distribution of retail, services and healthy food options.

Goal LU11: **Strong and competitive Neighborhood Commercial areas that serve the needs of individual neighborhoods while preserving historic commercial and cultural character.**

Policies

LU11.1 **Appropriate Medium-Density Housing.** Increase housing opportunities by encouraging medium density residential development, including townhomes and senior housing, where appropriate.

LU11.2 **Limit Incompatible Uses.** Maintain the neighborhood feel of these Neighborhood Commercial areas by limiting uses that impact the built environment, reduce walkability and contain incompatible operations that spill over into the residential neighborhoods (e.g., auto-related uses).

LU11.3 **Daily Needs Within Walking Distance.** Encourage walkability within Neighborhood Commercial areas by fostering a variety of uses that serve the daily needs of adjacent residential areas.



Outdoor eating area at Numero Uno Market on Jefferson Boulevard.



Bank of America on Central Ave serves the Watts Community.

Community Commercial Land Use

Community Commercial is a land use designation located throughout Southeast Los Angeles along portions of major corridors including Avalon Boulevard, Broadway, Central Ave., Figueroa Street, Florence Ave., Imperial Highway, Main Street, Manchester Ave., and Washington Boulevard. The intent of these corridors is to provide a variety of retail, services and amenities for residents, employees, and visitors of the surrounding area. However, the extensive corridors of the area lack a positive presence in the community and present a challenge due to an overconcentration of uses that dominate the land use pattern along the streets. As previously noted, most of the north-south commercial corridors of the Community Plan Area consist of a combination of traditional storefronts and strip-mall commercial. However, the east-west commercial streets of Florence and Manchester Avenues have a land use pattern and existing commercial uses that are predominantly auto-oriented. The development pattern along these heavily trafficked corridors is typically parking at the sidewalk with one-story buildings set back at the rear of the property. In addition, lots along these corridors are shallow with lot depths ranging from 82 feet to 125 feet. The Community Plan seeks to limit residential-only development along these high traffic corridors.



Auto-oriented commercial on Imperial Highway and Avalon Boulevard.

The Community Plan designates several areas as Community Centers (described on page 1-12) including Florence Ave; Manchester Ave; Central and Vernon Avenues; Washington Boulevard; and 103rd Street and Compton Ave.

The Southeast Los Angeles Community Plan goals and policies seek to revitalize the commercial corridors through the implementation of design standards and guidelines, as well as limit overconcentrated and undesirable uses and encourage an equitable and diverse mix of quality uses along the corridors. The Community Plan also establishes standards that improve the transition between new development along the corridor and adjacent lower-scale, single-family and multi-family homes.

Goal LU12: **Strong and competitive Community Commercial corridors that serve the needs of the surrounding community while preserving historic commercial and cultural character.**



Mixed-use building on Central Ave features ground floor commercial including a café with outdoor seating.

Policies

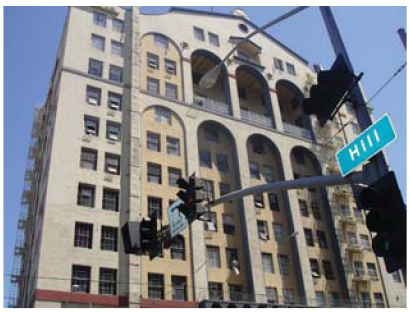
LU12.1 **Commercial Land for Commercial Uses.** Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU12.2 **Higher Density and Mixed-Use.** Locate higher densities and mixes of uses in Commercial Centers, except in areas designated as commercial-only.

LU12.3 **Design for Transitions.** Recommend that the scale and massing of new development along corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining low-scale neighborhoods.

LU12.4 **Auto-Oriented Corridors.** Discourage placing residential uses along auto-oriented corridors that have high traffic volumes, multiple driveways, and are not pedestrian-friendly.

Regional Commercial Land Use



B uilding on Washington Boulevard and Hill Street.

Regional Commercial is a land use designation that serves a large area and provides for a diversity of uses such as retail commercial, government buildings, and professional offices. The Community Plan redesignates a portion of Washington Boulevard between Figueroa and Hill Streets as Regional Commercial. This is the only location in the Plan Area with this designation.

The Community Plan also designates Washington Boulevard as a Regional Center (described on page 1-12). This major corridor is a hub of activity with a variety of large scale businesses, employers and civic facilities. The Washington Boulevard Corridor is home to Los Angeles Trade Tech College, the Los Angeles County Courthouse and major auto dealerships, and is the site of the Patriotic Hall and Olympic Auditorium buildings. The corridor has direct access to the City's growing public transportation system with three stops of the Metro Blue Line along Washington Boulevard and the new Exposition Line along Flower Street. Additionally, Washington Boulevard has convenient freeway access to the Santa Monica (I-10) Freeway which runs parallel to the corridor. Proximity to Downtown Los Angeles, the Convention Center, LA Live, Staples Center, and the University of Southern California create additional synergy for this area. This district has the greatest opportunity for future investment, density and large scale sites within the Community Plan Area. Currently, the corridor has an array of building heights with some structures up to 12 stories tall.

Community Plan policies for the Regional Commercial land use seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting a mixed-use, Transit-Oriented District; requiring high quality and well-designed development; attracting major retail providers that are currently lacking in the community; providing housing at all levels of affordability; and enhancing the identity of the Washington Boulevard Corridor.



Bob Hope Patriotic Hall on Figueroa Street.

Goal LU13: **A strong and competitive Regional Commercial area that serves the needs of the broader community and region.**

Policies

LU13.1 **Dynamic Mixed-Use Development.** Establish a regional commercial presence by providing a dynamic mix of uses including retail, office, entertainment, quality sit-down restaurants, cultural and residential uses contributing to an inviting destination.

LU13.2 **Protect Commercial Land for Commercial Development.** Protect commercially planned and zoned districts from encroachment by low intensity residential-only development or non-commercial uses.



Building on Washington Boulevard and Grand Ave.

LU13.3 **Tailored Parking Amenities.** Encourage the development of structured and/or shared parking and reduced parking requirements, as appropriate, while discouraging surface parking lots.

LU13.4 **Active Ground Floor Frontages.** Recommend that the first floor street frontage of structures, including mixed-use projects and parking structures incorporate active commercial uses to create pedestrian-friendly shopping streets. Projects should also feature well-appointed paseos and plazas, as appropriate.

LU13.5 **Large-Scale Development.** Major new developments should integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages.

LU13.6 **Washington Boulevard Streetscape Plan.** Establish a streetscape plan for Washington Boulevard that further enhances the district's unique identity and implements the Washington Boulevard Streetscape Conceptual Plan (2010-CRA) developed for the corridor through a community participation process.

LU13.7 **Reduce Visual Blight.** Support efforts to prohibit the installation of new billboards and the establishment of sign districts in the CPA in order to address the existing proliferation of billboards and other signage.



Building on Washington Boulevard and San Pedro Street.

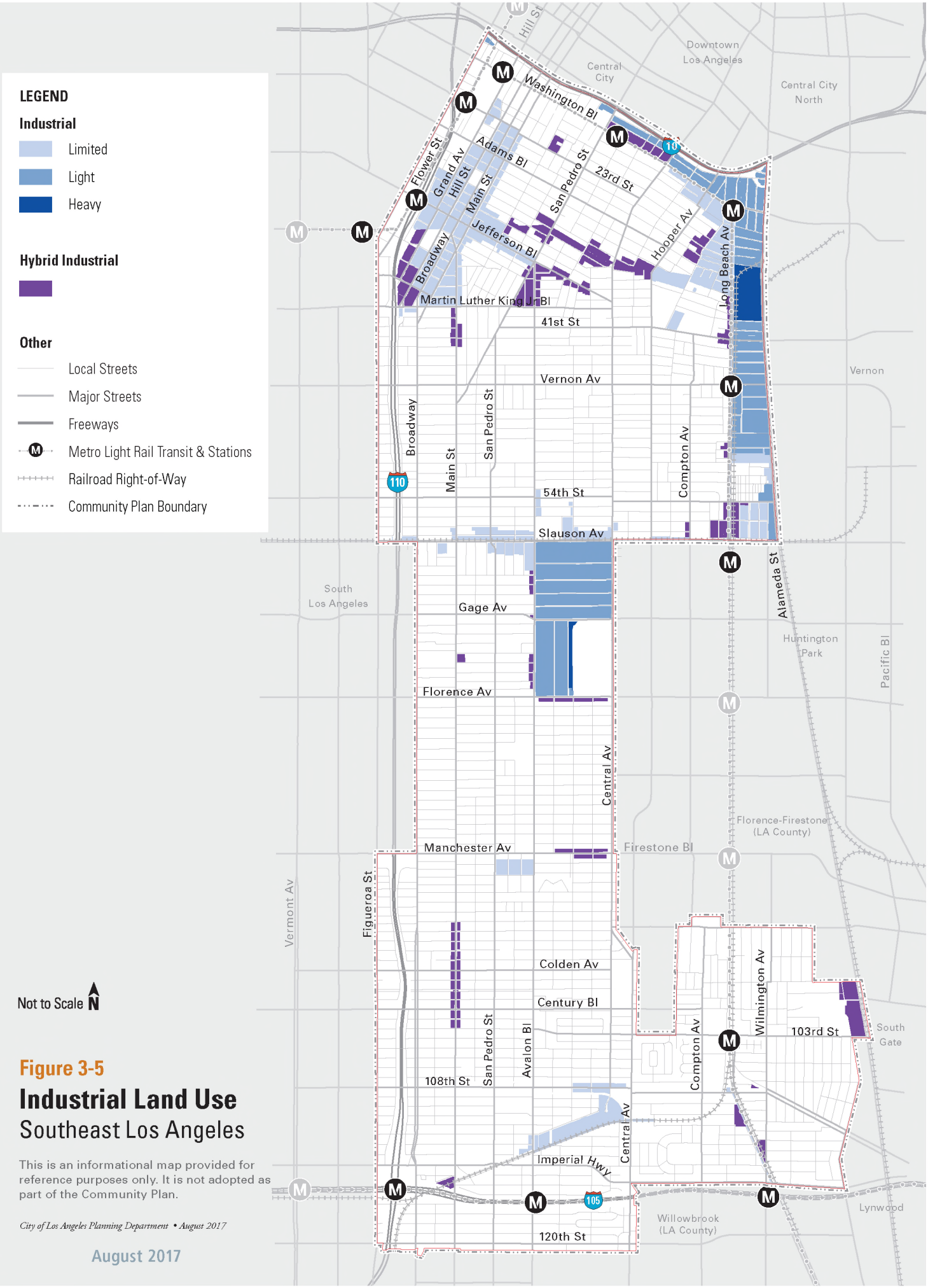


Figure 3-5

Industrial Land Use

Southeast Los Angeles

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Industrial building in the Goodyear Tract.

Industrial Land Use

The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's industrial job base. Today's "industrial" jobs are not solely traditional 20th Century manufacturing and warehousing jobs, but also include jobs in "clean tech" and "green" companies, research and development businesses, food production, artisan industries, media production, and more. The City seeks to increase employment in these sectors to provide improved employment opportunities for City residents, maintain the City's jobs housing ratio, reduce the need of City residents to commute to remote work locations, and to help maintain the City's fiscal health.

Southeast Los Angeles' proximity to Downtown Los Angeles and the railroad system has resulted in the designation of a sizeable amount of land for industrial uses with 858 acres or nearly 12 percent of the Plan's land area. Industrial uses in Southeast Los Angeles have evolved over the last 50 years in their practices, mix of types and expansion in land area that they cover. The industrial land is concentrated in the northern portion of the Community Plan Area with a smaller concentration of industrial land located near the center of the Plan Area (Figure 3-5).

The industrially designated land in Southeast Los Angeles contributes to the City's economic base and provides employment opportunities and services to the community. Though many large industries have left the area, industrial districts in the Plan Area continue to endure. In fact, the 2000 US Census reported that 32% of all employment in Southeast Los Angeles was in the manufacturing sector. However, these industrial districts need to be updated through improvements to infrastructure, aesthetics, and interface with surrounding uses in order to maintain their long-term viability. In addition, there are many underutilized sites and large parcels with antiquated facilities that have considerable potential for redevelopment. The Southeast Los Angeles Community Plan protects industrial land by prohibiting non-industrial uses and uses that compromise job-producing potential in the majority of the Plan Area's large industrial districts.



Industrial building on Slauson Ave.

Today, there are numerous locations where industrial uses occur in close proximity to residential uses - which is less than ideal. Several Community Plan policies address this land use incompatibility through transitions and buffering to protect residential uses located adjacent to strip industrial. In a few select areas, the Community Plan re-designates industrial land to Hybrid Industrial to accommodate mixed-use development with a limited amount of residential and compatible light industrial uses. This occurs only in industrial areas where there are factors that support the introduction of residential uses, such as small, shallow parcels and adjacency to residential and other sensitive uses. Additionally, the Community Plan re-designates industrially zoned land that is predominantly developed with residential and commercial uses to a land use designation that is consistent with the built environment in order to further address residential-industrial conflicts.

Goal LU14: **Sufficient land is conserved for a variety of industrial uses with maximum employment opportunities.**

Policies

LU14.1 **Retain Industrial Designations for Industrial Uses.** Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

LU14.2 **Protect Established Industrial Districts from Encroachment.** Protect viable, established industrial districts from encroachment by non-industrial uses, including retail, residential, live-work and schools.

LU14.3 **Job Training and Local Hiring.** Promote job training, living wage provisions and local hiring for community residents, including individuals facing barriers to employment.

LU14.4 **Technology-Based and Emerging Industries.** Foster opportunities for attracting more technology-based and emerging industries.

Goal LU15: **Industrial uses that are sensitive to the environment and human welfare and employ sustainable practices.**

Policies

LU15.1 **Toxins and Contamination.** Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

LU15.2 **"Green" Industries.** Encourage "green" industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

LU15.3 **Brownfields.** Support remediation and reuse of brownfields.

LU15.4 **Energy Conservation.** Encourage the conservation of energy resources and the use of alternative energy sources for industrial development and operations.

LU15.5 **Sustainable Practices and Policies.** Encourage sustainable practices in private and public development and operations as well as consistency with established City sustainability policies and regulations.



Industrial building in the Goodyear Tract.



Industrial building on Adams Boulevard.



Industrial buildings in the Alameda Industrial District.



Industrial building on Long Beach Ave.

Industrial Design Guidelines

Businesses and developers should consult the Southeast Los Angeles Design Guidelines in Appendix B and the Citywide Design Guidelines for Industrial projects, before remodeling or constructing any structures.

Goal LU16: **Industrial uses that are compatible with adjacent residential and commercial land uses.**

Policies

LU16.1 **Buffering and Transitions.** When separated by a shared property line, industrial properties should be designed in a manner sensitive to adjacent residential, public facility, and other similar uses by providing buffering and appropriate transitions.

LU16.2 **Context-Sensitive Design.** Promote context-sensitive design that provides quality design and aesthetically pleasing façades visible from public view.

LU16.3 **Adult Businesses.** Consistent with federal and state law, encourage a strengthened review process for adult businesses due to residential and other sensitive uses prevalent in industrial areas.

LU16.4 **Minimize Incompatibilities.** Minimize residential-industrial land use incompatibilities and prohibit noxious industrial uses adjacent to residential.

LU16.5 **Conformance with Design Guidelines.** Recommend that development projects conform with the adopted Industrial Citywide Design Guidelines and Southeast Los Angeles Design Guidelines.

LU16.6 **Oil and Gas Extraction.** Seek to prohibit new and expanded oil and gas facilities and extraction technologies as a reasonable means of protecting the health and welfare of residents, consistent with federal and state law.

LU16.7 **Address Land Use Conflicts.** Support the relocation of residential households within stable industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

Hybrid Industrial Land Use
(previously named Commercial Manufacturing)

Southeast Los Angeles has several Hybrid Industrial corridors located along portions of 29th Street, Avalon Boulevard, Florence Avenue, Jefferson Boulevard, Main Street, Manchester Avenue, and Washington Boulevard. These corridors typically serve as transition zones between industrial land and residential or commercial areas. The corridors have the flexibility to accommodate a variety of uses such as commercial, residential or light manufacturing uses. However, certain Hybrid Industrial districts in the Plan Area are intended to include limited residential uses while accommodating job-generating manufacturing or light industrial uses that are compatible with sensitive uses. Community Plan policies address the compatibility of uses and design of projects in order to minimize potential noise and air impacts, ensure adequate screening, require landscaping and ensure high quality

architectural character. Hybrid Industrial areas should conform to the applicable goals and policies outlined in the Industrial Areas section above in addition to the following:

Goal LU17: **Hybrid Industrial corridors that facilitate transitions from traditional industrial districts to neighborhoods and commercial areas, and accommodate job generating uses with limited residential in selected areas.**

Policies

LU17.1 **Preserve Hybrid Industrial Zones.** Improve jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

LU17.2 **Minimize Impacts.** Minimize impacts to sensitive uses and surrounding neighborhoods through transitions and buffering.

LU17.3 **Industrial Study Area.** Encourage efforts to improve the function and future viability of existing industrial areas such as the Goodyear Tract (Figure 3-6) and potential 23rd and King District (Figure 3-7) by initiating specialized study programs that consider economic development strategies including limited conversion to accommodate affordable residential uses.

LU17.4 **Adaptive Reuse.** Support the adaptive reuse of character industrial buildings within Hybrid Industrial zones.

Special Districts

Transit-Oriented Districts (TODs)

Southeast Los Angeles has direct access to the region's growing transit infrastructure with eleven light rail stations serving the Community Plan Area. These include seven stations along the Metro Blue Line connecting Downtown Los Angeles and the City of Long Beach and two stations along the Metro Green Line connecting the City of Norwalk and the City of El Segundo (see Figure 3-8). In addition, the new Metro Exposition Line (Phase I) which opened in 2012 has two stations in Southeast Los Angeles and connects Downtown Los Angeles to Culver City and Santa Monica. The Community Plan generally focuses new capacity along the Metro Blue, Green and Expo lines in Transit-Oriented District (TOD) Plans. Though transit-oriented development plans often focus higher capacity and intensity around transit stations, the Transit-Oriented District Plans for Southeast Los Angeles will tailor development potential to the existing scale, infrastructure and land uses at each station. For example, station areas around the Green Line are surrounded by low density neighborhoods and have limited accessibility due to their location in the median of the Century freeway, therefore moderate capacity will be located only at strategic locations in

Figure 3-6

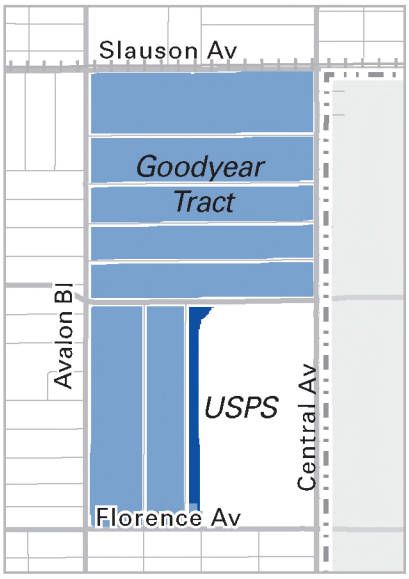
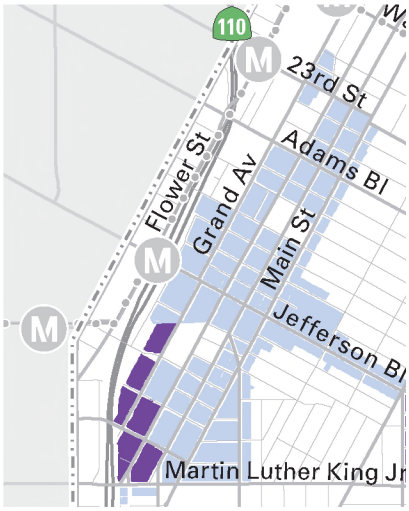


Figure 3-7



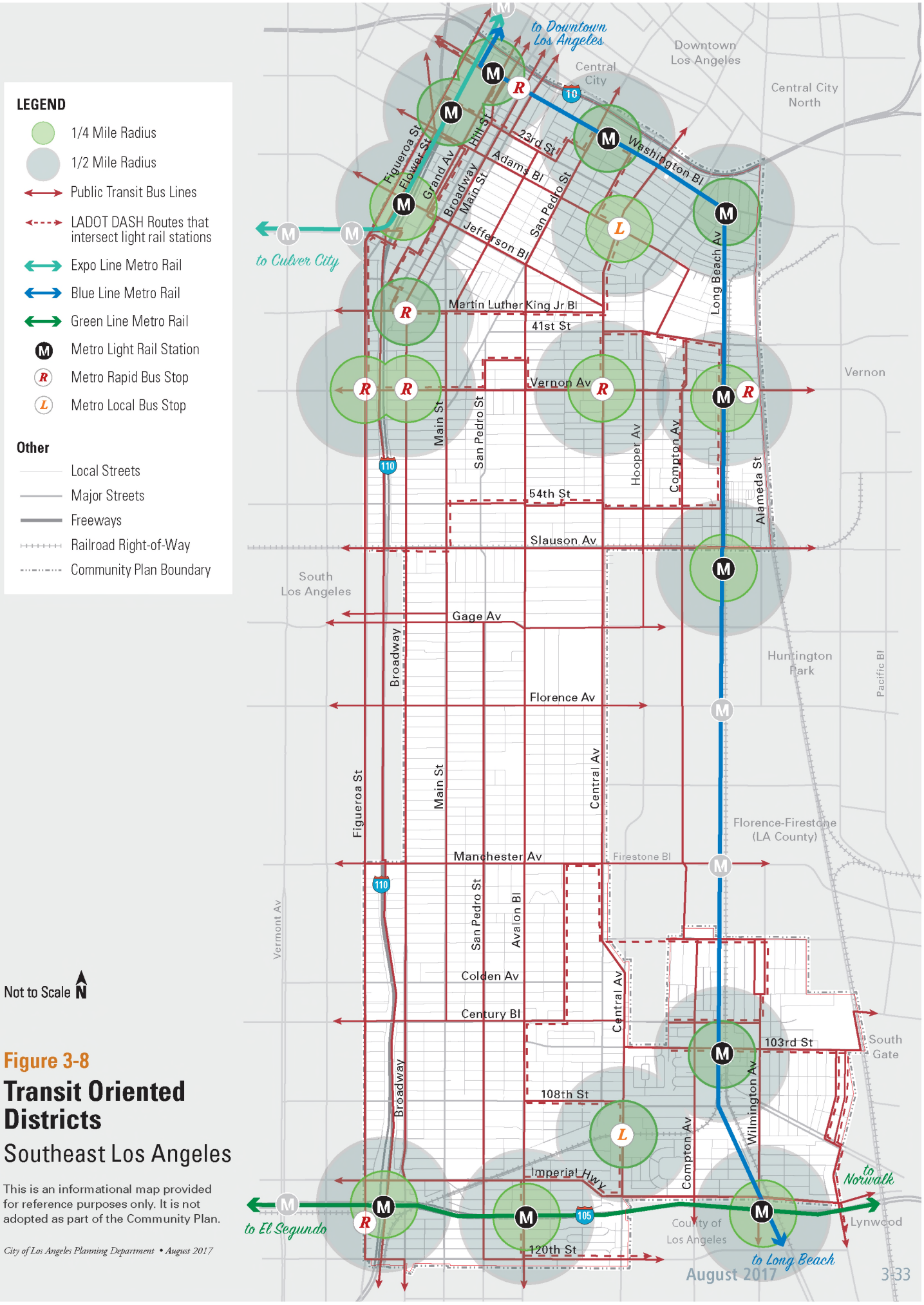


Figure 3-8

Transit Oriented Districts

Southeast Los Angeles

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this area. In contrast, the Blue Line stations along Washington Boulevard are located at-grade, are easily accessible and well-integrated into the fabric of the community. Thus, these stations have greater potential to become mixed-use TODs.

The Transit-Oriented District plans for Southeast Los Angeles promote walkable, vibrant and mixed-use transit centers. They have a tiered development approach that permits a lower by-right building envelope which may be increased as projects provide certain "desirable" uses, such as full-service grocery stores, banks or mixed-income housing. Providing a safe and inviting street environment for pedestrians is critical in Transit-Oriented Districts; therefore the plan proposes the future establishment of Streetscape Plans around transit nodes and select corridors as a subsequent implementation program for Southeast Los Angeles.



The Metro Blue Line San Pedro Street Station is an integral part of the community.

Goal LU18: **Transit-Oriented Development around transit stations that is characterized by a mixture of uses, a safe and attractive pedestrian environment, reduced parking, and direct and convenient access to transit facilities, and moderate to higher density as appropriate to the existing scale and context of each TOD district.**



Metro Green Line Harbor Freeway Station Plaza, stairs/elevator provide access to the elevated boarding platform.

Policies

LU18.1 **Context Specific Transit-Oriented Districts.** Tailor the design, intensity and character for each TOD to promote compatibility with the adjacent neighborhoods and to highlight the unique characteristics of the surrounding context.

LU18.2 **Incentivize Mixed-Use.** Develop incentives for higher density, mixed-use projects that incorporate desirable ground floor uses, such as sit-down restaurants, full-service grocery stores or drug stores.

LU18.3 **Housing for Transit Users.** Prioritize new housing for transit-users at TODs in Southeast Los Angeles, which has a large transit-dependent population.

LU18.4 **Mixed-Income Housing.** Incentivize the production of affordable and/or mixed-income housing in TOD districts.

LU18.5 **Improve Safety and Design.** Urge the responsible agencies to fund infrastructure improvements that address safety issues, as well as maintenance and beautification of the Metro Blue Line and freight rail corridor along Long Beach Ave.

LU18.6 **Use Regulations.** Establish use regulations to discourage auto-related uses, drive-thrus, and auto-oriented building form and other uses that detract from a pedestrian friendly, walkable district.

LU18.7 **Avoid Displacement.** Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.



Metro Blue Line tracks at 103rd Street.



View from the boarding platform of the Metro Green Line Harbor Freeway Station (looking north) illustrates the lack of connection to the surrounding neighborhoods.

LU18.8 **FAR/Height Minimums and Reduced Parking.** Establish floor area ratio (FAR) and height minimums and reduced parking requirements in TOD districts, where appropriate.

LU18.9 **Design Standards and Guidelines.** Recommend that development projects conform to design standards and guidelines that promote high-quality and attractive buildings, as well as an active pedestrian-oriented environment.

LU18.10 **Streetscape Plans.** Develop Streetscape Plans that implement complete streets strategies and streetscape improvements for major corridors near TODs that create pedestrian-friendly environments and provide accessibility and connectivity to the stations.

LU18.11 **Transit Access.** Orient new development located near transit to provide direct pedestrian connections to the Metro Station/Platform/Mezzanine wherever possible and encourage projects to provide people-oriented built environment features such as shade trees, bus shelters and bicycle racks or lockers.

LU18.12 **Transit-Oriented District Plans Near Single-Family.** Recommend that TOD district plans for station areas adjacent to single-family residential uses provide development standards, adequate bulk and height transitions, and appropriate intensities, and regulations tailored to lower density neighborhoods while focusing on connectivity to the station.

LU18.13 **Active First Floor Building Frontages.** The first floor frontage of structures should be designed to include commercial or other active uses.

LU18.14 **Compact Development Patterns.** Promote compact development patterns that are oriented to and frame the street to enhance pedestrian activity and establish a safe and comfortable environment for walking.

LU18.15 **Transfer of Floor Area.** Support the development of a transfer of floor area rights program to facilitate transfers that generate public benefits such as affordable housing.

LU18.16 **First/Last Mile Improvements.** Coordinate with the Mobility Hubs Program to plan, design, construct, operate, and maintain first/last mile improvements near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.

LU18.17 **Major Transit Stops.** Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (i.e. enhanced crosswalks,

Transit-Oriented Development (TOD)

Cities and counties should promote more livable communities by expanding opportunities for Transit-Oriented Development (TOD) so that residents minimize traffic and pollution impacts from traveling for purposes of work, shopping, school, and recreation. TOD is defined as moderate- to high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

A well-designed, vibrant Transit-Oriented Development community can provide many benefits for local residents and businesses, as well as for the surrounding region. Compact development near transit stops can increase transit ridership and decrease rates of vehicle miles traveled (VMT), thereby yielding a good return on transit system investments. TOD can also provide mobility choices, increase public safety, increase disposable household income by reducing transportation costs, reduce air pollution and energy consumption rates, help conserve resources and open space, assist in economic development, and contribute to the housing supply.

Source: The Governor's Office of Planning and Research, State of California General Plan Guidelines 2003. www.opr.ca/gov



Elevated tracks of the Metro Blue Line at Slauson Ave in a predominantly industrial area.



Metro Blue Line at Vernon Ave.

crossing signals, and accessible ramps). Support transit information kiosks at major transit stops, transfer points, and activity centers to supply travelers with real time information about transit services. Consult Mobility Hubs Project plans to coordinate improvements especially in the "South Los Angeles Transit Empowerment Zone" (SLATE-Z) Promise Zone.

LU18.18 **Mobility Hubs.** Support the development of Mobility Hubs at key destinations, especially near existing Metro light rail stations, the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.

LU18.19 **Sustainable Mobility Options.** Encourage sustainable mobility options including transportation options for persons who do not have cars or want to use their cars less and promote the use of taxis, rental cars, shared cars, shared bicycles, van pools, shuttles, secure bicycle parking, consolidated pick-up and drop-off areas for Transportation Network Companies (TNCs), and other short trip and first/last mile connections to transit. Encourage the location of these services and bus layovers near Metro light rail stations and major transit nodes, especially the Slauson Avenue Active Transportation Corridor, the Silver Line Transitway and Bus Rapid Transit stations.

LU18.20 **Transit Incentives.** Encourage new developments and existing multifamily residential and mixed-use projects to offer tenants incentives for using transit, such as subsidized Metro monthly passes to tenants and/or employees and subscriptions to programs that provide first/last mile connections such as bike share, carshare, or Transportation Network Companies. Coordinate guaranteed ride home programs or carpooling among tenants.



New 29th Street Crossings multi-family residential.

Multi-Family Districts

Multi-Family Districts are special districts that are generally zoned low-medium to medium density multiple family. The intent of this district is to establish design standards that would encourage compatible infill development and new development that will improve the aesthetic value, pedestrian orientation, and livability of the neighborhood. Figure 3-9 illustrates the location of the Multi-Family Districts. The Community Plan provides policies for well-designed infill multi-family development.

Goal LU19: **Multi-Family Districts that incorporate well-designed infill projects.**

LU19.1 **Infill Development.** New infill multi-family residential development should be consistent with the existing neighborhood character.

LU19.2 **Walkability.** New infill development should be designed to be pedestrian friendly.

LU19.3 **Design Quality.** Enhance the design, architectural quality and livability of existing well-established neighborhoods.



Residential that retains single-family character.

Legacy Single-Family Districts

Southeast Los Angeles' early development was primarily single-family housing. However, over the years the majority of these neighborhoods transitioned into low density multi-family residential land use designations. Many of these stable (now R2) neighborhoods retain their original single-family character. In recent years, the character of these lower-density neighborhoods (known as "Legacy Single-Family" residential due to their prior single-family designation) has been compromised by new development that does not match the scale and character of existing structures. Figure 3-9 illustrates the location of the Legacy Single-Family Districts. The Community Plan provides policies for the preservation of the character of these Legacy Single-Family neighborhoods

Goal LU20: **Legacy Single-Family Districts retain their existing single-family character.**

Policies

LU20.1 **Development Standards.** Provide development standards related to bulk and massing in order to preserve and enhance the character of stable lower-density residential neighborhoods.

LU20.2 **Compatible Development.** Protect neighborhoods from incompatible and out-of-scale development while maintaining the potential to provide additional housing unit(s) that accommodates multi-generational households by allowing a second unit behind the original house.

Historic Resources

The Southeast Los Angeles Community Plan Area has a rich built history as a result of its proximity to the historic city center, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. In addition, much of the area developed as a result of the historic streetcar routes that traversed Southeast Los Angeles. The preservation of historic resources protects this built legacy, ensuring continuity of neighborhood identity and pride within the community. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.



Watts Towers by Simon Rodia, State Historic Monument, HCM #15.

Southeast Los Angeles has concentrations of late 19th and early 20th century residential development. Although many structures have been altered and no longer retain their historic architectural integrity, there are some individual properties with historically significant structures throughout the Community Plan Area. Southeast Los Angeles has one adopted Historic Preservation Overlay Zone (HPOZ) and one proposed HPOZ (see Figure 3-9). The adopted HPOZ is the 52nd Place Tifal Brothers Tract located between Avalon Boulevard and McKinley Avenue. This block features single-family Craftsman bungalows built by the Tifal brothers in the 1910s. The proposed HPOZ is located at 27th and 28th Streets between Stanford and Central Avenues. This neighborhood contains homes and other structures from the 1890s and 1900s with varied architectural styles, including Victorian and Craftsman. The area is also significant for its association with African American institutions, including the 28th Street YMCA (HCM#851) designed by prominent African American architect Paul Revere Williams. In addition, the Community Plan Area has several local and state designated historic monuments located throughout the plan area, including the Ralph Bunche House and the Dunbar Hotel.

Citywide preservation policies have been established through a Cultural Heritage Master Plan (adopted by the City Council in 2000) and the Conservation Element of the General Plan. The Department of City Planning's Office of Historic Resources helps guide implementation of these policies and is currently conducting the multi-year Los Angeles Historic Resources Survey, known as SurveyLA. The survey of the Southeast Los Angeles Community Plan Area has been completed and has identified many potential resources including individual properties and non-parcel resources. Several planning districts have also been identified however, they do not meet eligibility standards for designation, generally because the majority of the contributing features have been altered, diminishing the overall integrity of the area. Planning districts are not historic resources under CEQA.



Lady Effies Tea Parlor on Adams Boulevard, HCM #764.



Historic Dunbar Hotel, HCM #131.

Goal LU21: **Southeast Los Angeles' significant cultural and historical resources are protected, preserved and/or enhanced.**

Policies

LU21.1 **Protect Historic Resources.** Continue to identify and protect designated City of Los Angeles Historic-Cultural Monuments.

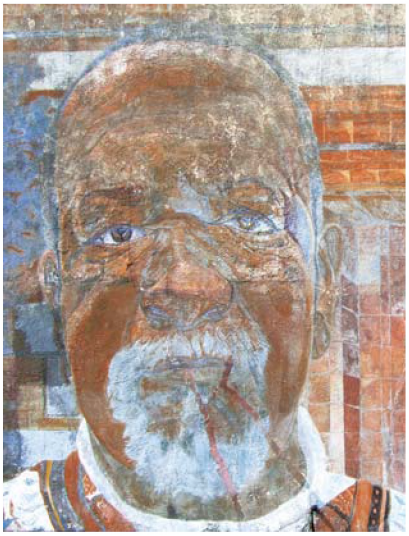
LU21.2 **Identify Future Resources.** Promote inclusion of additional architecturally and historically significant landmarks which serve to preserve Los Angeles' historic past.

LU21.3 **Assist Property Owners.** Assist private property owners of historic resources to maintain and/or enhance their properties in a manner that will preserve their integrity.

LU21.4 **Historic Preservation Incentive Programs.** Promote the use of historic preservation incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code.

LU21.5 **Encourage Original Façade Restoration.** Encourage the preservation, conservation, rehabilitation and adaptive reuse of historic buildings in commercial areas through the restoration of original façades.

Goal LU22: **Preserve neighborhoods that are identified and/or appear to be eligible for historic district status by initiating and adopting new Historic Preservation Overlay Zones (HPOZs) and other neighborhood conservation techniques.**

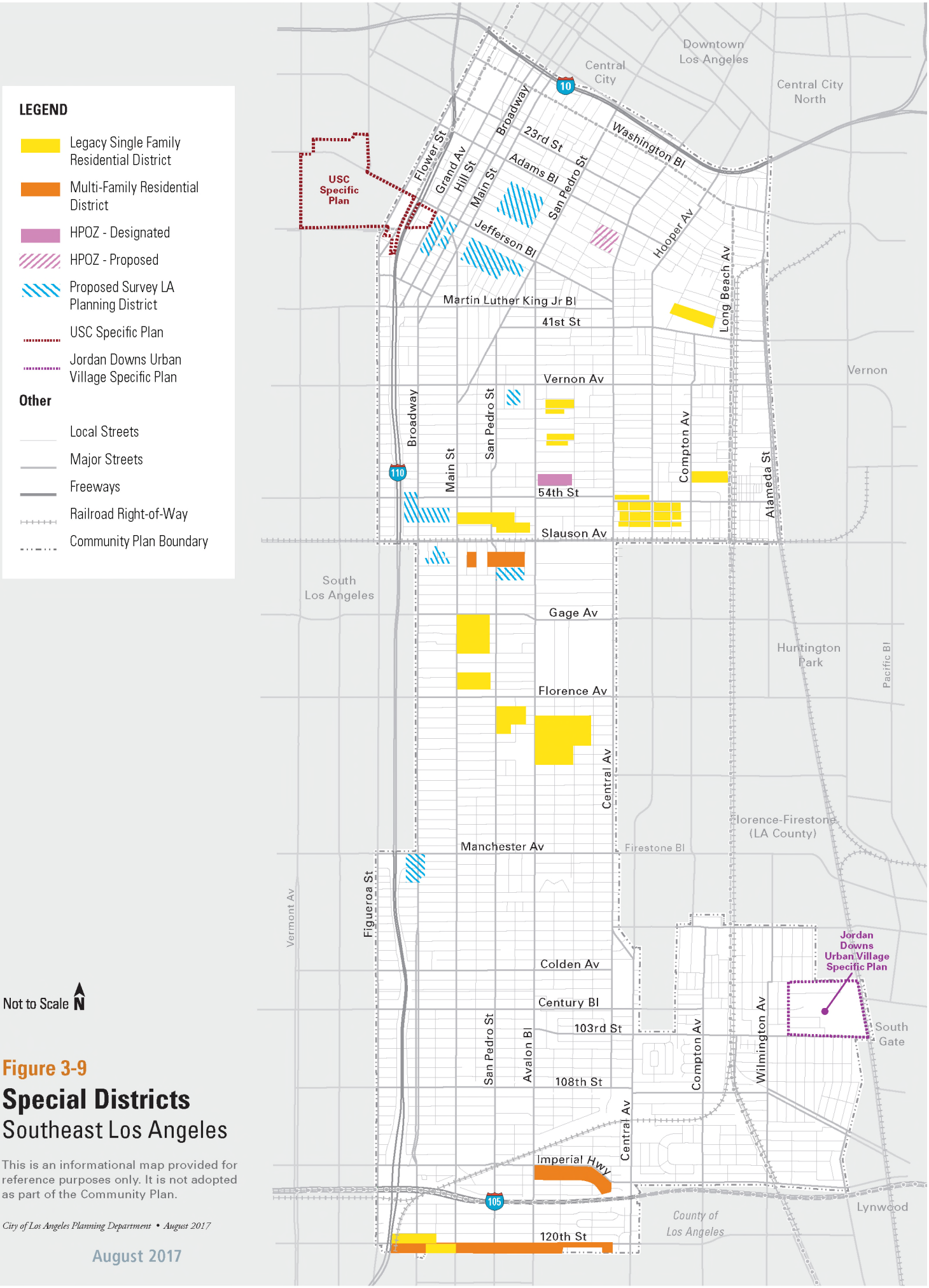


"Cecil" - mural at Watts Towers Arts Center identified as an individual resource in SurveyLA.

Policies

LU22.1 **Support Continued District Designations.** Promote district designations, as well as maintenance and rehabilitation of historically significant structures in potential and proposed historic districts.

LU22.2 **Promote Neighborhood Conservation Techniques.** Promote the initiation and adoption of innovative neighborhood conservation techniques such as community plan implementation overlays and community design overlays for areas that retain cohesive character but are not eligible to become an HPOZ.



Not to Scale

Figure 3-9

Special Districts

Southeast Los Angeles

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Historic YMCA building on 28th Street, HCM #851.

Goal LU23: **A community that capitalizes upon and enhances its existing cultural resources.**

Policies

LU23.1 **Forge Partnerships for Community Preservation.** Promote public/private partnerships to create new informational and educational programs, tours and signage programs that highlight the community's history and architectural legacy.

LU23.2 **Protect Community-Identified Cultural Resources.** Protect and enhance places and features identified within the community as cultural resources for the City of Los Angeles.

LU23.3 **Coordinate Cultural Programs.** Encourage the coordination of cultural programs at local schools utilizing resources such as the Cultural Affairs Department and local artists.

LU23.4 **Cultural Heritage Tourism.** Encourage cultural heritage tourism by capitalizing on existing monuments within the community and supporting efforts to showcase important historic resources and events, such as the Watts Cultural Renaissance Plan.

Supplemental Use Districts

Oil District

Los Angeles oil fields collectively produce approximately two million barrels of crude oil every year, with a fair concentration of oil fields located throughout the City including the South Los Angeles Region. Oil drilling has been taking place for decades citywide, particularly in urbanized areas. The land use conflict between oil drilling and its neighbors has thus long existed, and been exacerbated as the City continues to grow. Oil and gas extraction and production has evolved over time. Technological advances such as hydraulic fracturing, acidizing and horizontal drilling are arising and driving expansion of oil and gas exploration. New drilling technologies have led to complaints from residents regarding odors, noise, vibration, visual blight, and most importantly negative health impacts.

The Oil Drilling District in Southeast Los Angeles was established in the early 1950s when oil extraction consisted largely of drilling. Figure 3-10 illustrates where O District zoning exists within the Community Plan Area, which largely overlays the Los Angeles Downtown Oil Field. Although the O District zoning exists, currently there are no oil extraction activities occurring in Southeast Los Angeles. The O District does not specifically address new extraction technologies and their potential health impacts. Therefore, discretionary review of future activities within the adopted boundaries of an O District should be substantially consistent with the following goals and policies:

Goal LU24: **Oil and gas extraction activities that are performed with the greatest regard for public and environmental health and welfare.**

Policies

LU24.1 **Discretionary Review.** Seek a high level of discretionary review for any changes to, or expansion of, existing oil extraction sites, surface production facilities and activities so that the public may remain informed and involved, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

LU24.2 **Periodic Review.** Any extraction activities and associated production facilities involving hazardous materials, should include regular and periodic discretionary review.

LU24.3 **Community Health.** All extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, should have no negative impacts on public or environmental health. Support the requirement of comprehensive plans, which strive to stop the release of chemicals into the groundwater or surrounding environment.

LU24.4 **Emergency Preparedness.** Recommend that emergency responders, including LAPD and LAFD, review any plans involving the storage, transportation, or use of hazardous materials, and that comprehensive abatement, fire prevention protocol and emergency response plans exist prior to the issuance of any decision to approve any expansion of, or change to, extraction activities.

LU24.5 **Hazardous Materials.** Any decisions to approve the transportation, disposal, subsurface injection or use of hazardous materials should be based on sound understanding of potential public health impacts, and adequate study and analysis should be conducted and demonstrated as part of the decision-making record.

LU24.6 **Mitigation of Impacts.** Strive for adequate mitigation of noise, odor, glare, vibration, truck trips, toxic chemical usage and aesthetic impacts, and recommend that continuous around-the-clock drilling does not occur.

LU24.7 **Design and Compatibility.** Recommend that any construction, including accoutrements intended to buffer or mitigate, be compliant with any applicable Community Plan Design Guidelines, or Historic Preservation Overlay Preservation Plan Design Guidelines.

LU24.8 **Geotechnical Studies.** Recommend that applicant provide additional seismic and other geotechnical studies which demonstrate that there will be no increased risk of earthquakes, subsidence or related geologic issues resulting from extraction, drilling or injection activities.

LEGEND

"O" Zoning



Not to Scale N



Figure 3-10

Oil Drilling Districts
Southeast Los Angeles

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Grandee Av

Mobility

The Mobility chapter outlines the transportation goals and policies for the Southeast Los Angeles Community Plan and introduces the concept of "complete streets," the basis for Southeast Los Angeles's multi-modal approach to mobility. Official street standards, modifications to these standards, and street prioritization by mode are also discussed in this chapter. The Mobility chapter is organized into the following sections:

- Circulation System
- Community-Wide Mobility Goals and Policies
- Walking
- Bicycling
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management

What is Mobility?

Whether walking, riding a bike, taking public transit or driving a car, community members want efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to comfortably travel within the community and region using one or several modes of transit. Mobility is enhanced when community members have a variety of travel options ranging in feasibility and cost.

The Southeast Los Angeles Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use policies discussed in Chapter Three, while integrating citywide mobility goals established in the General Plan Framework and Mobility Element with community-specific objectives. The citywide goals include:

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, and pedestrian infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

Our City's streets serve many different roles within a community. They are a means to get people to places they need to go via bus, light rail, car, motorcycle, bicycle, on foot, and more; as well as being places to gather, recreate, shop, exercise, and socialize. Streets must also provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in

Left: Metro Blue Line Station on 103rd Street in Watts connects to Downtown Los Angeles and the City of Long Beach.

customer's homes or offices. Furthermore, streets accommodate utility and sewer lines, collect and transport water on rainy days, and accommodate lighting, trees, and other amenities.

Daily life demands a great deal from our streets; thus, the sustainable future of our neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, the Southeast Los Angeles Community Plan encourages a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users, an approach used by the California Complete Streets Act of 2007.

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accommodation of all roadway users when updating its General Plan.

Public Health

Developing a plan that promotes and supports public health is important in Los Angeles. Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Public Health found that the communities of South Los Angeles and Southeast Los Angeles have a 29% prevalence of childhood obesity. The ability to efficiently, safely, and enjoyably walk or bicycle in one's community can have a significant impact on individual activity levels. By promoting active living through walking and bicycling, improving access to parks and green spaces, and supporting safe routes to school, we promote a healthy lifestyle.

**Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, October 2007.*

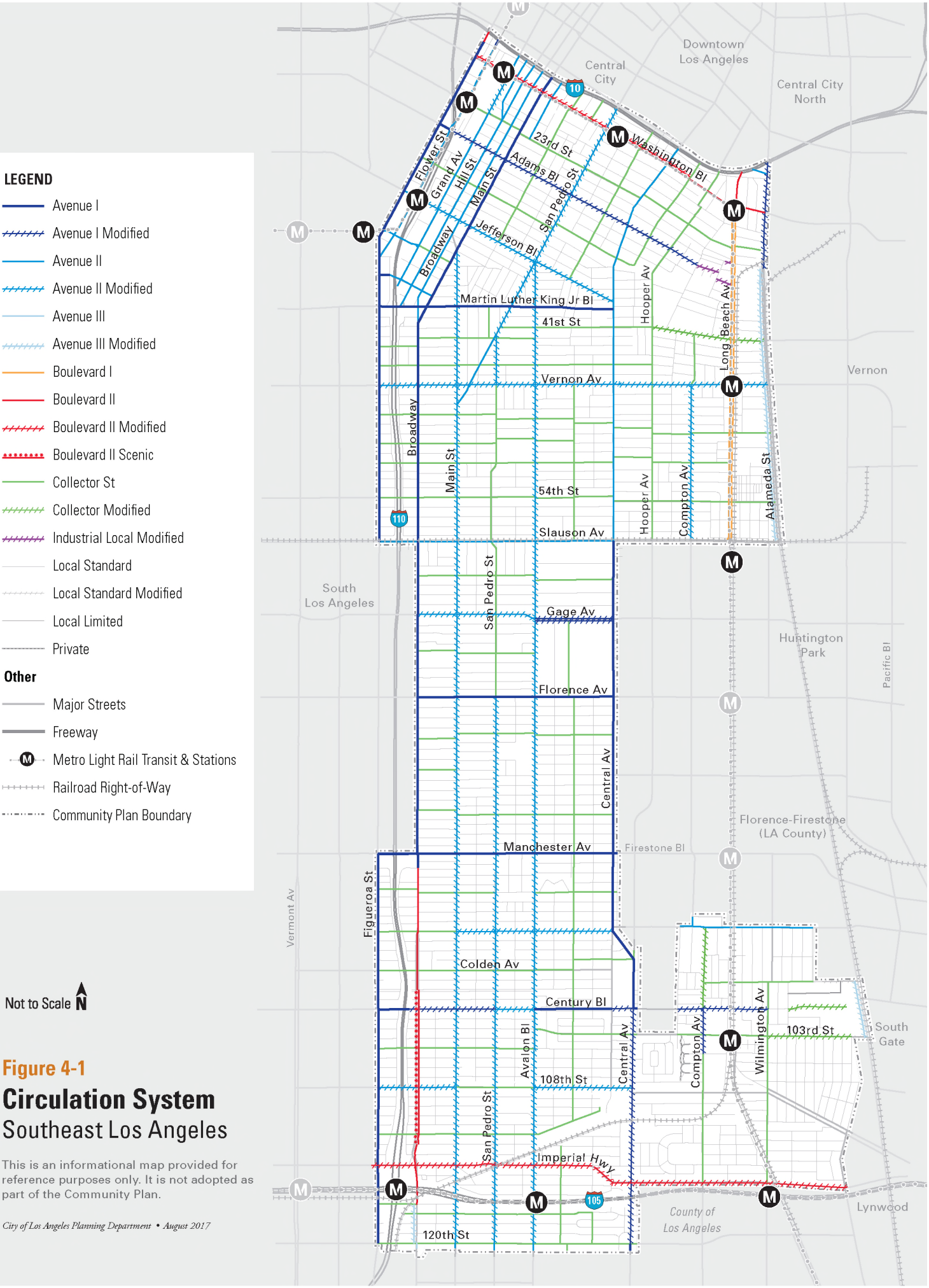
Circulation System

The Southeast Los Angeles Community Plan is served by an extensive network of transportation infrastructure, including highways (freeways and high capacity roadways), arterials (moderate capacity roadways), collector streets, local streets, and freight rail lines. (Figure 4-1). The Southeast Los Angeles circulation system supports an extensive public transit network that includes Metro Light Rail Transit Lines, Metro Bus Rapid Transit and local bus routes, as well as LADOT (DASH) bus service.

Southeast Los Angeles is bordered on the north, south and west by three major freeways. The Santa Monica Freeway (I-10) runs in an east-west direction along the northern boundary of the Community Plan Area just north of Washington Boulevard. The Glenn Anderson (Century) Freeway (I-105) runs in an east-west direction and traverses the southern end of the Community Plan Area, and the Harbor Freeway (I-110) runs in a north-south direction (parallel to Figueroa Street) traversing the western edge of the community. The freeway system creates a visual and physical barrier along three sides of the Community Plan Area. In addition, a major mobility concern for the Community Plan Area is the through traffic of commuters seeking alternatives to the congested freeways, particularly during peak traffic hours. According to the South Los Angeles Transportation Master Plan (2009),



I-110 Freeway overpass at Manchester Ave.



Not to Scale

Figure 4-1

Circulation System

Southeast Los Angeles

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a transportation study of the South Los Angeles region, the east-west corridors of the Plan Area are projected to experience an increase in traffic over the next twenty years.

The majority of the streets in Southeast Los Angeles are situated on a north-south axis grid, with the exception of the northern portion of the Community Plan. This portion of the Plan Area, generally north of Martin Luther King Jr. Boulevard, was located within the historic boundaries of the original Pueblo de Los Angeles. In this area the streets are skewed diagonally at a 36-degree northeast angle. The Southeast Los Angeles Community Plan Area has one designated Scenic Highway located on Broadway between Century Boulevard and Imperial Highway. Below is a list of the major corridors of the Plan Area.

North-South Corridors

- Alameda Street
- Avalon Boulevard
- Broadway
- Central Avenue
- Figueroa Street
- Long Beach Avenue
- Main Street
- SanPedroStreet

East-West Corridors

- Adams Boulevard
- Century Boulevard
- Florence Avenue
- Gage Avenue
- Imperial Highway
- Manchester Avenue
- Martin Luther King Jr. Boulevard
- Slauson Avenue
- Vernon Avenue
- Washington Boulevard

Due to its location and proximity to the city center, Southeast Los Angeles historically had an extensive network of railroad routes that connected the industrial districts of the area to the transcontinental railroad network. In addition, streetcars ran along several major thoroughfares of the Community Plan Area, such as Central Avenue, Broadway, Main Street, Avalon Boulevard, Florence Avenue and Manchester Avenue. Many of the railways no longer exist; however, some railroad rights-of-way remain to this day, such as along Slauson and Lanzit Avenues. Moreover, a few of the routes are now the location of present day facilities, such as the Metro Blue Line.



Landscaped median along the portion of Broadway designated as a Scenic Highway.



The DASH Southeast/Pueblo del Rio bus line.



Railroad right-of-way along Lanzit Ave.



Hill Street, looking north.

Standard Street Classifications

The City's streets are organized by official standard street designations or classifications, established in the Mobility Element, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Street classifications describe a street's function within the larger street network, while street dimensions assign appropriate street right-of-way widths (comprised of space for sidewalks, street parking, travel lanes, and medians) for each street classification.

Although street widths for each of the street classifications are standardized, actual street widths vary because, historically, streets were built to different, narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, in some cases this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle, or development activity. Existing, non-standard street dimensions, types of adjacent land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the adopted standard. In these cases, streets and street segments can be modified to reflect the specific needs of a community. Street classifications and dimensions are summarized in the accompanying text box.

Street Classifications

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Element, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I, and II – Formerly Major Highway – Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

Avenues I, II and III – Formerly Major Highway Class II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The road-bed is commonly 70 feet for Avenue I, 56 feet for Avenue II and 46 for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along avenues.

Collector Streets (standard, industrial and hillside) – Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate "thru traffic" seeking to avoid congestion on parallel arterial streets

Local Streets (standard, industrial and hillside) – Local Streets are designed to allow local traffic access to individual properties and/or destinations..

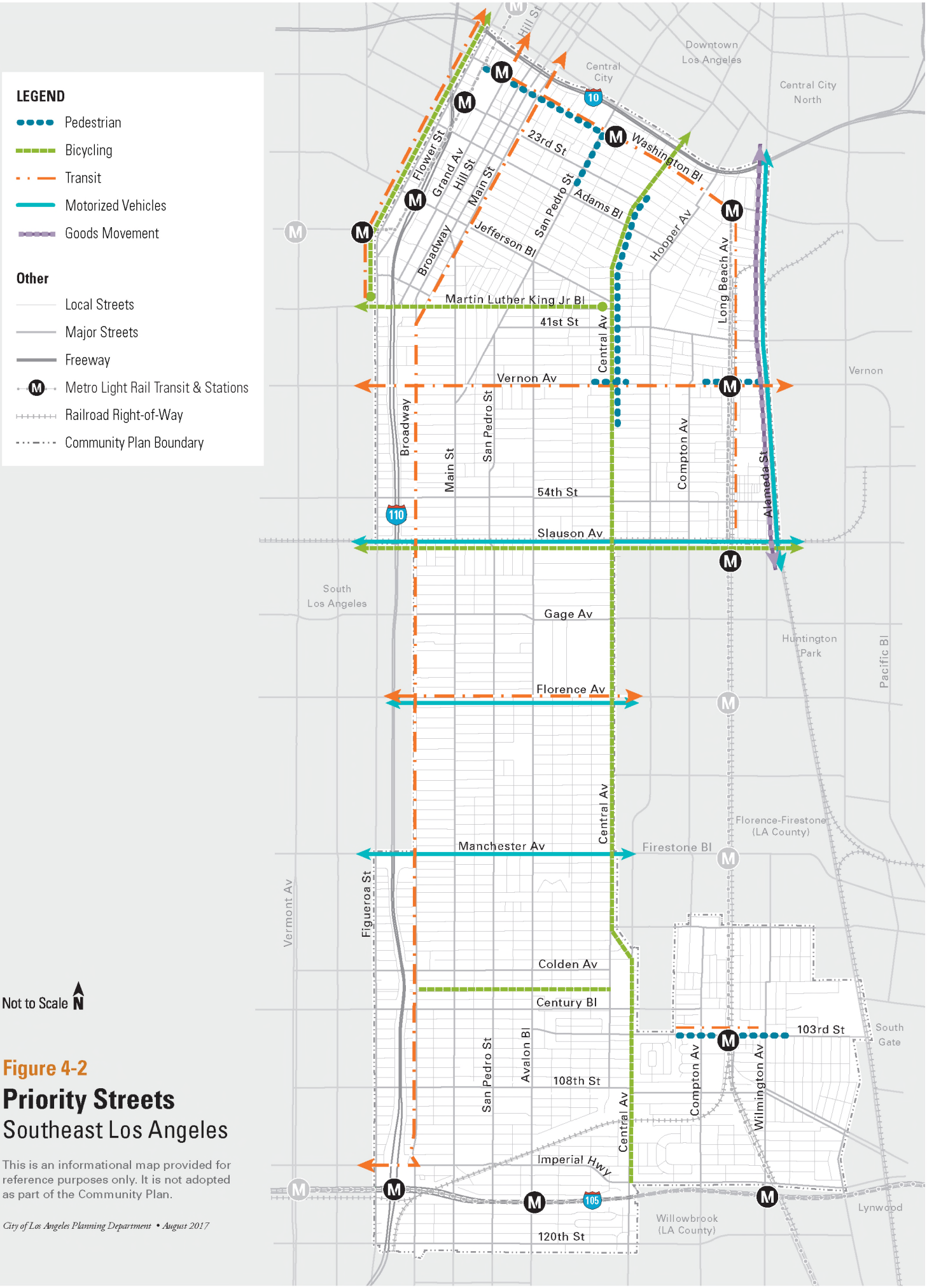
Priority Streets

The Mobility Plan allows communities to further classify streets by priority mode, such as walking, bicycling, transit, or motor vehicle. Widening streets to accommodate additional space for every mode of travel is often infeasible and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Assigning street priorities assists City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. Prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Street priorities are summarized in Table 4-1, Priority Streets, and illustrated in Figure 4-2. The priority streets are discussed further in each relevant section in this chapter.

Many of the streets in Southeast Los Angeles have high pedestrian activity including segments of San Pedro Street, Washington Boulevard, Vernon Avenue, 103rd Street, Compton Avenue, Central Avenue, and Figueroa Street. In addition to classifying them as Pedestrian Priority Streets, several Community Plan policies and implementation programs address the need for improvements to the pedestrian environment.

TABLE 4-1:
Southeast Los Angeles Priority Streets

Street	Pedestrian	Bicycle	Public Transit	Motorized Vehicles	Goods Movement
98th Street		✓			
103rd Street	✓		✓		
Alameda Street				✓	✓
Broadway			✓		
Central Avenue	✓	✓			
Figueroa Street		✓	✓		
Florence Avenue			✓	✓	
Long Beach Avenue			✓		
Manchester Avenue				✓	
Martin Luther King, Jr. Boulevard		✓			
San Pedro Street	✓				
Slauson Avenue		✓		✓	
Vernon Avenue	✓		✓		
Washington Boulevard	✓		✓		



Not to Scale

Figure 4-2

Priority Streets

Southeast Los Angeles

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Community-Wide Mobility

The primary mobility objectives of the Southeast Los Angeles Community Plan are enhancing connectivity to transit stations, and improving the pedestrian experience along commercial and transit corridors. Southeast Los Angeles residents are among the most transit dependent residents of the City, utilizing light rail, bus rapid transit and local bus service. The Plan also aims to reduce auto dependence and expand bike facilities in the Community Plan Area. These goals are in line with the Complete Streets initiative to create sustainable, livable communities that benefit from different modes of transportation. The Plan seeks to capitalize on the light rail system in place by enhancing light rail station areas to create mixed-use, livable neighborhoods that provide multi-modal opportunities, thereby increasing transit ridership, walking, and biking, while reducing dependence on the automobile. Furthermore, as more people use alternative methods of transportation, the decreased dependence on automobiles as a primary means of transportation will help reduce pollution and traffic.



Metro Exposition Light Rail Transit Line.



Pedestrian and bicycling activity on San Pedro Street.

Goal M1: **A street system that is diverse and balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.**

Policies

M1.1 **Complete Streets.** The community should be served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users.

M1.2 **Mobility for Challenged Users.** Support, wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and the transit-dependent population.

M1.3 **Private Investment for Off-Site Facilities and Amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.

M1.4 **Modified Street Standards.** Where there is evidence of physical or other constraints, the City should consider modified street standards to implement modal priorities and to facilitate a complete street network.

M1.5 **Increased Network Access.** Maintain an open, accessible street network by discouraging the vacation of and gating of public rights-of-way.

Goal M2: **A circulation system that supports successful neighborhood commercial areas by providing multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.**

Policies

M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood districts, commercial areas and transit-oriented development areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.

M2.2 **Special Events.** Support special street closures for community activities such as street fairs, parades, festivals and other civic events.

M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs.

M2.4 **Clean Neighborhoods.** Support additional resources to foster clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys as well as the creation of a program to address illegal dumping in Southeast Los Angeles.

Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, improved air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions are beneficial for all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2008, the City Planning Commission adopted the "Walkability Checklist," which instructs developers, architects, community members, and decision makers to design projects that encourage pedestrian activity.

A well-designed street provides a safe and enjoyable walking environment and encourages increased pedestrian activity. Street amenities, such as street trees, benches, landscaping, pedestrian street lights, minimal curb cuts and outdoor dining contribute to pedestrian-friendly environments. Walkability is especially important in neighborhood commercial areas, along transit corridors and near transit stations.

Areas of high pedestrian activity in Southeast Los Angeles are concentrated along transit routes and in commercial areas, including the Washington Corridor, the Figueroa Corridor, and segments of San Pedro Street, Central Avenue, Compton Avenue, and Wilmington Avenue. Washington Boulevard, for example, is a vibrant

Pedestrian Priority Streets

Pedestrian Priority Streets are identified for streets within districts where pedestrian activity is encouraged, including neighborhood districts, community and regional commercial centers, areas near transit stations, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters and pedestrian signage and lighting. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.

corridor with a large number of pedestrians accessing the Metro Blue Line and bus lines, as well as the various civic, commercial and educational destinations. Widening of the existing narrow sidewalks to 15 feet and providing streetscape amenities would greatly improve walkability along this corridor.

Goal M3: **A walkable community that is universally accessible, safe, pleasant, convenient, and contains an integrated pedestrian system that reduces vehicular conflicts, promotes walking and provides links within the community and to surrounding communities.**



Crosswalk on Central Ave.

Policies

M3.1 **Pedestrian Access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

M3.2 **Priority Pedestrian Routes.** Selected streets within commercial, transit-oriented, mixed-use, and employment districts should have pedestrian priority, establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments.



Landscaped parkway along Central Ave provides a pleasant walking environment.

M3.3 **Pedestrian Amenities.** Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides shade, and street lighting that provides for safety during the night.

M3.4 **Minimize Pedestrian Conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, minimizing the number of curb cuts along primary streets and by creating well-marked crossings at intersections and mid-block locations.



Pedestrian bridge over high-volume traffic arterial, Manchester Boulevard.

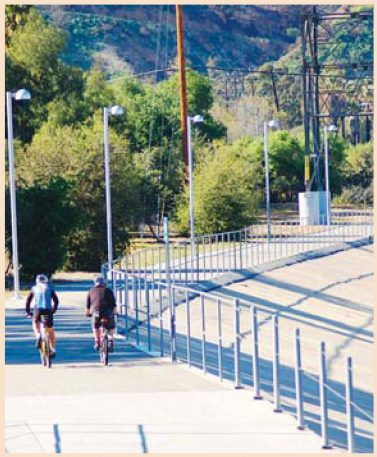
M3.5 **Easements and Public Right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycles.

M3.6 **Safe Routes to School.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling and transit.

Bikeway Standards

A "bikeway" is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City's Circulation Element, Mobility Plan 2035, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane "cycle track" classification. See the following for descriptions:

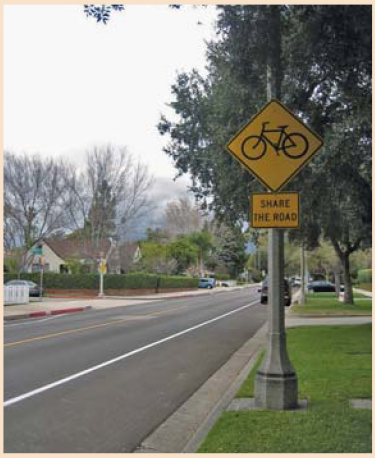
- **Bicycle Path (Class I Bikeway).** A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.
- **Bicycle Lane** (Class II Bikeway). Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.
- **Bicycle Route (Class III Bikeway).** A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.
- **Neighborhood Street** (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Element that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.
- **Protected Bicycle Lane/Cycle Track** (Class IV Bikeway). Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention.



Bicycle Path (Class I).



Bicycle Lane (Class II).



Bicycle Routes and Bicycle-Friendly Streets (Class III).

Bicycling

Los Angeles is in an ideal position to encourage bicycle usage. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bike, if a safe route exists.

The City's Circulation Element, Mobility Plan 2035, recognizes all modes of travel, including pedestrian, bicycle, transit, and vehicular modes as integral components of the City's transportation system. In particular, the plan aims to provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. The Community Plan helps to implement the Mobility Plan at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan calls for increased bikeways along arterials, particularly those with bus rapid transit service, as well as the establishment of Neighborhood Streets (Class II bikeways) on streets with low traffic volumes and slow speeds. Figure 4-3 Proposed Bicycle Plan illustrates the streets adopted as bikeways in the Mobility Plan for Southeast Los Angeles.

Goal M4: **A safe, comprehensive, andintegrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.**

Policies

M4.1 **Priority Bikeways.** Support the Citywide Bike Plan to establish bicycle circulation as paramount to vehicular circulation needs on key streets and to encourage investment in bicycle improvements and programs on these identified streets.

M4.2 **Bicycle Connections.** Provide bicycle access for open space areas, regional center, neighborhood districts, transit-oriented districts, and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations.

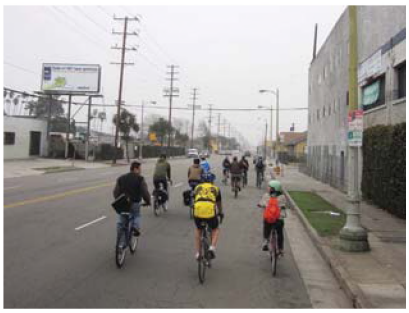
M4.3 **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park-and-ride facilities.

M4.4 **Regional Coordination.** Encourage coordination with adjacent jurisdictions and communities to link local bicycle routes and trails with those of neighboring areas.

M4.5 **Reclaimed Land for Bikeways.** Incorporate bicycle facilities as a recreational use of under-utilized land such as public utility right-of-way and access roads.



Cycling along Washington Boulevard.



Cyclists ride along Main Street.



Bicycle path along DWP utility right-of-way on 98th Street.

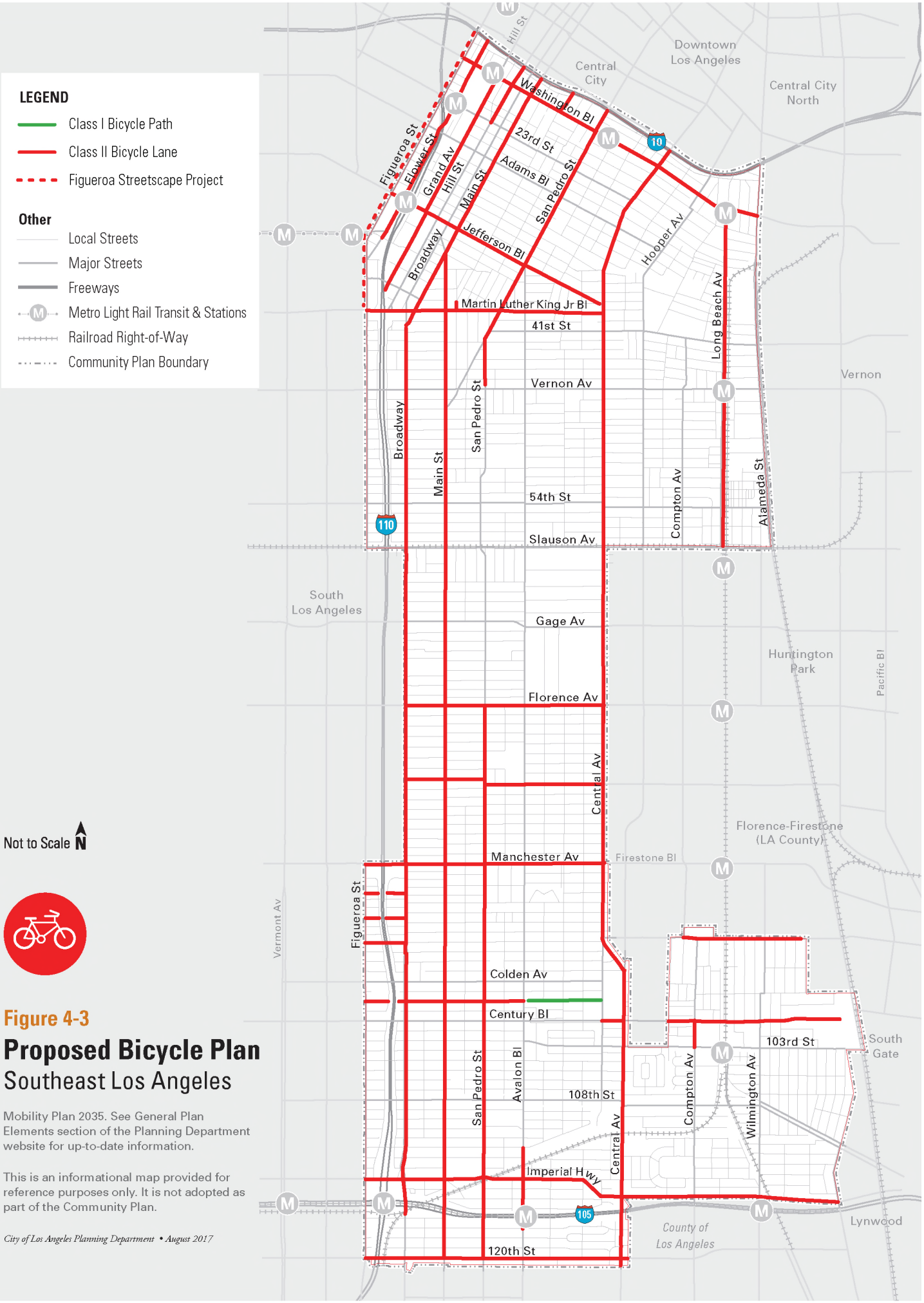


Figure 4-3

Proposed Bicycle Plan

Southeast Los Angeles

Mobility Plan 2035. See General Plan Elements section of the Planning Department website for up-to-date information.

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Public Transit

The Public Transit system, including high-speed and commuter rail, subways, light rail, streetcar, Rapid Bus Service, and express and local buses, is a crucial component of the City's transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.

Southeast Los Angeles has a large transit-dependent community. According to the 2010 Census, 17 percent of the area's residents use public transit as a means to travel to work compared to 11 percent citywide. The Community Plan is well served by an extensive public transit system including the Metro Blue, Green and Expo Light Rail Transit Lines and numerous Rapid and Local bus lines. In fact, nearly all major corridors in the Plan Area are served by either Rapid or Local Bus Lines, as illustrated in Figure 4-4. Rapid Bus lines travel along Broadway and Vernon Avenue. The Metro Blue Line runs in an east-west direction along Washington Boulevard in the northern edge of the Community Plan Area, and north-south along the eastern edge of the Plan Area. The Metro Blue Line originates in Downtown Los Angeles and terminates in the City of Long Beach. It has the second highest ridership of the Metro light rail system and carries approximately 26 million riders annually. The Metro Green Line runs in an east-west direction along the median of the Century Freeway and connects to the Blue Line at the Rosa Parks (Wilmington) Station. The Green Line originates in the City of El Segundo and terminates in the City of Norwalk. The recently opened Expo Line traverses the northwest boundary of the Community Plan, connecting Downtown Los Angeles to Culver City.

The South Los Angeles Transportation Master Plan (2008) indicates that the improvements that would have the greatest impact and benefit to the community would be improvements to Rapid Bus stops and intersections along transit corridors with high ridership, including Vernon, Florence, and Manchester Avenues. There is a need to improve the transit riders' safety and comfort by providing amenities such as shelters and benches at transit stops, as well as enhancing the streetscape with better sidewalks and increased lighting. The study also recommends streetscape improvements along the full length of Vernon Avenue from the West Adams Community Plan to Southeast Los Angeles due to its function as a multi-modal transportation corridor. In addition, the Southeast Los Angeles Community Plan encourages the installation of Mobility Hubs at transit centers throughout the Plan Area to further enhance transit ridership.

Transit Priority Streets

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well-designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads and other features to address the extra maintenance issues associated with high volumes of bus traffic.



Metro bus line on Broadway.

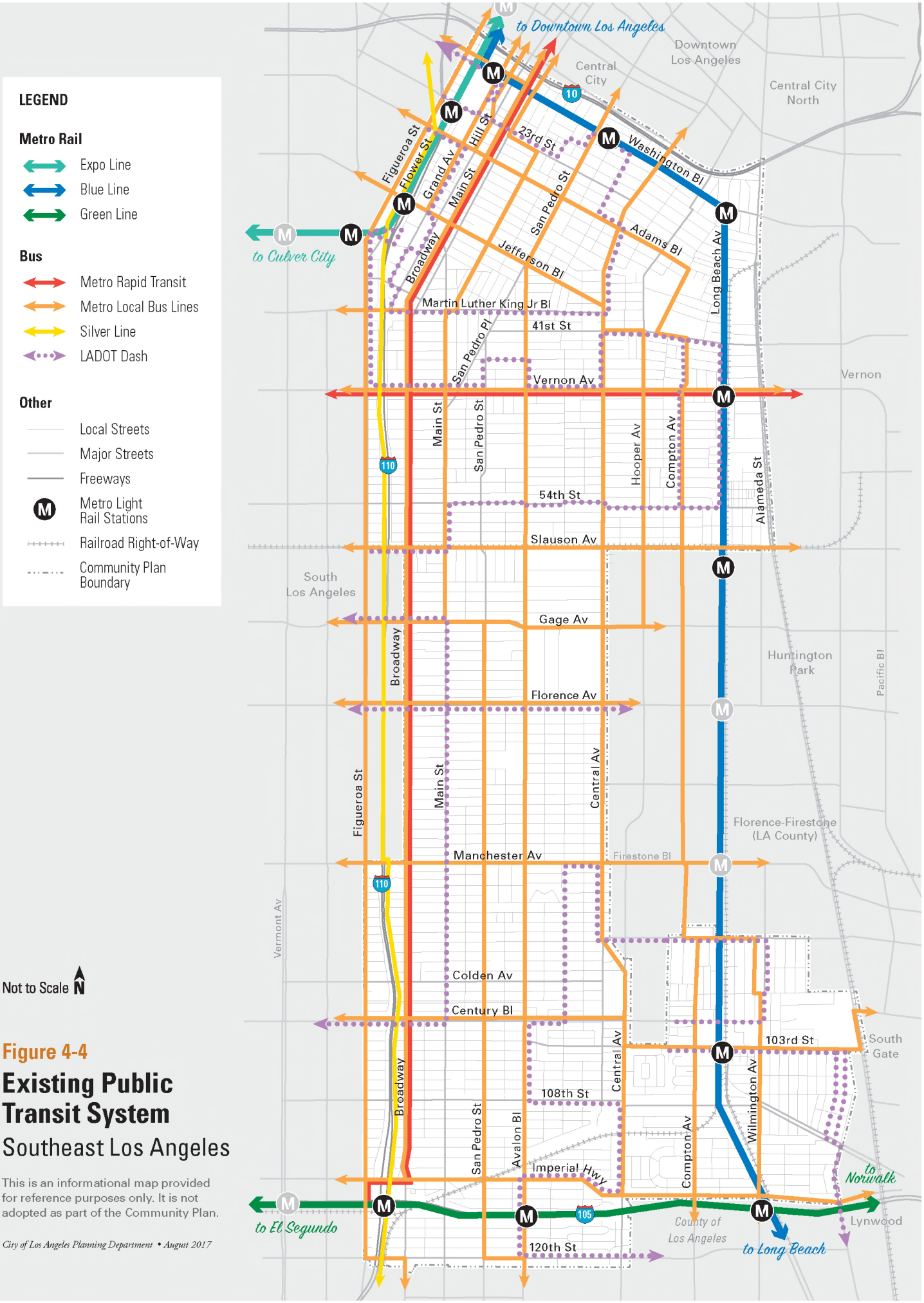

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Figure 4-4

Existing Public Transit System

Southeast Los Angeles

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Goal M5: **An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.**

Policies

M5.1 **Transit Connections to Key Areas.** Increase public transit access to neighborhood districts, community centers and mixed-use boulevards.

M5.2 **Development at Transit Nodes.** Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

M5.3 **Regional Transit Connections.** Support efforts to establish high-speed rail, commuter rail, light rail, or bus rapid transit ways serving the Plan Area.

M5.4 **Shuttle Service.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around Southeast Los Angeles.

M5.5 **On-Street Parking for Shared Vehicles.** Support the dedication of on-street parking spaces for shared cars new Metro stations.

Goal M6: **An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets, so that automobile dependence can be reduced.**

Policies

M6.1 **Priority Transit Routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes, as well as programs to improve transit waiting areas and enhance pedestrian and bike routes connecting to transit areas, Mobility Hubs and other passenger facilities at Metro Expo, Blue, Green, Silver and existing and future Bus Rapid Stations and users of the Slauson Avenue Active Transportation Corridor.

M6.2 **Pedestrian Amenities and Access to Transit.** Improve pedestrian amenities and urban design on streets served by transit to create an easy and convenient user experience for people walking or bicycling by providing people-oriented built environment features such as bus bays or turnouts, street signage, striping, colored pavement, shade trees, countdown crosswalk signals, bus shelters, and bicycle racks or lockers.



Metro Exposition Light Rail Transit Line.



LADOT trolley on Adams Boulevard.



Bus shelter on Central Ave.

M6.3 **Safe Transit Corridors.** Encourage the responsible agencies to secure funding for safety and maintenance improvements along the Long Beach Avenue light rail transit and freight rail corridor to improve safety of pedestrians, motorists and cyclists.

Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for the majority of the City's population. The prevalence of vehicular traffic on our streets, particularly as drivers search for alternatives to the congested Harbor (I-110) and Santa Monica (I-10) Freeways, can negatively affect the quality of life in Southeast Los Angeles's residential neighborhoods and along commercial streets. Increased levels of vehicular congestion and extended peak hour traffic periods may decrease each individual's mobility and access to goods and services.

The Southeast Los Angeles Community Plan seeks to balance the need for efficient vehicle travel with the needs of other users on the street. Prioritizing streets for different users helps further this goal. Streets that carry greater traffic volumes are identified as Motorized Vehicle Priority Streets (Table 4-1). The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that a continued emphasis on motor vehicle mobility is not sustainable.

Goal M7: **A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout Southeast Los Angeles Community Plan Area, particularly on congested corridors.**

Policies

M7.1 **Prioritize Capacity Enhancements.** Implement a safe and efficient transportation network and increase its capacity through, in priority order, the provision of alternative transit options, transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.

M7.2 **Priority Motorized Vehicle Routes.** Support the identification of arterials with the highest traffic volumes and congestion in order to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes.

M7.3 **Access Management.** Minimize driveways and consider the addition of medians on arterials to promote the smooth and safe flow of vehicles, buses, pedestrians and bicyclists.

Motorized Vehicle Priority Streets.

Street improvements for motorized vehicle priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.

Neighborhood Traffic Control

The quality of life in residential neighborhoods can be impacted by a preponderance of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended. In addition, community input is essential in determining such neighborhood traffic controls and is strongly encouraged.

M7.4 **Alley Access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide pedestrians, bicyclists, and motorists with alternative routes of travel. Maintain alleys to provide commercial uses fronting on major arterials with alley access and opportunities for off-street loading and unloading.

M7.5 **Coordinated Evacuation Routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

Goal M8: **Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.**

Policies

M8.1 **Traffic Calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.

M8.2 **Traffic Mitigations for Development.** Major developments should mitigate traffic impacts on residential neighborhoods.

M8.3 **Special Event Coordination.** Encourage coordination of park-and-ride shuttle services to special events such as street fairs and parades.

Goal M9: **Improved air quality and health as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.**

Policies

M9.1 **Regional Coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region.

M9.2 **Multimodal Options and Connectivity.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways. Support the development of strategies and pilot programs that imporve transit access, multimodal mobility, and connectivity, especially in the South Los Angeles Transit Empowerment Zone (SLATE-Z) Promise Zone.

M9.3 **TDM Plans.** Encourage major development projects to submit a TDM Plan to the City. TDM plans may include: employer- sponsored incentives for employees to utilize alternatives to the automobile (i.e. carpools, vanpools, bus passes, flex-time, telecommuting).

Motor Vehicles and Greenhouse Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to green house gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board's 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3% of the green house gas emissions in California. Reducing the number of vehicle trips and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.



An electric vehicle is plugged in at a charging station.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the term given to a variety of measures that encourage people to change their mode or time of travel or not make the trip at all (e.g., ridesharing, pricing incentives, parking management and telecommunication). TDM measures and services incentivize alternatives to the single-occupant vehicle to manage congestion and often include the following:

- Formation of a Transportation Management Association
- Merchant incentives
- Preferential parking
- Encourage employers to participate in Metro's B-Tap program
- Parking management strategies to incentivize ridesharing
- Park-and-ride shuttle services to activity centers and special events
- Public parking structures
- One-stop parking (valet service system)
- Incentives for walking and bicycling
- Adequate and appropriate lighting for pedestrian, vehicular, bicycle and transit uses
- Bicycle access and parking facilities
- Flexible work hours
- Carpooling and vanpooling
- Local business centers to facilitate work at home strategies
- Technology and marketing events to enhance the use of transit
- Enhanced transit services, including a transit center, and improved transit safety
- Strategies that bridge the first/last mile gap between transit stop/station and a person's origin/destination

Transportation System Management (TSM)

TSM is a strategy to optimize the use of the existing street system, through traffic flow and information management tools to obviate the need for unnecessary roadway widenings. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the Rapid Bus System is a prime example of the use of TSM.

M9.4 **Transportation Management Associations.** Support the formation of agencies and collaboratives, such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.

M9.5 **Low Emission Vehicles.** Encourage alternatives such as reduced emission vehicles (i.e. neighborhood electric vehicles).

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, to avoid damage to the infrastructure, and to minimize traffic congestion.

The Southeast Los Angeles Community Plan Area has several large industrial districts, such as the Alameda Corridor and the SLAIT. As such, the efficient transport of goods is vital in the Plan Area. The following goal and policies are aimed toward efficient goods movement in the Community Plan Area:

Goal M10: **A community where goods and services can be delivered to residents and businesses safely and efficiently, while maintaining the community's character and quality of life.**



Truck traveling on Main Street.

Policies

M10.1 **Industrial Center Siting.** Site regional distribution centers and other large-scale industrial uses in industrial districts proximate to the freeway system and Alameda Corridor and avoid adjacency to residential neighborhoods.

M10.2 **Efficient Truck Movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel.

M10.3 **On-Site Loading.** All commercial and industrial development should have adequate off-street accommodations for loading and unloading of commercial vehicles.

Parking Management

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, the Southeast Los Angeles Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

A variety of issues related to parking were identified through the community outreach process of the Southeast Los Angeles New Community Plan Program. These issues include:

- Spill-over of parking for commercial uses (i.e. auto-related) into adjacent residential areas;
- Parking of commercial vehicles along the corridors which hinder visibility, block business storefronts and have an overall negative impact on neighborhoods;
- Over-crowded housing conditions in residential neighborhoods which results in too many cars on residential streets; and
- For-sale cars parked on City streets.



Parking at strip mall on Washington Boulevard.

Goal M11: **An efficient parking supply that serves economic development and facilitates all modes of transportation.**

Policies

M11.1 **Parking Management Districts.** Support the creation of parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

M11.2 **Parking Structures.** Support the development of City-owned or other parking structures, where appropriate, and discourage surface parking lots.

M11.3 **Convenient Parking.** Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

M11.4 **Prevent Spill-Over Parking Impacts.** Auto-related uses should accommodate all vehicle parking on-site.

M11.5 **Parking Enforcement.** Enforce parking restrictions on large commercial vehicles along commercial and neighborhood streets.

Goal M12: **Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental sustainability, energy conservation, and the use of alternative modes of transportation.**

Policies

M12.1 **Reduced Parking Near Transit Centers.** Consider reductions in parking requirements for projects located within the transit station areas.

M12.2 **Priority Parking for Alternative Fuel Vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

M12.3 **Connections for Electric Vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).



Priority parking for electric vehicles.





Los Angeles Trade Technical College, founded in 1925, is an important asset to the Los Angeles region.

Community Facilities and Infrastructure

The ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving the quality of life for Southeast Los Angeles residents and to supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, and parks and open space, as well as water and sewer systems, solid waste treatment systems, storm water drainage facilities and public utilities. These facilities, services, and infrastructure play an important role in determining the pattern of land uses within the community, where growth should occur, and at what intensities.

The purpose of this chapter is to integrate these important public needs into land use decision making when addressing future needs of Southeast Los Angeles' projected population growth for 2035. Infrastructure improvements and new public facilities may be required to support population growth and to replace existing facilities that have deteriorated or become obsolete. This chapter identifies both existing facilities and future needs where applicable.

The chapter is organized into three general topics:

- Public Facilities and Services - Police, Fire, Libraries and Schools
- Parks, Open Space and the Urban Forest
- Infrastructure - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

General Plan Framework

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element, Chapter 9: Infrastructure and Public Services, provides an integrated framework of public facility goals, objectives, policies and implementation measures that incorporate the City's expectations to allow the effective and efficient provision of public facilities concurrent with need. The Framework Element, Chapter 6: Open Space and Conservation, addresses both publicly- and privately-owned properties that are unimproved and used for preservation of natural resources and outdoor recreation. Addressing public facilities at the Southeast Los Angeles Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

Left: South Los Angeles Wetlands Park with view of Maya Angelou High School.

Overview

The Southeast Los Angeles Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the plan, which is about 15 to 20 years. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. Figure 5-1 illustrates the location of the CPAs public facilities. In addition, supporting infrastructure for water, wastewater, storm water, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities classification, as well as in all Residential and Commercial zones and selected Industrial classifications.



U.S. Postal Service Central Processing Facility on Central and Florence Avenues.

The Southeast Los Angeles Community Plan has seen several public facilities and capital improvements, varying in size and scope, since the last Community Plan update in 2000. New development in the Southeast Los Angeles Community Plan Area has primarily been focused on the construction of 16 new public schools by the Los Angeles Unified School District. Additionally, the Recreation and Parks Department has proposed the development of 10 pocket parks in the Plan Area as part of its 50 Parks Initiative. The first four of the proposed new pocket parks have been developed. The Recreation and Parks Department has also completed the conversion of a nine-acre site at Avalon Street and 54th Street into the South Los Angeles Wetlands Park which features 4.5 acres of wetlands and retains an existing building to be developed into a community facility and rail museum. Furthermore, the new Central Avenue Constituent Services Center provides city services to the community and features sustainable design elements such as a rooftop garden and solar panels. The local farmers market is held in the Center's courtyard on Thursdays.

Citywide Goals

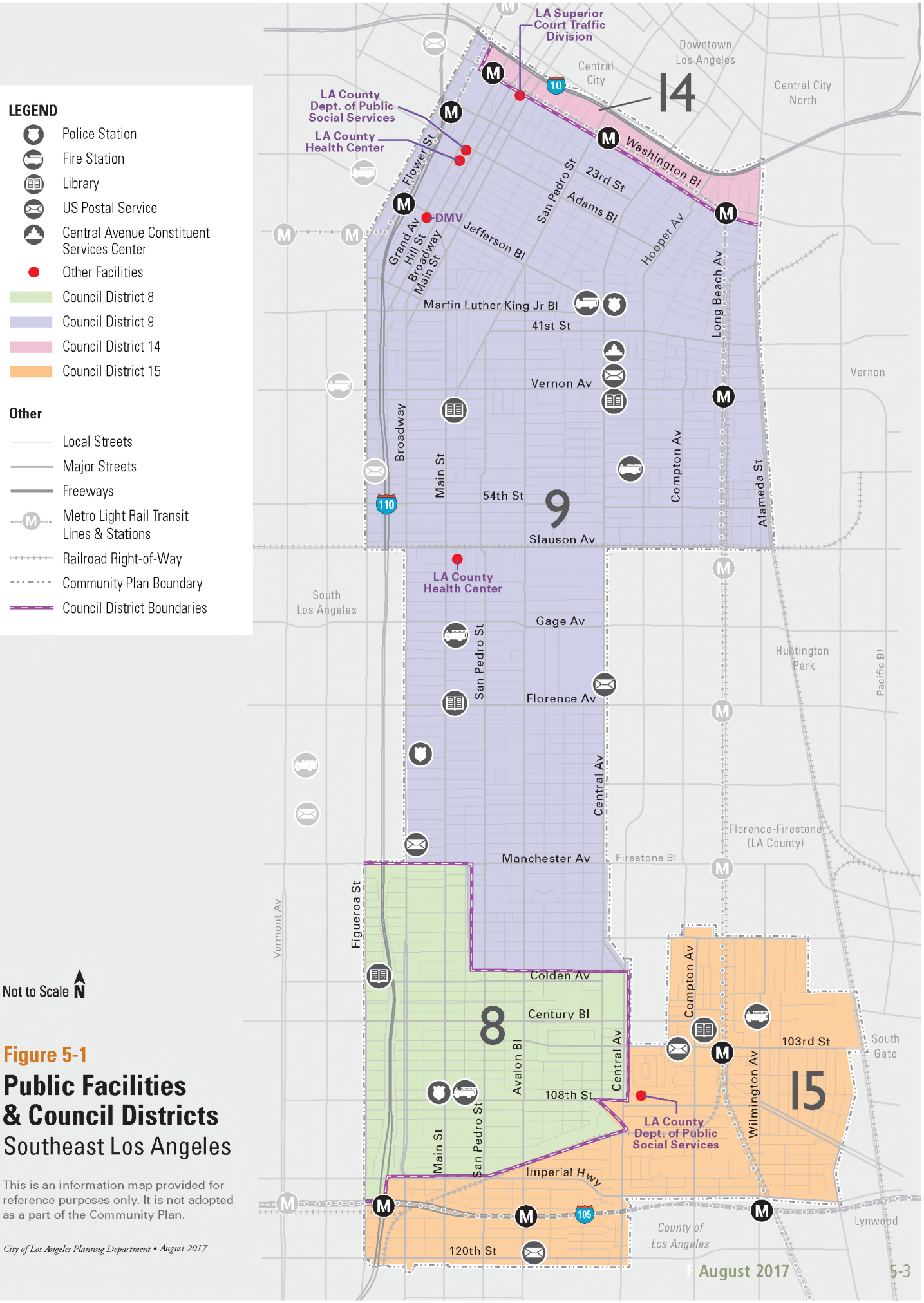
It is the intent of the Southeast Los Angeles Community Plan to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of services and public facilities. It is essential to establish priorities and identify new and diverse sources of revenue. In addition, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services, and cost. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.



Central Avenue Constituent Services Center, 4301 Central Ave.

For further detail about the existing conditions and future demand for most facilities and services, please refer to the Environmental Impact Report (EIR) for the Southeast Los Angeles Community Plan.



Not to Scale

N

Figure 5-1

Public Facilities & Council Districts

Southeast Los Angeles

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- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the Southeast Los Angeles Community Plan.
- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs.
- Recommend large-scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Recommend that discretionary development projects provide or contribute toward the provision of all public facilities necessary to serve the development as a basis of approval.
- Encourage public/private ventures and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.



Maxine Waters Employment Preparation Center on Central Ave.



Los Angeles County's Hubert Humphrey Comprehensive Health Center on Main Street.

Facilities for Police, Fire, Libraries, and Schools

The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations, including police, fire protection, emergency medical services, libraries, and schools. Toward this end, the goals and policies in Chapter 5 seek to:

- Protect the public and provide adequate public safety services, facilities, equipment, and personnel to meet existing and future needs.
- Provide library services for current and future community members.
- Ensure adequate school facilities to serve the Community Plan Area.

Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates stations within four bureaus throughout the city (Central, South, Valley and West). The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions.

The Southeast Los Angeles Community Plan Area falls within the jurisdiction of the Central and South Bureaus of the LAPD. The LAPD Central Bureau encompasses approximately 65 square miles and serves a population of 900,000 people. The Central Bureau operates five police stations, two of which serve the project area: the Central and Newton Community Police Stations. The Central Community Police Station is located at 251 East 6th Street in Downtown Los Angeles and serves a



Newton Community Police Station, 3400 South Central Ave.



77th Street Community Police Station, 7600 South Broadway.

small area of the Community Plan along its northern edge. The Newton Community Police Station is located at 3400 South Central Avenue and covers an area of approximately nine square miles. Neighborhoods south of the 10 Freeway down to Florence Avenue are within the Newton Station service area.

The LAPD's South Bureau encompasses approximately 57 square miles and serves a population of approximately 640,000 people. The South Bureau operates four police stations, three of which serve the project area: the 77th Street, Southeast, and Southwest Community Police Stations. The 77th Street Community Police Station is located at 7600 South Broadway and serves the neighborhoods between Florence and Manchester Avenues. The Southeast Community Police Station is located at 145 West 108th Street and covers an area of approximately 10 square miles. The neighborhoods south of Manchester Avenue, including the Watts Community, are located within the Southeast Station service area. The Southwest Community Police Station is located outside the Community Plan Area at 1546 Martin Luther King Jr. Boulevard. Although outside of the Community Plan Area, this station serves the northwest edge of the Community Plan Area.

Safety and security were identified throughout the community plan outreach process as key concerns affecting the quality of life within the Community Plan Area. Consequently, the ability to provide additional services toward effectively addressing these issues, as well as others such as graffiti, homelessness, loitering and gang activity, should be at the core of any discussions regarding increased police services for the area. The ability to provide these additional services is dependent on several factors, including personnel hiring policies and funding considerations at the Citywide level. The following goals and policies should be considered by the relevant City of Los Angeles agency:

Goal CF1: **Sufficient police facilities and services to provide for public safety needs.**

Policies

CF1.1 **Neighborhood Level Police Protection.** Maintain police facilities and services at a level that is adequate to protect the Southeast Los Angeles community.

CF1.2 **Design for Security.** Promote crime prevention through environmental design (CPTED), such as landscaping that does not impede visibility or provide hidden places, which could foster criminal activity.

CF1.3 **Community-Based Crime Prevention.** Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations.

Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are primarily provided by the Los Angeles Fire Department (LAFD). The Los Angeles County Fire Department (LACFD) also provides fire protection and emergency services for areas of the Southeast Los Angeles Community Plan Area that border other jurisdictions through automatic-aid agreements with the LAFD. The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. Southeast Los Angeles is served by five (5) fire stations, as shown in Table 5-1. The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service.

TABLE 5-1:
Existing Fire Stations - Southeast Los Angeles Community Plan Area

Station	Location
# 14	3401 South Central Avenue
# 21	1192 East 51st Street
# 33	6506 South Main Street
# 64	10811 South Main Street
# 65	1801 East Century Blvd

Source: LAFD Planning Section.

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports and subdivision applications for needed infrastructure. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services. The following goals and policies should be considered when addressing the long range needs of the LAFD.



Fire Station #33, 6506 South Main Street.



Fire Station #21, 1192 East 51st Street.



Fire Station #14, 3401 South Central Ave.



Fire Station #65, 1801 East Century Boulevard.

Goal CF2: **Sufficient fire facilities to provide fire protection and emergency medical services to residents, visitors and businesses.**

Policies

CF2.1 **Locate Facilities to Maintain Safety.** Locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

CF2.2 **Identify Neighborhoods with Deficient Fire Service.** Identify neighborhoods with deficient fire facilities and/or services.

CF2.3 **Evaluate Land Use Impacts on Fire Service Demand.** Support the review of significant development projects affecting land use by the Fire Department to determine the impacts on service demand.

Libraries

The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500 square foot facilities for communities with less than 45,000 population and 14,500 square foot facilities for communities with more than 45,000. In addition, this plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.



Ascot Library, 120 West Florence Ave.

The Los Angeles Public Library operates four libraries which serve the Southeast Los Angeles Community Plan Area. These four libraries, combined, serve a population of approximately 225,000 residents and provide approximately 44,000 square feet of library space. The Ascot Library is a 10,500 square-foot facility located at 120 West Florence Avenue. The Alma Reaves Woods-Watts Library is a 12,500 square-foot facility located at 10205 Compton Avenue in Watts. The Junipero Serra Library is a 10,867 square-foot facility located at 4607 South Main Street. Lastly, the Vernon – Leon H. Washington Jr. Memorial Library is a 10,325 square-foot facility located at 4504 South Central Avenue.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects citywide. The list includes a proposed new facility of 14,500 square feet to be located in the Southeast Los Angeles Community Plan Area. However, no site has been selected at this time. In addition, the capacity of available library resources in the Plan Area are being enhanced by improved on-line services and a

"virtual library" accessible through computer workstations that provides access to the library's on-line catalog, information databases, multi-media software and free internet searching for the public.

The following goals and policies should be considered when addressing the long range needs for Library Services in the community:

Goal CF3: **Adequate library facilities and services that meet the needs of the community.**

Policies

CF3.1 **Enhance Library Facilities.** Support construction of new libraries and the rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

CF3.2 **Flexible Library Siting.** Encourage flexibility in siting of libraries within mixed-use projects, pedestrian-oriented areas, transit-oriented districts, and similarly accessible facilities.

CF3.3 **Promote Online Access.** Continue to promote the use of computer technology in creating online access to library collections and services.

CF3.4 **Permanent Non-English Collections.** Encourage efforts to locate non-English language permanent collections.



Alma Reaves Wood - Watts Library, 10205 Compton Ave.



Junipero Serra Library, 4601 South Main Street.

Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD School district is subject to the overview of the State of California Legislature and is entirely independent of City of Los Angeles governance. Decision-making and budgeting are done by elected governing boards, while site and construction standards are established by the State Department of Education (Section 39000 of the Government Code). The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from City Planning prior to obtaining any necessary permits.

As shown in Figure 5-2, the LAUSD currently operates 67 schools in the Southeast Los Angeles Community Plan Area. Of these schools, 50 are elementary, 12 are middle, and 5 are high schools. The following goals and policies should be considered when addressing the long range need for schools:

Enrollment Projections are based on a set of assumptions, including:

- All students able to attend a neighborhood school or a "school of choice"
- Desired Students per classroom ratio
- Baseline population of all LAUSD students
- Relationship of kindergarten students to births
- Grade retention rates for recent past years



Locke High School.



New LAUSD Central Region Elementary School on 46th Street and Central Ave.



The Accelerated School on Main Street.



New LAUSD high school built adjacent to the existing Green Meadows Park as part of a joint-use project.

Goal CF4: **Schools that are sited in locations complementary to existing land uses and community character.**

Policies

CF4.1 **Neighborhood Compatible School Designs.** Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character; also, as appropriate, use schools to create a logical transition and buffer between uses such as multiple-family and single-family residential or between commercial and residential uses.

CF4.2 **Smaller School Footprints.** Promote the use of innovative school standards and design strategies that encourage smaller schools on smaller sites, consistent with the historic patterns of development within the Community. (e.g. The Accelerated School, 4000 S. Main Street)

CF4.3 **Walkable, Safe Routes to School.** Work with LAUSD, as well as other public and private education sponsors, to encourage walkable and safe routes to school sites that are accessible to nearby residents.

Goal CF5: **Schools that are "neighborhood centers" where integrated learning and community services are provided through joint-use opportunities involving a broad range of partners.**

Policies

CF5.1 **Joint-Use of School Facilities.** Increase opportunities for leisure, recreation and wellness within the community through the joint-use of school open spaces and recreational facilities by students, neighborhood organizations, and the community at large.

CF5.2 **Schools as Intergenerational Shared Public Spaces.** Encourage the design of schools to be inviting places of intergenerational community learning and use through shared public spaces that are accessible to residents and neighborhood organizations day and night, all year round.

CF5.3 **Increase Access to Community Uses.** Serve a wide range of community needs by providing increased access to community uses at schools such as health clinics, counseling centers and other social services, without jeopardizing the health and safety of students by limiting certain uses to outside of school hours.

CF5.4 **Facilitate Mentorships.** Provide spaces that facilitate mentorships, as well as work-based and service learning.

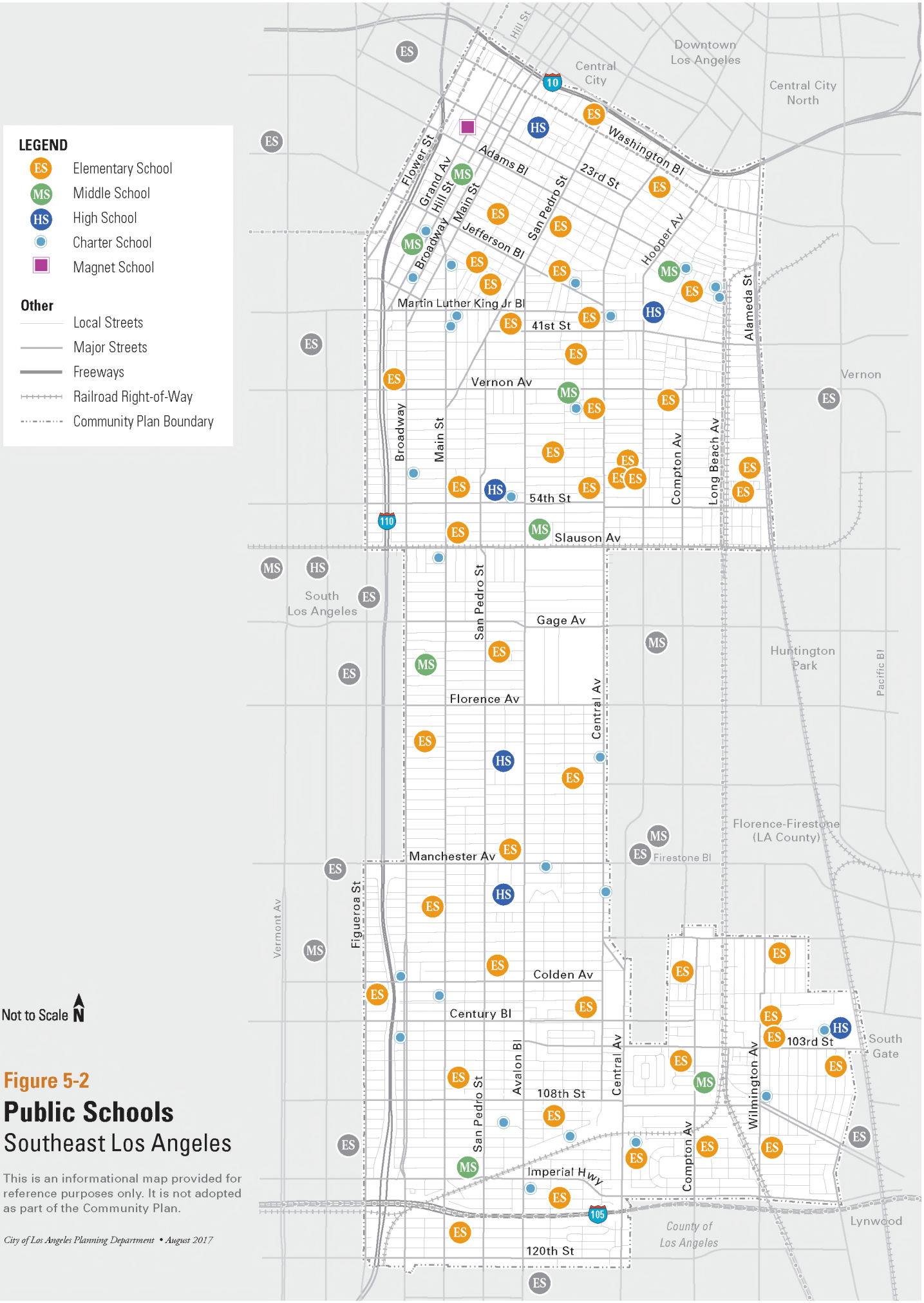

Figure 5-2

Public Schools

Southeast Los Angeles

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Juanita Tate Elementary School.

Goal CF6: **Students that are protected from public nuisances and major sources of outdoor air pollution.**

Policies

CF6.1 **Locate Schools Away from Freeways.** Locate sensitive receptors such as schools away from potential sources of pollution such as industrial areas and at least 500 feet away from freeways.

CF6.2 **Discourage Unfavorable Uses Adjacent to Schools.** Discourage the location and clustering of uses that may be disruptive to a healthy and productive learning environment adjacent to schools.

CF6.3 **Vocational School Locations.** Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses only when the impacts associated with their location in proximity to hazardous uses can be adequately mitigated.

Parks, Open Space, and the Urban Forest

Parks, open space and the urban forest are a vital part of a livable, sustainable community. Where housing units may not include yard space and landscaping is scarce, green spaces provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. The urban forest is part of the community's valuable green infrastructure, and helps reduce the need and expense of building infrastructure to manage air, water and energy resources.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.

- Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a city wide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.

Parks

Recreation and park services in the Southeast Los Angeles Community Plan Area are primarily provided by the City of Los Angeles Recreation and Parks Department (RAP). There are four types of parks: mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide small spaces for limited types of recreational activities to an immediate neighborhood. Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles area.

Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in the park's immediate neighborhood.

Community Parks serve a much wider interest range than those of a neighborhood park, and are used by members of nearby communities as well as other service areas.

Regional Parks provide specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, and normally serve persons living throughout the Los Angeles Area.

Planning and implementation of parks, recreation assets and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

A number of issues regarding the amount, quality and safety of parkland amenities within the Community were identified during the outreach process. Residents cite the lack of youth and adult programs, insufficient lighting, and a perception of lack of safety, all of which result in the underutilization of existing parks. The Southeast Los Angeles Community Plan Area is an urban community with minimal available land for additional park space. Although opportunities for traditional parkland are relatively low, there are ample opportunities for the provision of non-traditional recreational spaces, such as plazas and greenways. The creation of a greenway network will play a key role in improving and increasing access to parks and recreational facilities in the Southeast Los Angeles community. This can be achieved by developing linkages between existing parks, non-traditional recreational spaces and other public spaces through enhanced pedestrian paths and bicycle routes along repurposed corridors (i.e. railroad rights-of-ways and green alleys). Metro's proposed "Active Transportation Corridor" on the former railroad right-of-way along Slauson Ave is an example of a repurposed corridor. The corridor will feature pedestrian and bicycle paths (see Figure 5-3) that will provide a linkage between the Crenshaw Line (in the West Adams Community Plan), the Silver Line at the I-110, and the Blue Line.



61st Street Pocket Park.



Community porch at Grigsby Pocket Park.



Ted Watkins Memorial Park, 103rd Street and Central Ave.

As shown in Figure 5-3, a total of 26 parks and recreational facilities (approximately 142 acres) are located in the Southeast Los Angeles Community Plan Area. Of the 26 facilities, 23 are neighborhood parks and 3 are community parks. To address the need for additional park space, the Recreation and Parks Department has proposed the development of 10 pocket parks in the Community Plan Area as part of its 50 Parks Initiative. The first four pocket parks proposed in Southeast Los Angeles are located at 4916 S. McKinley Avenue, 670 E. 49th Street, 139 E. 61st Street, and 207 E. 111th Place. The new Grisgby Pocket Park is the result of a partnership between the Watts Neighborhood Council and the Recreation and Parks Department. The park features a community porch and a granite walking track surrounding citrus trees and landscaping. In addition, the Los Angeles County Department of Parks and Recreation operates two regional parks which are located partially within the Southeast Los Angeles Community Plan Area. The Earvin "Magic" Johnson Recreation Area, located along the southern Community Plan boundary, and the Ted Watkins Memorial Park, located in Watts, provide approximately 112 and 27 acres of parkland, respectively.

Goal CF7: **Existing recreation and park facilities that are conserved, maintained, and better utilized to promote the recreational needs of the community.**

Policies

CF7.1 **Maintain and Improve Existing Facilities.** Preserve, maintain and enhance existing recreational facilities and park space.

Goal CF8: **Open space, parkland and recreational facilities that are attractive, safe and inviting for the enjoyment of all.**

Policies

CF8.1 **Parks in Low-Income Communities First.** Prioritize new parks in underserved or low-income communities with the greatest need and opportunities.

CF8.2 **Adequate Illumination and Security.** Parks should be adequately illuminated and secured for safe use in the evenings.

CF8.3 **Adequate Police Patrols.** Coordinate between the Department of Recreation and Parks and the Police Department to insure adequate police patrols and promote enforcement of codes restricting illegal activity.



Central Avenue Jazz Park.

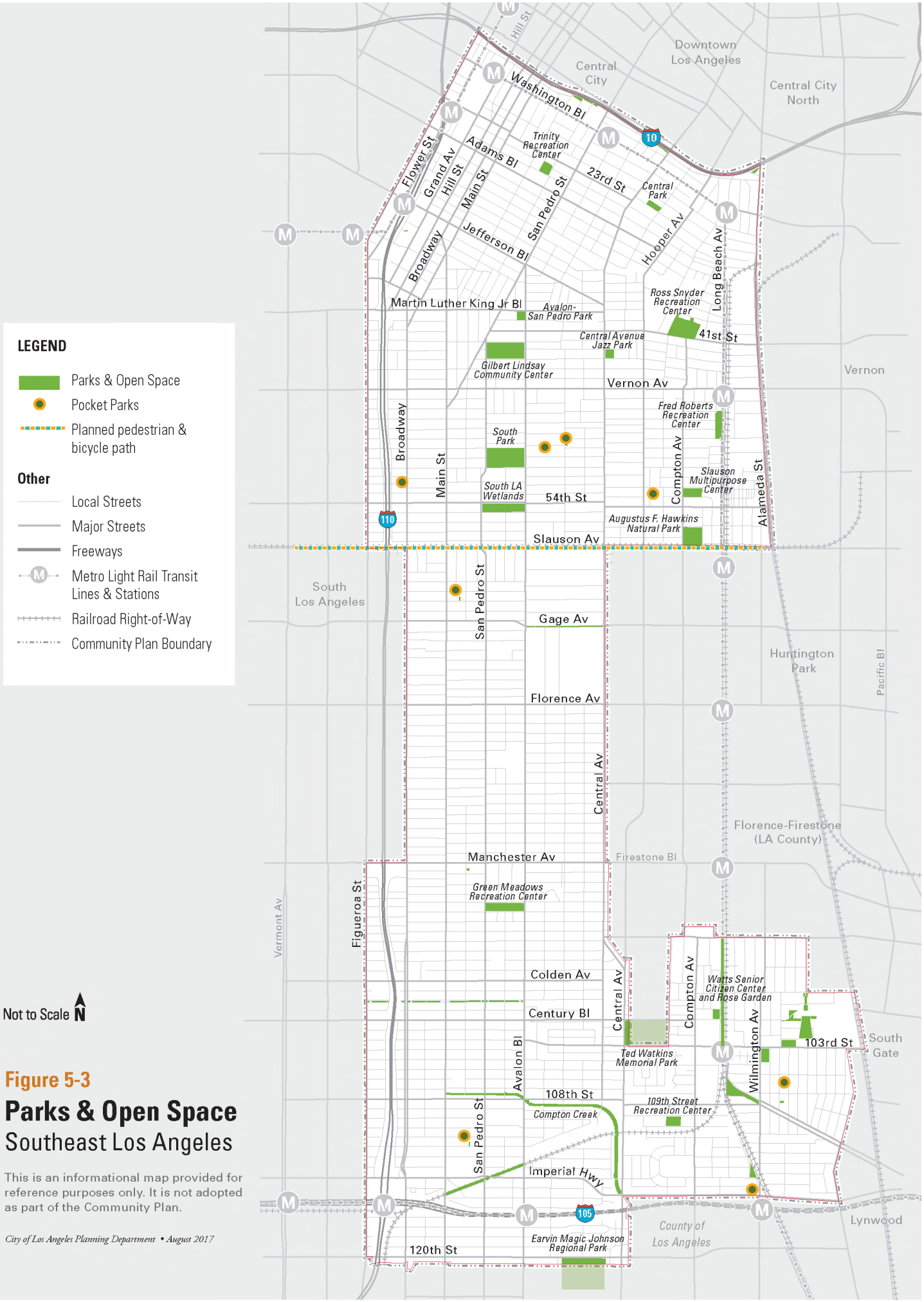

Figure 5-3

Parks & Open Space

Southeast Los Angeles

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South Park.



Slauson Recreation Center.

Goal CF9: **Greater open space, parkland and recreational facility opportunities which result from increased cooperation with a broad range of partners.**

Policies

CF9.1 **Minimize Land Acquisition Through Joint-Use.** Minimize the amount of land acquisition required to provide additional open space facilities by encouraging joint-use agreements between the Los Angeles Unified School District and the Department of Recreation and Parks to share facilities and make facilities available to residents after school and on weekends.

CF9.2 **Acquire Vacant Land for Parks and Open Space.** Encourage continuing efforts by City and County agencies to acquire vacant land and surplus city-owned land for parks and open space.

CF9.3 **Minimize Displacement.** Plan the expansion of existing facilities and the acquisition of new sites in a manner that minimizes the displacement of housing and the relocation of residents.

CF9.4 **Utilize Public Lands for Recreational Needs.** Coordinate with City departments, neighboring cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for recreational needs, such as biking.

CF9.5 **Accommodate Greenways.** Identify opportunities to increase acreage of total recreational areas, such as converting outdated railroad rights-of-way and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.



Augustus Hawkins Natural Park.

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly and privately owned properties that are unimproved. It can be used for natural resource and wildlife corridor preservation, outdoor recreation, mineral management, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open space" is also designated in the City's land use classification system.

The majority of the Southeast Los Angeles Community Plan Area is developed urban land and very little open space areas exist separate from land use under the control of the City of Los Angeles Department of Recreation and Parks. There are two man-made wetlands parks located in Southeast Los Angeles: the Augustus F. Hawkins Natural Park located at 5790 Compton Avenue and the South Los Angeles Wetlands Park located at Avalon Street and 54th Street.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets, alleyways and privately developed mini/pocket parks.

Goal CF10: **The preservation of existing open space resources and, where possible, the development of new open space.**

Policies

CF10.1 **Retain Passive Open Space.** Encourage the retention of passive and visual open space resources which provide a balance to the urban development of the Plan Area.

CF10.2 **Co-Location of Public Facilities and Open Space.** Integrate the use of open space with public facilities, such as flood control channels, utility easements and Department of Water and Power properties.

Urban Forest

The urban forest is comprised of all the privately and publicly maintained trees and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological and aesthetic benefits. Properly planted trees can reduce energy used for cooling in individual buildings and can help block incoming heat radiation. The urban forest



Augustus Hawkins Natural Park.



South Los Angeles Wetlands Park.

Open Space may include:

- Preservation areas
- Scenic drives
- Special facilities
- Cultural sites
- Riding and hiking trails
- Water sports
- Playlots
- Beaches and other open space



Street trees along Broadway.



Street trees along Avalon Boulevard.

Tree Canopy

American Forests Foundation advocates that every city set a tree canopy goal for their community as an important step in ensuring that their valuable green infrastructure is maintained at minimum thresholds. They offer some general goal guidelines based on geographic and climate conditions and land use categories.

- The canopy coverage for metropolitan areas in the southwest and dry west:
- Average tree cover counting all zones: 25%
- Suburban residential zones: 35%
- Urban residential zones: 18%
- Central Business Districts: 9%

also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public street right-of-way, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. Trees in the Southeast Los Angeles Community Plan Area primarily consist of landscape trees along roadways, and on landscaped commercial properties. There are currently 325 Heritage trees that are within the Southeast Los Angeles Community Plan Area. Of these, 43 are protected by the City of Los Angeles Tree Ordinance.

Coordination with the Bureau of Street Services' Urban Forestry Division is needed to encourage community involvement and private partnership, resolve conflicts between street trees and other vital infrastructure, and minimize maintenance costs while ensuring the preservation of a healthy and safe street tree population in the Southeast Los Angeles Community Plan Area.

Trees within City parks are maintained by the Forestry Division of the Department of Recreation and Parks. The Forestry Division estimates that there are at least one million trees growing in the City's developed urban parks and growing naturally in coastal and inland areas. The Division has developed a reforestation program for City parks and oversees proper tree selection that best reflects the relation of the trees to the existing watersheds within which parks are situated.

Goal CF11: **Diverse public spaces that provide pleasant places for community members to meet and congregate.**

Policies

CF11.1 **Streetscape Guidelines.** Develop and implement streetscape guidelines that include street trees to create walkable, pleasant environments.

CF11.2 **Tree Selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.

Goal CF12: **Prioritization of "greening" efforts to keep air and water clean.**

Policies

CF12.1 **Street Tree Canopy.** Identify protecting and developing tree cover as a priority and encourage setting a target for street tree canopy cover in new development projects and/or in areas identified as tree-deficient.

CF12.2 **"River Walk."** Encourage the development of a vibrant "river walk" along the Compton Creek channel parallel to Central Avenue that provides a natural environment integrated with active commercial uses such as shops and restaurants and establishes a connection to the Los Angeles River.

Goal CF13: **Ample opportunities for community gardens and urban farming.**

Policies

CF13.1 **Community Gardens in Vacant Lots.** Encourage the use of vacant lots for community gardens.

CF13.2 **Identify Potential Community Garden Sites.** Identify potential community garden/urban farm sites within existing parks, public easements, rights-of-way and schoolyards, and prioritize site use as community gardens in appropriate locations.

CF13.3 **Residential Parkways as Community Gardens.** Explore the possibility of using parkways or other appropriate underutilized public rights-of-way in residential neighborhoods for community gardens.



Compton Creek at Lanzit Ave.



Community garden in Watts.

Community Gardens

Community gardens help increase the availability and appreciation for fresh fruits and vegetables, in addition to providing an opportunity for exercise, green space, and a place for community gatherings.

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, storm water, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, storm water, energy and street-lighting are specific to the Southeast Los Angeles Community Plan. The Framework Element, described earlier in this chapter, contains citywide goals and policies for infrastructure addressed in this section. Toward this end, the goals and policies in Chapter 5 seek to:

- Provide for existing and future infrastructure needs of the City that support the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects in order to reduce stormwater runoff, optimize local water resources and reduce dependence on imported water, improve surface water and groundwater quality, and restore hydrologic function to the watershed while maintaining public safety.

Annually, the LADWP supplies an average of 211 billion gallons of water, with an average per person use of 145 gallons per day. LADWP also supplies water to some 56,500 fire hydrants in the city, and provides water for irrigation and recreational purposes.

- Encourage public/private ventures and other forms of collaboration between governments, developers and residents to consider new ideas for providing infrastructure and services.

Water

The LADWP is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City of Los Angeles. Water supply boundaries are not divided by community plan area, but rather bounded based on pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water suppliers to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2015 Urban Water Management Plan is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management. This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements.

Supply and Demand. The City obtains its water supply primarily from four major sources: the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

The Metropolitan Water District is committed to plan for emergencies and natural disasters throughout the region. Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. The agency currently has approximately 1.07 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events. The Southeast Los Angeles Community Plan Area is currently supplied primarily through MWD water sources.

Improvements. The LADWP is increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large in-city open reservoirs that have historically been relied on for water distribution. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and by-products created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines may be necessary to ensure that sufficient quantities of water can be moved from one area of the city to another when needed.

Currently, LADWP operates several water recycling projects in the City. The Harbor Water Recycling Project is one of the projects under this program. Instead of using potable (drinking) water, extensively treated, high-quality recycled water from the Terminal Island Reclamation Plant is used for non-drinking purposes. This facility produces about 5,500 acre-feet of recycled water per year.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within the Southeast Los Angeles Community Plan Area. Citywide, this extensive water system may require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Goal CF14: **The provision of high-quality and reliable sources of clean water to the community.**

Policies

CF14.1 **Water Distribution System.** Support the appropriate expansion, upgrade and/or improvement of the local water distribution system.

CF14.2 **Alternative Water Supplies.** Support the development of reliable and cost-effective sources of alternative water supplies, including opportunities for groundwater recharge, water reclamation and exchanges and transfers.

CF14.3 **"Urban "Greening."** Promote urban "greening" as a method of ensuring healthy watersheds that generate reliable water supplies with clean water.

CF14.4 **Protect Groundwater Supplies.** Protect existing water supplies from contamination, and clean-up groundwater supplies so such resources can be more fully utilized.

CF14.5 **Water Conservation.** Continue to support water conservation measures, as recommended by LADWP.

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The primary responsibility of the BOS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The BOS manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Storm Water.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide.

Wastewater Treatment Facilities. The Southeast Los Angeles Community Plan Area is within the service area of the Hyperion Treatment Plant (HTP). The HTP facility is located on a 144-acre site that is adjacent to the Pacific Ocean in the community of Playa Del Rey, which is approximately six and one-half miles southwest of the Southeast Los Angeles Community Plan Area.

Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants. The plants reclaim significant amounts of beneficial materials from the wastewater. Together, they produce over 80 million gallons of reclaimed water per day. The water can be used in place of drinking water for industrial, landscape, and recreational uses.

Wastewater Collection System (Sewers)

The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants.

Wastewater generation is a function of population and employment within the wastewater service area. According to the BOS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles' December 2006 Integrated Resources Plan (IRP), prepared for the BOS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than adding a brand new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

Benefits of Urban Greening

Trees and other vegetation slow erosion and filter pollutants from water and air while reducing the heat island effect and ozone formation.

Goal CF15: **Wastewater collection and treatment infrastructure that is adequate and reliable, and supports existing and planned growth for the community.**

Policies

CF15.1 **Adequate Sewer System Capacity.** Strive to provide adequate capacity for the treatment of generated wastewater flows and the safe disposal of generated sludge.

CF15.2 **Reduce Wastewater Output.** Encourage development projects to incorporate features that reduce on-site wastewater output through stricter water conservation measures.

CF15.3 **Recycled Water.** Promote the use of recycled water in new industrial developments.

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials from residences citywide, and the management of contracted recycling programs for apartments, and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste, the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.



Special bins are provided at public facilities for collection of recyclable items.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provide the City with an important facility for managing its waste. This facility is permitted for 4,025 tons of refuse per day.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations.

Goal CF16: **Waste management infrastructure that is cost effective, environmentally sound, and protects public health, safety, natural resources, and the quality of life.**

Policies

CF16.1 **Recycling and Waste Reduction.** Promote recycling and waste reduction as a means to transform waste disposal into resource recovery.

CF16.2 **Recycling Centers.** Promote economic development opportunities through support of recycling centers only in locations where their design and operation do not negatively impact the quality of life and physical character of a neighborhood.

CF16.3 **Dismantling and Reuse.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.

CF16.4 **Waste Disposal Programs.** Increase safe household waste disposal educational programming and outreach.

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (BOS) manages the storm water program for the City. The storm water program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains. The collection, transport and disposal of storm water is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system.

The overall approach to managing runoff involves both regional and local solutions, including source control as a method of reducing pollutants flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, storm water runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the city and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become "green alleys" that provide a range of benefits while still allowing auto access, including the infiltration of urban runoff. Overall benefits of these solutions may include increased potable water supply, reduction in storm water pollution and beach contamination, and alleviation of potential for flooding.

Goal CF17: **Provision of storm drainage infrastructure that minimizes flood hazards and protects water quality by employing watershed-based approaches balancing environmental, economic and engineering considerations.**

Policies

CF17.1 **Permeable Materials.** Encourage the use of permeable materials for the paving of sidewalks, driveways and alleys, when feasible.

CF17.2 **Watershed Management.** Promote watershed management policies that integrate flood protection with water conservation, improve the quality of stormwater runoff and groundwater, and reduce the pollution of water resources while preserving and creating recreation and habitat areas.

CF17.3 **Stormwater System Maintenance.** Perform corrective and preventative maintenance including stormwater structure cleaning, pest control, customer service and emergency response.

CF17.4 **Rainwater Harvesting.** Develop standards for approving rainwater harvesting systems.

The Terminal Island Renewable Energy (T.I.R.E.) Project

The first of its kind in the nation, TIWRP's Terminal Island Renewal Energy Project utilizes geothermal energy to generate methane, which is in turn used to run a turbine that can generate approximately 3.5 megawatts of electricity - enough to power up to 3,000 Los Angeles homes. This process also captures more than 83,000 tons of greenhouse gases - the equivalent of taking more than 14,000 cars off the road - and reduces the number of daily truck trips needed to haul bio-solids from the treatment plants to farm lands in Kern County where they are safely used as fertilizer.



Example of a premeable walkway constructed of pavers and decomposed granite.



Landscaping of the LADWP utility right-of-way along 98th Street.



Substation on Central Ave and Century Boulevard.

Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the Department maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the city's water system and sells electricity to other utilities.

The LADWP 2010 Power Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This Plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 by LADWP will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.

Electricity is distributed citywide through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines. Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

Goal CF18: **A supply of electrical energy that is adequate, reliable, and safe, and supports existing and future land uses within the community.**

Policies

CF18.1 **Adequate Energy Supply.** Ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to encourage energy efficient practices and technology.

CF18.2 **Compatible Design.** Support the construction of well-designed power system facilities, including receiving and distributing stations, so that they are compatible with their surroundings, as much as practicable.

CF18.3 **Underground Utilities.** Encourage the installation of underground utilities through assessment districts and other funding sources where feasible.

CF18.4 **Reduce Greenhouse Gas Emissions.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases, and increase the reliability of the power supply.

CF18.5 **Incentivize Energy-Efficient Building Designs.** Support the offering of incentives to property owners and developers for the use of building designs and/or energy-efficient systems in new residential, commercial and industrial developments that exceed existing State of California Energy Code standards.



Nursery use under transmission tower.

Street Lighting

The Bureau of Street Lighting in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is City policy that all new street projects include sidewalk, street trees and street lights unless unusual circumstances are present. The Bureau maintains certain standards to ensure that the City receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution and produces little glare.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles: it enhances community safety relative to crime prevention and feelings of well-being, contributes to the architectural, cultural, or historic character of a community; and provides nighttime safety for vehicles and pedestrians.

Street lighting is not publicly financed in the City; it is the direct financial responsibility of the owner of adjoining property, who is considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining



Streetlights on Hill Street.



Streetlights on Grand Ave.

property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

Goal CF19: **The distinct character of each neighborhood in the community is celebrated through unique street lighting.**

Policies

CF19.1 **High-Quality Street Lighting.** Support neighborhood and stakeholder initiatives to enhance the unique character of an area through the introduction of high-quality street lighting.

CF19.2 **Commercial Activity Centers and Transit Corridor Lighting.** Encourage new street lighting districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment in commercial activity centers and along transit corridors.

"Streetlights in Los Angeles"

Miles of streets in the City of Los Angeles: 7,000

Miles of lighted streets in the City of Los Angeles: 5,000

Number of streetlights: Over 242,000

Number of different styles of streetlights currently being maintained: Over 400



Conceptual Drawing: Jacob Lopez

Implementation

The Southeast Los Angeles Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use often require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as City Planning Commission hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions.

Implementation programs are mechanisms put in place to ensure that Community Plan goals and policies are realized. This chapter discusses how the community plan policies and programs are implemented in land use decision making. It also discusses the process for amending the Community Plan. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4 and 5 of the Southeast Los Angeles Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes and the Community Plan Implementation Overlay.

The development, maintenance, and operation of parks and other public facilities and the provision of city services require financial resources that are derived from various sources. Typical revenue sources for projects include property tax revenue,

sales tax revenue, user fees, Quimby Act (park) dedications, business improvement districts, redevelopment tax increment, special assessment districts, municipal bonds, and county, state, and federal funding.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation, the Los Angeles Unified School District, water service providers, the Los Angeles County Local Agency Formation Commission (LAFCO), among others, also look to the Community Plans for their planning and decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, only the City has the authority to initiate amendments. Not all requests merit study and consideration. The amendment process allows for the City to deny to process a proposed amendment if it is clearly inconsistent with the major goals and policies of the Community Plan.

Specific Implementation Programs

Specific implementation programs for the Southeast Los Angeles Community Plan can be found within Table 6-2 Implementation Programs and are organized by those that are implemented upon adoption of the Plan and those that are long term; to be implemented through the life of the Plan. Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A timeline identifies when each program is expected to be completed: (1) Adopted with the Plan, or, (2) Long-Range Implementation. Lastly, the table identifies the department(s) that will be directly responsible for ensuring implementation of particular programs.

The Department of City Planning has a number of implementation programs that involve overlay districts including Specific Plans, Community Design Overlays, Community Plan Implementation Overlays and Historic Preservation Overlay Zones (HPOZ) that supplement current zoning regulations and are intended to implement the goals and policies of the Community Plan.

Community Plan Implementation Overlay

The primary land use implementation tool used in the Southeast Los Angeles Community Plan is the Community Plan Implementation Overlay (CPIO). The CPIO tool is a zoning tool intended to provide supplemental development and use regulations tailored to each Community Plan Area. It targets individual neighborhoods and corridors, and may help address concerns about the scale, size, and character of development based on a community's specific needs. The CPIO offers streamlined approval procedures, ensuring that the Community Plan policies and programs can be implemented swiftly and in a way that incentivizes projects to comply with regulations outright. The Southeast Los Angeles CPIO is comprised of four Subareas:

1. Corridors Subareas
2. Transit-Oriented Development (TOD) Subareas
3. Industrial Subareas
4. Residential Subareas

The CPIO Subareas set forth design and development standards for revitalizing the CPA's commercial corridors and industrial areas. They encourage attractive, quality development projects that complement and enhance the Southeast Los Angeles Community Plan Area's existing character through use limitations (on the location of such uses as liquor stores, recycling centers, and automotive repair uses, among others) and development standards (for building heights, intensity, site planning, and parking). They also support transit-oriented development in the area.

Historic Preservation

The HPOZ is an overlay zone intended to enable communities to preserve structures of historic significance and provides a means of protecting the unique character, architecture, culture and aesthetics of historically significant neighborhoods. A five-member historic preservation board is convened to advise on any exterior changes (addition, construction, alteration, demolition, rehabilitation, etc.) to structures, landscaping, natural features or sites within an HPOZ district for the purpose of preserving a particular historic architectural stock. New construction must also be reviewed.

The Southeast Los Angeles Community Plan Area has one existing HPOZ. Efforts are currently underway to adopt an additional HPOZ:

- 52nd Place Tifal Brothers Tract HPOZ - adopted.
- 27th and 28th Streets District - proposed.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of many city capital projects and their funding over time is outlined in the City's capital improvement plans. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding and resources, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 6.1.

Table 6-1

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Acronym List for Tables 6-2, 6-3 and 6-4:

BOE - Bureau of Engineering

BOS - Bureau of Sanitation

BOSS - Bureau of Street Services

BSL - Bureau of Street Lighting

Cal-DOC - California Department of Corrections

CalHFA - California Housing Finance Agency

CalTrans - California Department of Transportation

CDD - Community Development Department

CDs - Council Districts

CoDRP - County Department of Recreation and Parks

DCP - Department of City Planning

DOD - Department on Disability

DPSS - Department of Public Social Services

DPW - Department of Public Works

DTSC - Department of Toxic Substance Control

EMD - Emergency Management Department

EWDD - Employment and Workforce Development Department

LADBS - Los Angeles Department of Building and Safety

LA-DLA - Los Angeles Designated Local Authority

LADOA - Los Angeles Department of Aging

LADOT - Los Angeles Department of Transportation

LADWP - Los Angeles Department of Water and Power

LAFD - Los Angeles Fire Department

LAHCID - Los Angeles Housing and Community Intvestment Department

LAHD - Los Angeles Housing Department

LAPD - Los Angeles Police Department

LAPL - Los Angeles Public Library

LAUSD - Los Angeles Unified School District

METRO - Metropolitan Transit Authority

NCs - Neighborhood Councils

OHR - Office of Historic Resources

RAP - Recreation and Parks

SCAG - Southern California Association of Governments

SEE-LA - Sustainable Economic Enterprises of Los Angeles

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: ADOPTED WITH CURRENT PLAN	P1	**Building Intensity Minimums:** The Southeast Los Angeles Community Plan Implementation Overlay (CPIO) Transit-Oriented Development (TOD) Subareas establish building intensity minimums and development standards that support active, walkable neighborhoods with higher densities and mix of uses in targeted areas.	LU13.8	DCP	
	P2	**Design and Development Standards - Commercial Areas:** Development within community and neighborhood commercial areas is subject to the design and development standards established in the CPIO Corridors Subareas that further regulate land uses and enhance the visual quality of the areas.	LU5.1, LU6.2, LU12.4	DCP	
	P3	**Design and Development Standards - Industrial Areas:** The CPIO Industrial Subareas establish design standards that seek to revitalize and upgrade the visual quality of industrial properties and also provide regulations related to loading areas, buffering and screening and limiting noxious industrial uses when adjacent to residential. In addition, the Citywide Industrial Design Guidelines provide guidance to projects that are not within the CPIO District.	LU18.1, LU18.2, LU18.4, LU19.2, M10.3	DCP	
	P4	**Design and Development Standards - TOD Areas:** The CPIO includes design and development standards for TOD Subareas that regulate land uses, densities and intensities, building orientation and height, ground floor treatment and transitions in order to enhance the urban form and improve walkability.	LU6.3, LU13.1, LU13.2, LU13.6, LU13.8, LU13.9	DCP	
	P5	**Design and Development Standards - Residential Areas:** The CPIO Residential Subareas include design and development standards for residential projects in select areas.	LU3.3, LU25.1, LU25.2, LU25.3	DCP	
	P6	**Design Guidelines:** The Southeast Los Angeles Design Guidelines (Appendix B) and Citywide Design Guidelines provide recommended design guidelines for new development to achieve higher quality, sustainable development.	LU3.3, LU3.7, LU6.1, LU6.2, LU13.9, LU18.5	DCP	
	P7	**Diversity of Uses:** This policy is implemented through the CPIO whereby certain uses are limited and others are incentivized (i.e. banks and health service providers) in order to promote the creation of "complete neighborhoods" in which residents can meet their daily needs all within a short distance of their homes.	LU4.3, LU4.4, LU4.5 LU4.7, LU9.4, LU7.4, LU7.5, LU11.3, LU14.1, LU15.1	DCP	
	P8	**Emerging Industrial Sectors:** The Community Plan sets forth policies as well as the CPIO Industrial Subareas that address the need to preserve industrial designations for the development of new and emerging "clean-tech", information technology and other "high-tech" uses.	LU16.1, LU16.4, LU17.2	DCP	
	P9	**Freeway Adjacent Projects:** In addition to the CPC's Advisory for freeway-adjacent projects and new regulations established by the Clean-Up/Green-Up program, the CPIO District includes environmental standards that address the potential health impacts for projects that include residential uses at such sites.	LU6.5	DCP	
	P10	**Full Service Grocery Store Incentives:** In addition to economic incentive initiatives administered by the EWDD, the CPIO District encourages the development of full service grocery stores throughout the Community Plan Area through the provision of land use incentives.	LU4.3, LU5.2, LU9.1, LU9.2, LU13.2	DCP	EWDD, CRA/ LA-DLA
	P11	**Hybrid Industrial Land Use Designations:** The Community Plan rezones specified industrially-designated land to the Hybrid Industrial Land Use and corresponding CM zone and establishes a CPIO Subarea that allows limited residential and compatible industrial uses to encourage live-work units.	LU19.1	DCP	
	P12	**Industrial Land Use Designations:** The Plan Map identifies lands which have industrial designations to accommodate a variety of industrial uses and establishes the CPIO Industrial Innovation Subarea in order to protect viable industrial districts from encroachment by non-industrial uses.	LU16.1, LU16.2	DCP	
	P13	**Legacy Single-Family Design Standards:** The CPIO includes the Legacy Single-Family Subareas that establish design standards for new construction, additions and second units in order to preserve the scale and character of these neighborhoods.	LU3.8, LU24.1, LU24.2	DCP	
	P14	**Lot Consolidation:** The CPIO District provides incentives for the consolidation of smaller lots within commercial plan designations to create feasible development sites.	LU4.2	DCP	
	P15	**Measure JJJ - Affordable Unit Inventory:** The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU3.5, LU5.5, LU18.7	LAHCID	DCP
	P16	**Medium Density Housing:** The CPIO Parkway Corridor Subarea provides incentives for medium density residential development in order to augment the housing stock and limits commercial uses to only neighborhood-serving uses along select corridors.	LU1.4, LU3.1, LU11.1	DCP	
	P17	**Minimize Impacts - Auto-Related and Open Storage Uses:** The CPIO establishes limitations on auto-related uses, recycling and outdoor storage in certain areas and prohibits them in low intensity, pedestrian-oriented areas in order to minimize impacts and protect adjacent residential uses.	LU7.1, LU7.2, LU7.3, M11.4	DCP	

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: ADOPTED WITH CURRENT PLAN	P18	**Mixed-Income - Affordable Housing:** The CPIO provides incentives for the development of mixed-income and affordable housing within LRT station areas, along commercial corridors that are well-served by transit and in close proximity to jobs, services and facilities.	LU3.1, LU3.6, LU13.3, LU13.4	DCP	
	P19	**Mixed-Use/Higher Density Near Transit - Jobs/ Housing Balance:** The CPIO's TOD Subareas encourage contextual new mixed-use development with higher residential densities and commercial intensities that facilitate a mix of jobs, housing and commercial uses within close proximity to LRT stations, major bus nodes, and transit corridors over other areas.	LU5.3, LU10.4, LU12.2, LU13.2, LU15.1	DCP	METRO
	P20	**Parking Reductions and Incentives:** The CPIO establishes reduced parking requirements tailored to the individual TOD Subareas, as well as reduced parking standards as an incentive for projects that provide sit-down restaurants and other incentivized uses in the Corridors Subareas. The LAMC allows a 10% parking reduction for projects located within 500 feet of a station portal.	LU13.8, LU14.3, M12.1	DCP, LADBS	
	P21	**Pedestrian Activity / Walkability:** The CPIO includes standards for the building and site disposition that enhance the pedestrian realm through requirements for active uses and public areas to be located along the ground floor facing the sidewalk, as well as limitations on auto-oriented uses.	LU8.3, LU13.6, LU14.4, LU15.3, LU15.4 , M3.1	DCP	
	P22	**Protection of Commercial Land:** The Community Plan maintains existing commercial land use designations and strengthens existing zones by establishing CPIO Subareas that prohibit the development of detached single-family and duplex uses as well as require, along certain corridors, that the ground floor of multi-family residential projects include neighborhood serving commercial uses.	LU12.1, LU14.2	DCP	
	P23	**Protection of Single-Family Areas:** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by maintaining their Low II Residential Land Use designation.	LU2.1	DCP	
	P24	**Residential Amenities:** The CPIO incentivizes the provision of public amenities such as community facilities and child care in new mixed-use projects.	LU5.2	DCP	
	P25	**Support Transitional Housing and Shelter Development:** The Plan designates specific areas for Medium Residential density development which would allow for the development of such housing by right. Continue to determine appropriate additional locations for such units within the community	LU1.8	DCP	
	P26	**TODs:** The CPIO TOD Subareas include design, use and development standards that are tailored to the context of each LRT station area while encouraging a pedestrian-oriented environment with greater accessibility to the transit stations.	LU13.1, LU13.9, LU13.12, M5.2	DCP	
	P27	**Transitional Height Standards:** The CPIO establishes transitional height standards along commercial corridors in order to reduce the impact of height adjacent to residential land uses.	LU2.2, LU6.4, LU12.3, LU13.12	DCP	
	P28	**Use Limitations:** The Plan seeks to improve the health and welfare of the community by establishing use limitations for uses that are nuisances, overconcentrated, or that rely on a standardized development typology dominated by excessive automobile orientation through the adoption of a CPIO Ordinance.	LU7.1, LU7.4, LU7.5, LU11.2, LU15.3	DCP	
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P29	**Accessory Dwelling Units:** The Community Plan supports the development of accessory units in the R1 zone in order to ease the affordable rental housing deficit near transit, maximize limited land resources and existing infrastructure, and assist homeowners with supplemental income.	LU1.4, LU3.1	DCP	
	P30	**Alley Study:** Conduct a study of the alleys in the Regional Center as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development.	M2.4, M7.4	DCP	DPW
	P31	**Alley Maintenance Plan.** Consider an Alley Maintenance Plan for the alleys located behind commercial uses.	M2.4	DPW, BOS	DCP
	P32	**BIDs:** Coordinate with Neighborhood Councils, the Council Offices, community-based economic development groups and other public and private neighborhood groups to adopt Business Improvement Districts throughout the Community Plan Area, particularly in CPIO TOD Subareas.	LU4.4	EWDD	NCs, CDs
	P33	**Brownfield Remediation:** Encourage the remediation and redevelopment of existing brownfields throughout the Plan Area through the City of Los Angeles' Brownfields Program and identify additional funding sources for site remediation activities such as the remediation programs under the RCRA (Resources Conservation and Recovery Act) and the CERCLA/Superfund.	LU17.3	DPW, BOS	DTSC
	P34	**Business Outreach/Mentorship Programs:** Develop partnerships to create business outreach programs targeting local schools for student participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU4.1, CF5.4	LAUSD, EWDD	EWDD, DCP
	P35	**Citywide Inclusionary Housing Policy:** The Community Plan supports efforts to adopt citywide inclusionary housing requirements to increase the stock of affordable housing while also preventing further concentration of poverty within one community by providing housing opportunities for low income households throughout the City.	LU3.6, LU5.6, LU13.3, LU13.4	DCP	

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P36	**Clean-Up/Green-Up:** The Community Plan supports implementation of Clean-Up/Green-Up in Southeast Los Angeles. Coordinate with relevant City Agencies in order to reduce toxic pollutants and improve health and health-based outcomes for local residents living and working near industrial sites.	LU16.4, LU17.1, LU17.2, LU17.4, LU17.5, LU18.1, LU18.4	Various	DCP
	P37	**Code Enforcement:** Identify funding sources for increased code enforcement activities in order to address code violations that create blight and impact the quality of life.	LU6.6, LU7.2	LADBS	
	P38	**Convert Surface Lots to Structures:** Support other agency efforts to develop public parking structures in Transit-Oriented Districts and Regional Centers as well as key activity node locations along Mixed-Use Boulevards.	LU14.3, M11.2		LADOT, CRA/ LA-DLA, CoDRP
	P39	**CPTED Programs:** Encourage applicants to consult with the Los Angeles Police Department's Crime Prevention Unit to incorporate Crime Prevention Through Environmental Design (CPTED) techniques made available through such initiatives as the LAPD's "Design Out Crime" design guidelines.	LU3.4, LU8.1, CF1.2	LAPD	LADBS, DCP
	P40	**Cultural Heritage:** Partner with local community organizations of identified neighborhoods to create new interpretive programs, streetscape plans and signage highlighting the community's historical legacy.	LU22.1, LU22.2, LU22.4	DCP	LADPW, Cultural Affairs
	P41	**Cultural Historic Monuments:** The Community Plan includes in the Appendices a complete list of sites which have been designated by the Los Angeles City Council as Historic-Cultural Monuments in the Southeast Los Angeles Community Plan Area. In addition, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.	LU20.1, LU20.2, LU22.2	Office of Historic Resources, DCP	
	P42	**Cultural Programs for Youth:** Encourage public/private partnerships between the Los Angeles Unified School District, the Cultural Affairs Department, local artists and community organizations to implement cultural programming at local schools.	LU22.3	Cultural Affairs	LAUSD
	P43	**Economic Development/Revitalization:** Partner with the City Council, Mayor's Office, Economic and Workforce Development Division (EWDD) and other relevant public and private agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial uses offered in the CPIO's TOD Subareas in order to comprehensively attract desired uses and foster economic revitalization in the CPA.	LU4.3, LU13.2, LU14.1, LU15.1	DCP, CDD, EWDD, Mayor, CD	LAHCID, Cal-DOC
	P44	**Enhance RSO Enforcement:** Study a program for the enhancement of RSO enforcement such as a neighborhood-based RSO Enforcement Specialists group responsible for proactively working with tenant, landlords, and community groups to enhance the habitability and prevent the loss of RSO units in the Plan Area.		LAHCID	
	P45	**Expanding the Role of Affordable Housing Commission.** Monitor the implementation of policies and programs relating to affordable housing and/or rental housing issues and opportunities. The Affordable Housing Commission could be utilized for this purpose or another commission could be created.		LAHCID	
	P46	**Farmers Market Sites:** While the Community Plan does not identify specific sites for farmers' markets and agriculture "shares", support nonprofit community development corporations such as the Sustainable Economic Enterprises of Los Angeles (SEE-LA) to identify appropriate open space, surface parking and plaza areas throughout the CPA, as resources are available.	LU9.3	SEE-LA	DCP
	P47	**Healthy Fast Food Restaurant Incentive Program:** Support efforts to study the implementation of a Healthy Fast Food Restaurant Incentive Program that will begin to address dietary standards for all fast food restaurants and exempt from further regulation those that comply with the provisions of the program.	LU4.3, LU9.4	LA County Health Department	DCP
	P48	**Historic Preservation - Proposed HPOZ:** The 27th and 28th Streets District is currently identified for future adoption as a historic preservation overlay zone in order to conserve and preserve its architectural, as well as socio-economic and cultural character.	LU21.1	Office of Historic Resources, DCP	
	P49	**Historic Preservation Standards and Guidelines:** This policy is implemented through administration of the City's Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance and compliance with the Secretary of the Interior's Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines.	LU20.5	Office of Historic Resources, DCP	
	P50	**Historic Resources - Preservation Assistance:** Identify potential funding sources for low-income homeowners as well as promote financial incentive programs for the rehabilitation of historic resources such as the City Mills Act and the California Historical Building Code.	LU20.3, LU20.4	Office of Historic Resources, DCP	

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P51	**Homebuyer Programs:** Promote the use of available homebuyer programs that make purchasing a single-family home affordable such as the California Housing Finance Agency's First-time Homebuyer Program and FHA Loan Program as well as the City of Los Angeles Housing Department's Neighborhood Stabilization Program.	LU1.1, LU1.5	CalHFA, LAHD	
	P52	**Homeownership Opportunities:** The Community Plan encourages increased homeownership opportunities including economical condominium and townhouse development by designating specific areas for Low Medium and Medium Residential land use categories where condominium and townhouse type development can be most economically sited.	LU1.1, LU3.1, LU3.6	DCP	
	P53	**Housing for Families:** Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of larger units of 3 bedrooms in new housing development which are suitable for larger families to meet the needs of the Southeast Los Angeles Community.	LU3.2, LU5.4	LAHCID	DCP
	P54	**Housing Stock Enhancement:** The Plan supports the maintenance and rehabilitation of the existing single-family, multi-family and affordable housing stock for existing residents and encourages the use of the Housing Department's housing development programs which provide financing and loans for new construction, as well as the rehabilitation of existing low-income single-family homes and multi-family apartments.	LU1.6, LU3.5, LU5.5, LU10.1	LAHCID	
	P55	**Housing Variety:** The Plan Map allocates land in a range of residential densities to provide for the development of a variety of housing typologies, from single-family to multi-family residential. In addition, the CPIO promotes housing opportunities in mixed-use projects within transit rich areas to meet the diverse housing needs of the community.	LU1.1, LU1.4, LU3.1, LU11.1, LU12.2, LU15.1	DCP	
	P56	**Increase Resources for Local Entrepreneurs and Small Businesses:** Increase the availability of resources to finance small business startup/expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed to leasing to local and less-credit-ready small businesses.		CAO, EWDD	
	P57	**Industrial Encroachment:** Discourage industrial encroachment into residential neighborhoods and recommend that a decision-maker involved in the review process for a proposed expansion of an industrial business (including the demolition of housing for development of parking lots) into the residential neighborhood make a finding that it will not result in adverse impacts to the neighborhood.	LU1.12	LADBS	
	P58	**Industrial Study Areas:** Secure funding and initiate industrial land use studies for the Goodyear Tract and the 23rd and King District utilizing programs such as the ULI TAP Program and SCAG's Blueprint Compass Program. Studies should consider economic development strategies that include a determination of the area's potential for transition into the Hybrid Industrial land use designation to enable the creation of a mixed-use district with light industrial uses such as technology industries that are compatible with residential uses.	LU19.3	DCP	CDs
	P59	**Job Training and Placement:** Utilize programs of the Community Development Department (CDD) and Worksource Centers which provide training and/or placement services for new and expanding business within the community.	LU4.1, LU16.3	CDD	Work-source Centers
	P60	**Living Wage Program:** Explore the possibility of including a Living Wage Program in the zoning code that would include requirements that employers hire locally and from disadvantaged populations, and pay living or prevailing wages, so that local residents have an opportunity to access some of the benefits resulting from major development projects.	LU4.1, LU14.3	DCP	
	P61	**Local Hiring:** Encourage businesses to hire locally, and require local hiring for discretionary projects with Development Agreements to the extent feasible. Local hiring programs should include opportunities for individuals facing barriers to employment including but not limited to being homeless; being a custodial single parent; receiving public assistance; lacking a GED or high school diploma; having a criminal record or other involvement with the criminal justice system; suffering from chronic unemployment; emancipated from the foster care system; or being a veteran.	LU4.1, LU16.3	DCP	
	P62	**Murals:** Encourage new development to include murals that express cultural awareness and community pride.	LU6.7	DCA	DCP
	P63	**Measure JJJ - No-Net-Loss Program:** Develop strategies to prevent and recover affordable housing loss, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to prevent further loss of affordable units and steps to increase affordable housing production in the Plan Area.	LU3.5, LU5.5, LU18.7	LAHCID	DCP
	P64	**No Net Loss Program:** Work with LAHCID, Council Office, City Attorney and other relevant City Agencies to explore the creation of a no net loss program that minimizes displacement of residents and ensures that there is no loss of affordable rental housing, covenanted or not, in targeted TOD geographies. Such a program may be achieved through preservation of existing affordable housing, covenanted or not, and/or the production of new affordable housing.	LU1.9, LU3.5, LU5.5, LU13.7	LAHCID	DCP

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P65	**Non-Conforming Residential Uses in Industrial Districts:** Create a program and secure funding to assist homeowners located within industrial districts by facilitating the sale of the non-conforming property and purchase of a home in a nearby residential neighborhood. The non-conforming property can then be sold and return to an industrial use.	LU18.7	EWDD	CDD, DCP, CDs
	P66	**Oil District Amendments:** Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/or prohibit new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health (in addition to noise, water quality and geologic impacts) in proximity to residential and sensitive uses and to further address community concerns. In addition, encourage periodic monitoring and reporting of site conditions.	LU1.11, LU7.8, LU18.6, LU23.1, LU23.2, LU23.3, LU23.4, LU23.5, LU23.6, LU23.7, LU23.8	DCP	DOGGR, AQMD, LADBS, LAFD, RWQB, CUPA, EPA
	P67	**Predatory Lending:** Identify strategies to address the negative impacts of an overconcentration of Payday Lenders/Check Cashing Facilities.		DCP, EWDD	
	P68	**Quality Sit-Down Restaurant Attraction:** Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract quality sit-down restaurants and other desired neighborhood amenities to supplement the CPIO incentives.	LU4.3, LU14.1	EWDD	CDD, DCP
	P69	**Review of Adult Business Applications:** Update the distance separation requirement for a proposed adult business to include existing residential or other sensitive uses (in addition to residential zones) within the required distance.	LU18.3	DCP	LADBS
	P70	**Revocation Process:** Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.	LU7.6, LU7.7	DCP	
	P71	**Small Business Assistance Programs:** Continue to promote agency programs that assist small business owners such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.	LU4.4	EWDD	
	P72	**Small Business Retail Space:** Identify resources to incentivize or require mixed-use and commercial developments to provide retail space conducive to community-serving small businesses and business incubation.		DCP, EWDD	
	P73	**Streetscape Plans:** Support efforts to implement streetscape plans for areas of high pedestrian and commercial activity and mixed-use boulevards; TOD areas along Metro's Expo, Blue and Green LRT Corridors, such as Washington Boulevard from Figueroa Street to Central Avenue; and Avalon Boulevard and Central Avenue.	LU8.2, LU13.10, LU14.6, M2.1, M3.3, CF11.1, CF19.1, CF19.2	DCP	LADOT, BOE, BOSS, NCs
	P74	**Survey LA Findings - Eligible Historic Resources:** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources through the Southeast Los Angeles Community Plan Area. Encourage protection of these resources through further study and historic designation (if eligible) of these sites.	LU20.1, LU21.2	DCP	
	P75	**Survey LA Findings - Planning Districts:** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify several planning districts for potential implementation of a future conservation or design overlay zone which, if adopted by the City Council, will protect the neighborhoods' cohesive character and promote the enhancement of the area.	LU21.2	DCP	
	P76	**Tenants' Right of Return:** Establish new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.	LU1.15, LU5.7	DCP, LAHCID	
	P77	**Tenants Rights Enforcement:** As a pilot program for future citywide implementation, encourage an increase in resources for tenants' rights enforcement and protections. Such resources may include tracking of evictions in RSO units.		LAHCID	
	P78	**TOD Grants.** Support future planning efforts through grant funding such as the Metro TOD Planning Grant – Round 5 to assist in developing a Transit Oriented Communities Tax Increment Financing (TOC IF) Pilot Program and/or a specific plan in the Promise Zone and TOD Subareas.	LU4.9, LU18.17, M9.2	EWDD	DCP
	P79	**Transfer of Floor Area Rights:** Develop a program for the transfer of floor area rights that establishes standards and approval procedures in order to facilitate transfers that generate public benefits in TODs.	LU18.15	DCP	

TABLE 6-2
Southeast Los Angeles Implementation Programs-Land Use and Urban Design

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
LAND USE & URBAN DESIGN: LONG RANGE IMPLEMENTATION	P80	**Use of Vacant Lots:** Pursue methods to require property owners to develop vacant lots with infill projects, community gardens, plazas or parks.	LU6.6, CF9.2, CF13.1	Mayor	CDs
	P81	**Vacant Lots, City-Owned:** Identify city-owned vacant land and explore the potential to repurpose as open space, 100 percent affordable and/or supportive housing developments.	LU6.6	GSD	
	P82	**Watts Cultural Tourism District:** Partner with local community organizations in Watts, Council District 15, and other relevant agencies to designate the Watts Cultural Tourism District and pursue future implementation of related streetscape plans and signage highlighting the community's historical legacy and assets.	LU22.4	CD15	LADPW, Cultural Affairs, DCP
LANDUE & URBAN DESIGN: CURRENT REGULATIONS/PROGRAMS*	P83	**Design Standards - Landscaping:** Projects are required to adhere to the Landscaping Standards that are established within the Municipal Code (LAMC).	LU6.2, LU8.4, LU14.5	LADBS	
	P84	**Farming/Gardening:** Consistent with the LAMC, allow farming and community gardens as a use in a variety of zones (A1, PF, R1, R2, R3, MR1, MR2, M1, M2).	LU6.6	DCP	
	P85	**Marijuana Establishments:** These uses are regulated through Article 5 of the Los Angeles Municipal Code.	LU7.6	LADBS	
	P86	**Sustainability/Green Buildings:** Sustainable and energy efficient projects are promoted through: 1) the LAMC Green Building Standards & Guidelines; 2) the City's Landscape Ordinance; 3) Environment LA Initiatives such as the Go Green Program rebates and incentives; 3) Section 16.10 of the LAMC, provides for expedited land use entitlement processing for green building projects that meet the LEED®-Silver certification level; and 4) technical assistance, information and guidelines are available to residential property owners and developers using LEED and CA Green Building Code in addition to #1 above.	LU1.10, LU10.2, LU10.3, LU10.5, LU10.6, LU17.4, LU17.5, CF18.5	DCP, LADBS, Env Affairs Dept.	LADWP, LADPW-BOS
	P87	**TOD Parking Reduction:** The LAMC allows a 10% parking reduction for projects located within 500 feet of a mass transit station portal.	LU13.8, LU14.3, M12.1	LADBS	DCP
	P88	**Toxins and Contamination:** The California Department of Toxic Substances Control (DTSC) is charged with protecting the public health and environment through its permitting and regulatory programs that ensure the safe handling, transport, storage and disposal of toxic substances and waste. DTSC also cleans up hazardous waste sites including disposal sites and industrial sites that have resulted in contamination of soil and groundwater.	LU17.1, LU17.3	DTSC	
	P89	**Universal Design Standards and Guidelines:** This policy is implemented through Citywide ADA standards and guidelines as administered by the LADBS, LADOT, LAFDOD among others.	LU1.13, LU4.6	LADBS	

**Subject to amendment through changes to federal, State, or local law.*

TABLE 6-3
Southeast Los Angeles Implementation Programs-Mobility

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
MOBILITY: ADOPTED WITH CURRENT PLAN	P90	**Complete Streets:** The Southeast Los Angeles Community Plan implements "complete streets" by adopting a Generalized Circulation System (Figure 4-1), Modified Street Classifications, and Priority Streets (Figure 4-3) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit, and motorized vehicles.	M1.1, M1.4, M3.2, M4.1, M6.1, M7.2, M9.2	DCP	
	P91	**Priority Bikeways:** The Southeast Los Angeles Community Plan identifies bicycle priority streets, as shown on Figure 4-3.	M4.1	DCP	LADOT
	P92	**Priority Motorized Vehicle Routes:** The Southeast Los Angeles Community Plan identifies motorized vehicle priority streets, as shown on Figure 4-5, which include: Alameda Street, Manchester Ave and Slauson Ave.	M7.2, M10.2	DCP	LADOT
	P93	**Priority Pedestrian Routes:** The Southeast Los Angeles Community Plan identifies pedestrian priority streets, as shown on Figure 4-3.	M3.2	DCP, DPW	LADOT, BOSS
	P94	**Priority Transit Routes:** The Southeast Los Angeles Community Plan identifies transit priority streets, as shown on Figure 4-5. Transit priority streets within the boundaries of the CPA include: Broadway, Florence Ave, Long Beach Ave, Vernon Ave, and Washington Blvd.	M6.1	DCP	LADOT
MOBILITY: LONG RANGE IMPLEMENTATION	P95	**Access Management:** Support new development projects that are designed to minimize disturbance to existing vehicle circulation patterns by way of proper ingress and egress to parking; encourage parking access from alleys, where alley access is available; supporting efforts to construct medians as a means to safely configure and beautify corridors, and discouraging street vacations and the gating of public rights-of-way.	M7.3, M7.4	LADOT	LADBS, DCP
	P96	**Alternative Fuel Vehicles:** Encourage developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.	M9.5, M12.2, M12.3	LADBS	LADWP
	P97	**Alternative Traffic Evaluation & Mitigation Programs:** Develop alternative traffic mitigation programs such as credits for integrating flex-bike and car share options into new development at transit nodes. Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system such as vehicle miles traveled (VMT).	M9.3, M12.2, M12.3	LADOT	DCP
	P98	**Bikeway Connections:** Encourage new developments to provide connections to the existing and proposed bikeway system consistent with the adopted Mobility Plan 2035, as amended from time to time.	M4.2	DCP	LADOT
	P99	**Car/Bike Share Programs:** Encourage car and bike share programs and identify areas where these programs can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption: for example, Local Use Vehicles (LUV) programs utilize 100% electric, zero emission vehicles that are small, short range and low speed for taking 'local' trips around neighborhoods.	M1.3, M12.2	LADOT	DCP, SCAG
	P100	**Clean Neighborhoods:** Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of debris.	M2.4	BOS	CD, BOSS
	P101	**Convenient Parking:** Support existing businesses located in TOD areas when offering monthly parking leases of their underutilized spaces to Metro commuters and/or dedicated parking spaces for shared public vehicles and bicycles.	M11.3	METRO	
	P102	**Coordinated Evacuation Routes:** Coordinate with emergency service providers to ensure continued service operations and adequate levels of service.	M7.5	LAFD	LAPD, EMD
	P103	**Efficient Truck Movement:** Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BOSS	LADOT
	P104	**Industrial Center Siting:** The Plan preserves Industrial Districts where the siting of large-scale industrial centers is appropriate, including the Alameda Corridor and the Goodyear Tract.	M10.1	DCP	
	P105	**Integrated Mobility Hubs:** The Community Plan encourages Mobility Hubs at major transit nodes and bus centers within the Southeast Los Angeles CPA.	M5.2	LADOT	METRO, DCP
	P106	**Minimize Pedestrian Conflicts:** Support efforts to develop a prioritized list of pedestrian crossing improvements through pedestrian safety audits throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	M3.4	LADOT	BOSS
	P107	**Mobility for Challenged Users:** Support CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M1.2	LADOT	LADOA, DOD, DPSS
	P108	**Parking of Commercial Vehicles:** Establish overnight parking regulations for commercial, recreational and other nonconforming vehicles in residential and commercial neighborhoods.	M11.5	LADOT	

TABLE 6-3
Southeast Los Angeles Implementation Programs-Mobility

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
MOBILITY: LONG RANGE IMPLEMENTATION	P109	**Parking Management Districts:** Support the creation of parking districts and/or development of shared central parking structures in areas of high parking demand in order to alleviate the need to address all required parking on-site.	LU14.3, M11.1	LADOT	DCP
	P110	**Pedestrian and Transit Amenities:** Support the provision of well-designed amenities such as shelters, transit information kiosks, advanced fare collection systems, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.	LU8.2, M3.3, M6.2, CF19.2	METRO	METRO, CD, BOSS, LADOT, BSL
	P111	**Reclaimed Land for Bikeways/Pedestrian Paths/Greenways:** Pursue rails-to-trails conversions incorporating bike/pedestrian paths and greenways in place of abandoned, or, alongside active rail lines where feasible as well as other underutilized easements and rights-of-way.	M3.5, M4.5, CF9.4, CF9.5, CF10.3	LADOT, RAP	BOE, LADOT, LACMTA
	P112	**Regional Coordination of Transit Connections:** Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand, as funding permits.	M5.3, M9.1	LADOT	METRO, SCAG
	P113	**Regional Coordination on Bicycle Plan Updates:** Coordinate with other agencies and jurisdictions to expand bicycle networks and link them to those of neighboring areas.	M4.4	DCP	CoDRP, LADOT
	P114	**Safe School Routes:** Collaborate with other agencies to implement Caltrans' "Safe Routes to Schools" programs.	M3.6, CF4.3	LADOT	CalTrans, LAUSD
	P115	**Safe Transit Corridors:** Encourage coordination between public and private entities responsible for the safety and maintenance of the freight and LRT rights-of-way, particularly along Long Beach Avenue in order to improve safety as well as beautification of the corridor.	LU13.5, M6.3	Metro	SPRR
	P116	**Shuttle Buses:** Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.4	LADOT	METRO
	P117	**Special Events:** Prepare and implement special traffic management plans to mitigate the impact of street closures associated with special events.	M2.2, M8.3	LADOT	BOSS, LAPD
	P118	**Traffic Intrusion/Parking:** Implement preferential parking districts and neighborhood traffic management programs to protect residential areas from the intrusion of "through traffic" and speeding where warranted and supported by the community.	M8.1, M11.1	LADOT	LAFD
	P119	**Traffic Mitigations for Development:** Require traffic studies for major developments that identify neighborhood impacts and corresponding mitigations such as TDM plans.	M8.2, M9.3	DCP	LADOT
	P120	**Transit Connections to Key Areas:** Support the continued and periodic review of DASH routes to ensure maximum ridership and optimal location of stops.	M5.1	LADOT	DCP
	P121	**Transportation Demand Management:** Encourage the utilization of strategies identified in the Southeast Los Angeles Community Plan Transportation Improvement and Mitigation Program (TIMP).	M7.1, M9.3	DCP	LADOT
	P122	**Transportation Management Associations:** Encourage the formation of sustainable Transportation Management Associations (TMA) to implement transportation demand management plans. TMAs can apply for grants, such as the Metro Call for Projects, to support and expand their rideshare activities.	M7.1, M9.4	LADOT	DCP

TABLE 6-4
Southeast Los Angeles Implementation Programs-Community Facilities and Infrastructure

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
◊	P123	**Maintain Existing Facilities:** The Plan Map maintains lands designated Open Space allowing for both active and passive recreational use.	CF7.1, CF10.1	DCP	
COMMUNITY FACILITIES & INFRASTRUCTURE: LONGRANGE IMPLEMENTATION	P124	**Compton Creek/LA River Connections:** The Community Plan identifies the Compton Creek channel from 109th Street to Imperial Highway as a potential future "river walk" and supports efforts to create an "Active Corridor" along the Slauson Ave railroad right-of-way that links to the Los Angeles River.	CF9.5, CF12.2	EWDD	Army Corps of Engineers
	P125	**Million Trees LA:** The Community Plan calls for the establishment of streetscape plans in locations throughout Southeast Los Angeles that can work in coordination with the Million Trees LA initiative.	LU8.2, M2.1, M3.3, CF11.1	Mayor	LADWP
	P126	**Park Needs Assessment Strategies:** This policy is implemented through carrying out the "needs assessment" strategies of the Department of Recreation and Parks in developing a Citywide Recreation and Parks Master Plan as well as Five-year Capital Improvement Plans.	LU1.3, CF7.1, CF8.1, CF8.2, CF8.3, CF9.3	RAP	DCP
	P127	**Quimby Program:** Coordinate with Recreation and Parks on strategies to increase the resources available for open space and parks, geographic flexibility for fund disbursement, and land dedication for park space to address the need for equitably-distributed parks.	CF8.1	DCP	
	P128	**School Siting:** Support the siting of new schools in appropriate locations away from unfavorable uses and encourage a design that is compatible with the surrounding neighborhood.	CF4.1, CF4.2, CF6.1, CF6.2, CF6.3	LAUSD	
	P129	**Surplus Government Land:** Support the re-use of former CRA-owned and surplus City-owned property in Southeast Los Angeles for community uses, prioritizing affordable housing and park space.	CF8.1, CF9.2, CF9.4	CAO	RAP, GSD, LAHCID
	P130	**Underground Utilities:** Identify funding sources for the undergrounding of existing and new overhead utility lines in areas of high commercial activity, in transit-oriented areas and where streetscape plans are established or proposed.	CF18.3	LADWP	DCP
	P131	**Urban Agriculture:** Explore methods of providing opportunities for the planting and cultivation of food in front yards, residential parkways, vacant commercial lots, and underutilized public spaces.	LU6.6, CF13.1, CF13.2, CF13.3	LADBS	DCP
	P132	**Watershed Management:** Require the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.	M2.3, CF14.3, CF17.1, CF17.2	LADBS, DCP	BOE, BOSS

◊ = COMMUNITY FACILITIES & INFRASTRUCTURE: ADOPTED WITH CURRENT PLAN

TABLE 6-4
South Los Angeles Implementation Programs-Community Facilities and Infrastructure

	Program Number	Program Description	Policy/Section Reference	Responsible Agency	Coordinating Agency
COMMUNITY FACILITIES & INFRASTRUCTURE: CURRENT REGULATIONS/PROGRAMS					
	P133	**Adequate Fire Facilities and Services:** This policy is implemented through the LAFD's Planning Section and Fire Prevention and Public Safety Bureau's review and implementation of standards for the location and expansion of fire facilities and services.	CF3.1, CF3.2, CF3.3	LAFD	
	P134	**Adequate Police Facilities, Services, and Crime Prevention:** The City of Los Angeles Police Department ensures that optimum levels of service are met, maintains police facilities through their Facilities Management Division, and coordinates Crime Prevention Programs.	CF1.1	LAPD	
	P135	**Community Gardens:** Work with the community to identify potential sites, and work with the Department of Recreation and Parks Community Gardens Program to create and maintain new community gardens.	**CF15.2**	**RAP**	**DCP, NCs, CDs**
	P136	**Greenhouse Gas Reduction:** This policy is implemented locally through ClimateLA which includes enforceable GHG reduction requirements.	CF20.5, CF20.6	Mayor	LADBS
	P137	**Joint Use of School Open Spaces:** This policy is implemented through LAUSD's Joint Use/ Innovation Fund, as well as the Joint Use Programs established through the LAUSD and RAP.	CF6.1, CF6.2, CF6.3, CF6.6, CF10.1	LAUSD	RAP
	P138	**LAPL Branch Facilities Plan:** This policy is carried out through implementation of the LAPL Branch Facilities Plan.	CF4.1, CF4.2, CF4.4	LAPL	
	P139	**LAUSD Mentorship Programs:** This policy is implemented through on-going mentorship programs coordinated through the LAUSD.	CF6.4	LAUSD	
	P140	**Online Access - Library Resources:** The LAPL provides online access to its collections and resources at www.lapl.org/collections-resources as well as its online learning classes.	CF3.3	LAPL	
	P141	**Power System Needs:** This policy is addressed through implementation of LADWP's Power System Integrated Resource Plan (IRP).	CF20.1, CF20.2, CF20.3	LADWP	
	P142	**Rainwater Harvesting:** This policy is implemented through Rainwater Harvesting efforts as administered through the Watershed Protection Division's Stormwater Program.	CF19.4	LADWP	
	P143	**S.A.F.E. Centers:** This policy is implemented through the Bureau of Sanitation's S.A.F.E (Solvents/Automotive/Flammables/Electronics) Center Program and the Citywide Construction and Demolition (C&D) Waste Recycling Ordinance.	CF16.6, CF16.4	BOS	
	P144	**Solid Waste IRP:** This policy is addressed through implementation of BOS's Solid Waste Integrated Resource Plan (IRP).	CF18.1	BOS	
	P145	**Sustainability Policies and Practices:** This policy is implemented through the City's Environment LA Initiatives including the rebates and incentives of the Go Green program (http://www.environmentla.org/pdf/CD13GoGreenBusiness.pdf).	LU11.5, LU20.2, LU20.3, CF20.6	Env Affairs Dept.	LADWP, BOS
	P146	**Wastewater IRP:** This policy is addressed through implementation of BOS's Wastewater Integrated Resource Plan (IRP).	CF17.1, CF17.3	BOS	
	P147	**Water Distribution System:** This policy is implemented through the LADWP's Urban Water Management Plan; Recycled Water Master Plan; Water Quality Compliance Master Plan for Urban Runoff (WQCMPUR); Water Supply Action Plan; and the Securing LA's Water Supply Plan of 2008.	CF14.1, CF14.2, CF14.4, CF14.5, CF15.3, CF17.2	LADWP	

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southeast los angeles

Appendix A: Public Outreach Process

Southeast Los Angeles Community Plan Plan Development Public Participation Process







Public participation was an essential component of the Community Plan Update Program. For this reason an extensive public outreach program was tailored for the Southeast Los Angeles Community Plan. Development of the Southeast Los Angeles Community Plan involved a multi-year public engagement process involving numerous community stakeholder, advocacy and constituent groups, and a Community Advisory Committee (CPAC) as listed in the acknowledgments section located at the beginning of the Community Plan document. On-going coordination with several City, County and neighboring municipal agencies also occurred. In total the Department of City Planning (DCP) conducted over 200 community outreach meetings and twice that number of agency and staff coordination meetings. Outreach regarding the Southeast Los Angeles Community Plan was both on-going and comprehensive.

As envisioned by the Department's Executive Management in 2006, at the initiation of the New Community Plan (NCP) Program, the outreach process was to involve a "more continuous feedback loop of public input" from previous community plan update outreach efforts and toward achieving this directive, outreach efforts for the NCP would be extensive, involving three phases in developing the scope of the Community Plan. It is important to note that the adjacent community plan area, the South Los Angeles Community Plan, was initiated at the same time as the Southeast Los Angeles Community Plan. The two Plans were on a parallel track and held joint meetings at major milestones of the update process.

Phase I. Initial outreach was conducted concurrent with the Background and Information Gathering phases and involved meetings with the Council Offices, the Certified Neighborhood Councils and other key stakeholder groups to discuss issues and opportunities affecting the Community Plan Area. Within the Southeast Los Angeles Community Plan Area, this involved presenting at standing meetings of all of the Neighborhood Councils and CRA-Community Advisory Committees located within the 15.7 square mile area. In addition, staff convened a meeting of key community leaders and organizations at the outset of the Plan Updates

for Southeast Los Angeles and the adjacent South Los Angeles Plan Area to garner their participation. The DCP received many individual comments on key community issues in the Plan Area through the course of this first round of outreach. A summary of the issues and opportunities identified through this phase are contained at the end of this appendix.

Phase II. The second round of community outreach then focused on efforts to share and further refine the initial concepts developed in response to the Phase I comments. Phase II outreach took a different model whereby several "standing" meetings were held at local libraries throughout the Community Plan Area. These small group meetings were conducted similar to workshops, where land use recommendations and potential Community Plan policies were discussed through a more iterative "round table" process. It was during this phase that additional key stakeholder and neighborhood groups as well as several governmental agencies in the Community Plan Area also began to actively engage staff and inform development of the Plan. Groups such as the Community Coalition, SAJE, Esperanza, Figueroa Corridor Community Land Trust, Community Health Councils, Metro and HACLA are some of the groups and agencies that staff met with during this period leading up to the Community Workshops held in late 2009 as part of Phase III of the outreach process (described below).

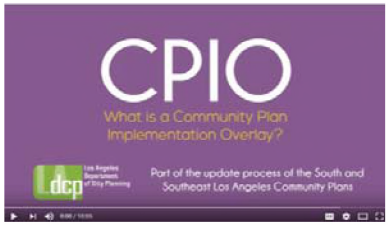
Phase III. Due to the large size of the Southeast Los Angeles Community Plan Area, the third phase of public outreach included two Community Workshops; one in the northern portion of the Plan Area and one in the southern portion of the Plan Area. The first workshop was a joint Community Workshop for the South and Southeast Los Angeles Community Plans held on October 3, 2009 at the Galen Center. This event was well attended with over 250 people participating at this event. A second Community Workshop was held for the Southeast Los Angeles Community Plan in November 2009 at Markham Middle School in the Watts Community.

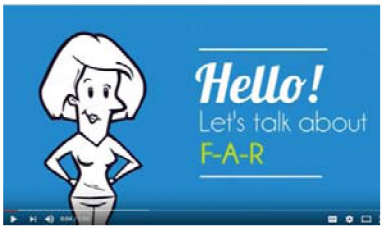
The Community Workshops featured the preliminary concepts and recommendations related to neighborhood conservation, enhancement of commercial corridors, and planning around the transit stations. The workshops were held in an open house format where maps and materials were showcased at various stations by topic. Many of the materials displayed at these events reflected months of public outreach and consensus building with the community through the small group meetings, neighborhood council and community organization presentations, as well as discussions with individuals. Staff received significant community feedback at both events. Another round of outreach to the Neighborhood Councils and key community groups took place in 2013 to provide an update on the proposed implementation strategies of the Community Plan.

Following the community-wide workshops, Planning staff began working on the technical components of the community plan update, including proposed

land use recommendations, the Community Plan policy document, and the ordinance for a new implementation overlay tool. Staff also coordinated with the Transportation and Environmental Consultants developing the Transportation Improvement and Mitigation Program (TIMP) and Draft Environmental Impact Report (EIR) for the Community Plan. Work on the various implementation ordinances of the Draft Plan also continued during this period with a great deal of additional outreach and agency coordination. It was also during this period, beginning in 2010 that the Department as a whole encountered significant decreases in resources both in terms of staff vacancies and furloughs. However, despite these challenges, the Southeast Los Angeles Community Plan update continued and the Draft Plan, with its accompanying land use ordinances, was released in June 2017.

Social Media. The key to creating better neighborhoods is the engagement of community members in the planning process. However, many community members are unfamiliar with land use planning and the long range benefits good planning can achieve, especially in underrepresented communities. In addition, long range planning efforts that span several years face the added challenge of maintaining community interest and involvement.





The City of Los Angeles has taken advantage of an era where the public can get involved and receive and provide feedback through the use of new technology from the comfort of their own home. While some people have access to a computer, most people have mobile phones that provide access to the web. With that in mind, the Department created an English-Spanish website for the Southeast Los Angeles Community Plan to enable extensive and ongoing public participation and collaboration with the community, other city departments, and agencies. The website addressed this issue in a very effective way by providing on-going communication and up-to-date status of the community plan. This is in addition to traditional outreach methods, such as meetings and mailers. The user-friendly website provided information on the Community Plan update process, relevant planning issues, and upcoming meetings, as well as a glossary of planning terms. Documents such as the Draft EIR and draft Policy Document were posted on the site as soon as they became available to provide the community the opportunity to review and comment prior to the adoption of the Community Plan. In addition, the website also featured an explainer video that explained the Community Plan Implementation Overlay (CPIO) tool and how it would benefit the community, and a video explaining Floor Area Ratio or "FAR." The Southeast Los Angeles Community Plan website also capitalized on the popularity of Facebook by providing a link to the Plan's Facebook page.

In November 2016, the DCP staff created a Virtual Open House to provide online access to all the information and materials of the Proposed Plan prior to the Open House-Public Hearings. The Virtual Open House featured an interactive Story Map on the proposed CPIO. In the Spring of 2017 a searchable Web Map was added to the Virtual Open House that allowed visitors to research specific zoning recommendations for individual properties.

These social media tools helped the City to reach as many community members as possible from the diverse communities throughout Southeast Los Angeles. Moreover, the websites served as a tool to engage a disenfranchised community that has historically been left out of the planning dialogue. The websites are a tangible representation of the City's efforts to be inclusive in its commitment to Southeast Los Angeles.

CPAC

The Southeast Los Angeles Community Plan had a Community Plan Advisory Committee (CPAC) made up of members that were appointed by the various City Council members whose districts fall within the Plan Areas. The CPAC was comprised of local residents, business owners, and representatives from community and faith-based organizations. The CPAC was established to advise the Planning Department throughout the plan update process. The CPAC met monthly during various phases of the process and provided invaluable input throughout development of the Proposed Plan. In addition, the CPAC helped draft the vision statement and policies for the Proposed Plan. The Department of City Planning greatly appreciated the services of all the members who devoted countless hours to the update of the Southeast Los Angeles Community Plan. The CPAC members are listed in the acknowledgments section of this document.

CEQA Public Process

Pursuant to State CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued in October 20, 2008 and two joint public scoping meetings were held on November 6 and November 13, 2008 for the Southeast Los Angeles and South Los Angeles Community Plans. A total of 6 comment letters were received regarding the Southeast Los Angeles Draft EIR. The purpose of the scoping meetings was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. The Draft EIR analyzed the potential impacts of the Plan with respect to sixteen environmental topic areas.

A Draft EIR was prepared for the Proposed Plan and a Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis. The Draft EIR was circulated for a 90-day review period - 45 days more than required by state law. The comment period began on November 3, 2016 and closed on February 1, 2017. As the lead agency, the City of Los Angeles received fourteen individual comment letters on the Draft EIR from public agencies, groups and individuals.

Plan Adoption - Public Outreach



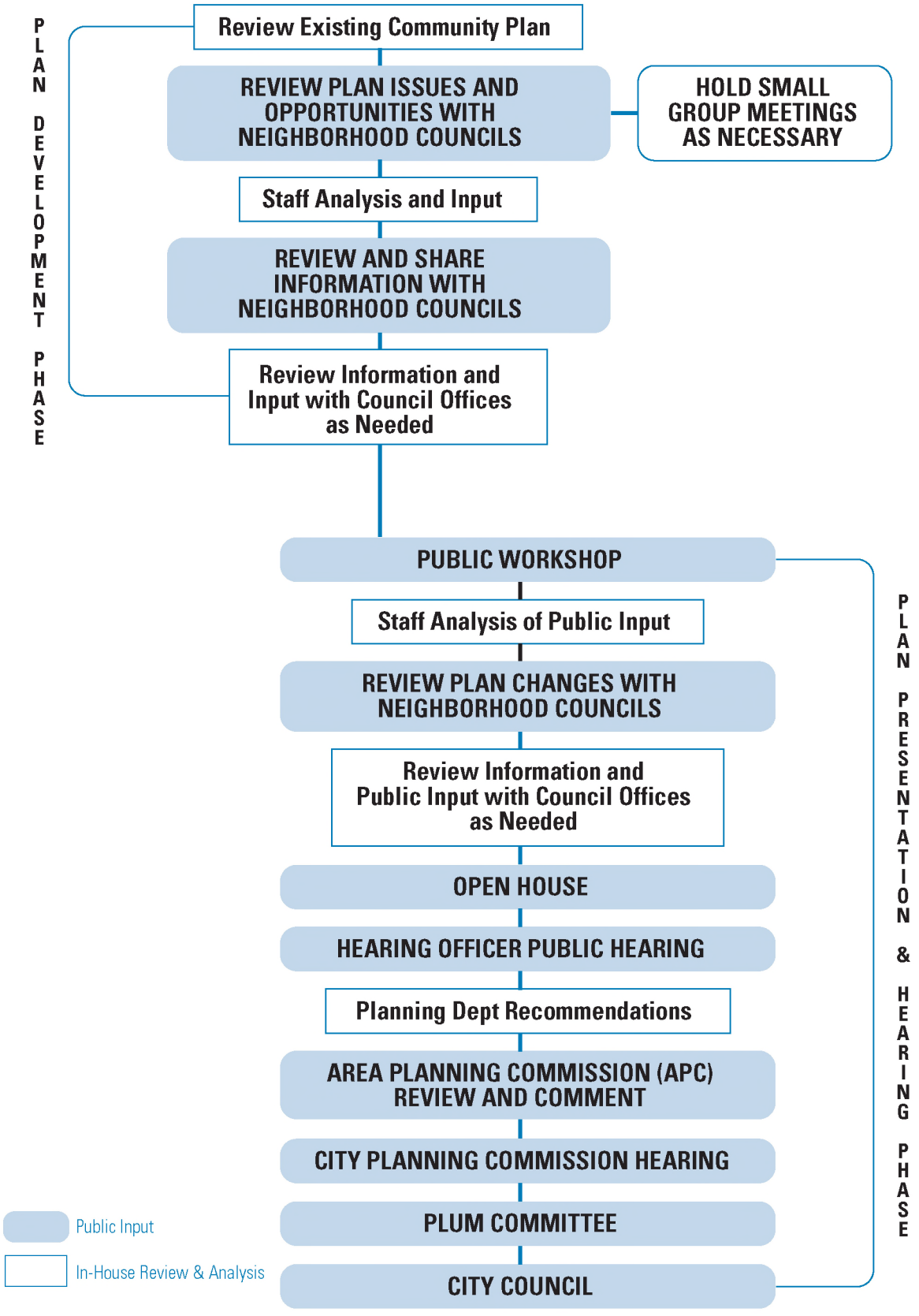
Following release of the Draft EIR and closure of the comment period, staff scheduled two joint Open House and Public Hearing Sessions to review the Proposed Plans for South Los Angeles and Southeast Los Angeles with the community and receive public testimony regarding the Community Plan recommendations. Notification of the Open House and Public Hearings for the South Los Angeles and Southeast Los Angeles Community Plans involved additional outreach in the community. Planning staff conducted outreach meetings which consisted of Office Hours in various locations in the community from November 14-19, 2016. These meetings provided a preview of all the materials to be presented at the Public Hearings in order to allow the community the opportunity to review the large volume of information and ask questions of planning staff.



In November 2016, a legally required notice of the Open House and Public Hearing was distributed through ground mail to approximately 219,250 residents, including a list of interested parties that attended previous community meetings and workshops. As required by state law, an official advertisement providing notice of the Open House and Public Hearing was published on November 1, 2016 in the Daily Journal. Additionally, Planning staff informed the four Council Offices in the Community Plan Area, Council Districts 8, 9, 14, 15, of meetings with the neighborhood councils and the upcoming Public Hearing. Social media was also used to notify the community of the Office Hours, and Open House and Public Hearings, with status updates provided on the Southeast Los Angeles Community Plan's Facebook and Google webpages.

The first Open House and Public Hearing for the South Los Angeles and Southeast Los Angeles Community Plans was held on December 3, 2016, at Bret Harte Middle School from 8:00pm to 12:00pm. Approximately 247 people signed-in at the Open House. A second Open House and Public Hearing was held on December 6, 2016, at Los Angeles Trade Technical College (LATTC) from 6:00 pm to 9:00 pm. Approximately 130 people signed in at the event. Several public hearing testimonies and written comments were received at both Open House/ Public Hearings. A detailed summary of the Public Hearing testimony can be found in the Recommendation Report to the City Planning Commission located in the Department of City Planning case file (CPC-2008-1553-CPU).

Community Planning Public Participation Process



COMMERCIAL CORRIDORS

Issues

- Lack of enough quality retail development in the community like Trader Joe's, Target and Red Lobster.
- Lack of sit - down restaurants.
- Need to bring in a Ross and/or Marshalls in the CANNDU area.
- Need banks, supermarkets, clinics, pharmacies and markets selling quality/healthy goods.
- Over-concentration of liquor licenses and liquor stores, automobile repair shops, check cashing outlets, motels and medical marijuana.
- Need to diversify and regulate business uses.
- Recycling being set-up at locations with inadequate space and close proximity to residences. They impact parking, create noise and are unsightly.
- Need to encourage mixed-use development.
- Concerned with conflicting property uses adjacent to one another.
- Vacant lots that create blight and collect litter are a problem.
- General blight and litter along corridors.
- Prevent spillover of downtown luxury/expensive housing into SELA.
- Wilmington Ave. is one of the most distressed corridors in the Watts area.
- Lack of commercial uses in Watts, no residential should be allowed on commercial corridors.
- Lack of resources to meet the infrastructure and repair needs of the community.
- Need resources for locally owned small businesses.
- Need job training programs (adults and youth) for commercial and industrial development.
- Establish community centers, youth activity centers and employment preparedness programs.
- Set up graffiti abatement program.
- Stop eminent domain.
- Need policing and community surveillance cameras to stop the constant destruction of granite/ glass storefront facades along in the Washington/Main area.
- Street vendors - creating trash and are unlicensed.
- Require parking to locate behind storefronts.

Opportunities

- Opportunity for large retail development adjacent to freeways (i.e. Washington Blvd.)
- More businesses that are opening provide local job opportunities for our youth.

INDUSTRIAL DISTRICTS

Issues

- Address industrial-residential conflicts.
- Do not allow factories to encroach into residential areas.
- Encourage existing residential homes in industrial areas to maintain and upgrade their homes.
- Protect industrial districts from non-industrial uses such as retail and residential.
- South Los Angeles Industrial Tract (former Goodyear Tract) is a viable industrial area, but the streets and storm drains need to be improved.
- Should not place schools adjacent to or near freeways or industrial uses.
- Building address should be required on the front of buildings.
- Business identification sign should be required.

Opportunities

- The industrial core brings/maintains a job base - is a good place for employment.
- Many character industrial buildings in the South Los Angeles Industrial Tract (former Goodyear Tract).

OPEN SPACE, PARKS, & RECREATION

Issues

- Lack of parks and open space.
- Lack of recreational resources.
- School playgrounds closed to community after school.
- Need on-going funds for programming and community organizing around local parks.
- Establish family-only use parks that are safe.
- Need skate parks and ice skating facilities.
- Need extra-curricular activities for youth.

Opportunities

- Use vacant and underutilized lots to increase the amount of parks/open space.
- Use alleys as recreation and open space.
- Use extra space near freeway underpass for Farmer's Market and open space.
- Recently constructed South Los Angeles Wetlands Park.

URBAN DESIGN

Issues

- The physical aspect of Long Beach Ave. needs to be improved. Need façade improvements from Slauson Ave. to Washington Blvd.
- Lack of cultural representation of all community members in events and physical structures.
- Proliferation of billboard blight.
- Too much signage on commercial buildings - visual blight.
- Architecturally uncoordinated development throughout the community.
- Need design guidelines that relate building to street. Should promote street activity (windows, widening of sidewalk, lighting and open seating space) to support safer and more active pedestrian life.
- Small business signs needs to be higher quality - most have shoddy, homemade business signage and/or advertisements.
- New cookie-cutter units on 120th St. are out of scale and character - done by same developer.
- Two-story shotgun housing (duplexes) on major streets such as Main St. are unattractive.
- Lack of green/landscaping and areas for children to play in new apartment buildings.

Opportunities

- Incorporate murals and art into new projects.

MOBILITY

Issues

Public Transit

- Lack of Metro bus stop shelters.
- MTA bus line on Hooper Ave. causes major congestion.
- MTA bus line should go past Broadway on Martin Luther King Jr. Blvd.
- Need a DASH route from Long Beach Ave. to Santa Fe Ave. on Vernon Ave.

Bicycling

- Support and foster bike ridership in appropriate places - not all streets are good place for cyclists.
- Insufficient number of bike lanes on SELA roads.
- Need to designate bike lanes to areas of interest, particularly from SELA to coast.
- Need separation between persons walking and bicycle riders on sidewalks.
- New bike lane on 120th St. creates traffic and no cyclists using lane.

Traffic

- Need to alleviate morning congestion on Long Beach Ave. between 48th Pl. and 41st St. The traffic is terrible.
- Need left turn only at 110 south at Martin Luther King Jr. Blvd.
- Need for traffic calming measures (landscaped medians on major boulevards and speed bumps and traffic circles) on residential streets.
- Street bumps/humps should be used to decrease travel speed on all residential streets that are wider than the norm, for example: 48th St. between Central Ave. and Hooper Ave.

Opportunities

- Love the new 102 MTA route - It makes transportation to and from schools easier.
- The number of bus routes that go specifically through Southeast LA region.
- Expo Line
- Use the Slauson Ave. rail line for commuter light rail.

STREETS

Issues

- Lack of maintenance of railroad tracks and street on both sides of Long Beach Ave. between Slauson Ave. and Washington Blvd. The heavy rail lines must be repaired or removed.
- Many potholes on Long Beach Ave. that need to be repaired as soon as possible. It costs drivers money in car repairs.
- Need street resurfacing on Central Ave. from the 105 Freeway to 120th St. and Wilmington Ave. from Century Ave. to Imperial Highway.
- Street sweeping does not take place as scheduled but parking tickets are still issued.
- Broken sidewalks, lack of curb cuts forcing wheel chair bound residents into the street.
- Insufficient resources/lack of funding to fix streets, sidewalks, gutters and drain systems to accommodate the density of people now residing in neighborhoods.
- Need removal of large debris, furniture and toxic wastes.
- Need maintenance of sewers and drains to avoid flooding after storms.
- Need adequate mobility and safe crossing for pedestrians, especially children crossing from the east side to the west side of Long Beach Ave. (over Metro and heavy rail tracks) at 47th St. to get to Fred Roberts Park, such as a bridge.
- Need sidewalk/landscape improvements at Washington Ave. and Main St. Also, policing and community surveillance cameras to stop the constant destruction of granite and glass storefront facades.
- Used cars for sale and large trucks are parking on commercial streets .
- Lack of streetscape amenities: trees, lights, landscaping, trash receptacles.
- Un-gated nuisance alleys (illegal dumping, loitering).
- Pedestrian Safety Concerns: areas of pedestrian traffic need sidewalk improvements and more lighting.
- Double Parking is an issue.
- Insufficient parking in transportation corridors and increase in density equals severe parking impact on adjacent residential neighborhoods .
- Lack of organizations (BIDs etc.) or funding to maintain capital improvements (upgraded crosswalks, lighting, monuments).

Opportunities

- Areas of high pedestrian and commercial activity including: Washington Blvd., Central Ave., 103rd St., Wilmington Ave. could be enhanced with streetscape plans.
- Encourage joint-use parking structures.

RESIDENTIAL NEIGHBORHOODS

Issues

- Increase the amount of historic preservation areas in SELA.
- Enforce residential capacity and building guidelines.
- The city's Housing Element is being revised; where are the additional 110,000 units going to be built? New residential development in SELA needs to address the housing shortage. We should plan for that growth specifically in the Community Plans.
- There is an over-concentration of sex offender, boarding and mentally disabled housing in the community.
- Do not allow factories within residential areas.
- Need to improve code enforcement.
- Need new residential development to provide ownership opportunity, not just rental housing. Must implement homeownership program before SELA residents are gentrified by downtown developers.
- Need more senior housing.
- Increase opportunity for housing for all income levels in the community especially affordable.
- Need government /local funded home improvement programs including home rehabilitation in the community.
- New housing should address needs of current residents, who are at risk of displacement as rents and property values rise.
- New development is making the interior neighborhoods too dense.
- Garage conversions are becoming a big problem.
- Address overcrowding of homes.
- Too many cars parked on residential streets because of high vehicle ownership and/or overcrowded dwelling units.

Opportunities

- Leverage historical character of communities.
- Important to reach more stakeholders for future meetings.
- Good plan, long over due.
- Adequate outreach and education to increase quality participation.
- Ensure the community benefits from the zoning and other changes in the plan.
- Showing interest in the development of Southeast Los Angeles and the people.

APPENDIX B

SOUTHEAST LOS ANGELES COMMUNITY PLAN
DESIGN GUIDELINES

CITY OF LOS ANGELES









PLAN southeast los angeles

~ August 2017 ~

ACKNOWLEDGMENTS

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Department of Transportation - LADOT
CRA/LA - CD 9 Corridors Redevelopment Project Area
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- Bureau of Engineering
- Bureau of Street Services
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A. RELATIONSHIP TO OTHER REGULATIONS

The Southeast Los Angeles Design Guidelines have been adopted as part of the Community Plan appendix for commercial and industrial areas in the Southeast Los Angeles Community Plan area. As such, they supplement other Municipal Code provisions.

B. PURPOSE

The Design Guidelines are intended to serve as a vision for new development throughout the Community Plan area and may be drawn upon as conditions for discretionary projects. The intent of these Design Guidelines is to include 360° architecture through these guidelines.

C. HOW TO USE THE DESIGN GUIDELINES

The Design Guidelines encourage Southeast Los Angeles to develop as a more sustainable community, with an emphasis on developing projects that are:

1) good neighbors,
2) walkable and connected to the community by great streets, and
3) that collectively result in great districts and neighborhoods in which to live and work.

D. AMENDMENTS TO THE DESIGN GUIDELINES

The Design Guidelines are in effect unless or until the City Planning Commission (CPC) approves Design Guidelines for the Community Plan Area, provided the design guidelines approved by the CPC are consistent with the objectives and goals of the Community Plan. The CPC may approve the Design Guidelines, herein, in whole or in part, with or without modifications. If the CPC approved design guidelines for the Community Plan Area terminate for any reason, these Design Guidelines will become effective.

1 VEHICULAR ACCESS, PARKING AND LOADING



Elevation along Primary Frontage showing no visible on-site parking, which is recommended in Mixed Use Districts (1A.G1).



Example of appropriately screened ground floor parking (1A.G2).

1A. ALL ACCESS, PARKING AND LOADING

Locate parking, loading and vehicular circulation to minimize its visibility.

G1. In Mixed Use Districts, Neighborhood Serving Districts, and Transit-Oriented Districts, no parking, or loading, on the ground floor of any building façade along a project's Primary Frontage should be visible from the street, except the ground-level opening required to access parking.

G2. In all other districts, screen visible parking in structures with evergreen landscaping that will screen 50% of the parking façade within 2 years.

G3. Where surface parking is allowed between the sidewalk and buildings, provide plant materials, or a combination of berms and plant materials, in the setback, to create a continuous screen 3 feet high. A 3-foot high solid wall may be provided directly adjacent to the parking spaces.

G4. Drive-thru windows should not be located on the frontage facing the primary street.

Accommodate charging stations, electric vehicle parking spaces and shared parking.

G5. Projects with 20 or more dwelling units should include a minimum of 5% of the required parking spaces for electric vehicle (EV) charging stations, as well as EV ready spaces.

G6. Electric vehicle charging spaces should comply with the location and dimension guidelines in the Green Building Code.

G7. New developments, especially those located near a Metro station, should provide exclusive parking areas for shared cars and/or exclusive parking areas/waiting areas for carpools/vanpools, taxis, and Transportation Network Companies (TNCs).

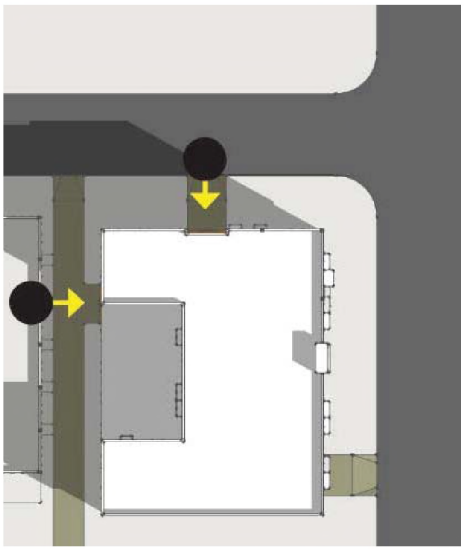
Limit the number and width of curb cuts and vehicular entries to promote Street Wall continuity and reduce conflicts with pedestrians.

G8. For projects that are primarily residential or office, vehicular access to parking should be from an alley where there is one.

G9. On a corner lot where there is no alley or where a second access is required, vehicular access should be from a street that is not a Primary Frontage.

G10. Curb cuts and parking/loading entries into buildings should be limited to the minimum number required and the minimum width permitted.

G11. A loading area within 60 feet of the property line that abuts or is across an alley or street from a residentially zoned lot should be enclosed on all sides except the roof and entry. Where the entry is within 20 feet of and visible from the street or R zone, it should be screened by a gate or other means when not in use.



Plan diagram of preferred parking access locations (1A.G5 and G6).



Parking garage entry from alley (1A.G5).



Parking garage entry on Non-Primary Frontage (1A.G6).



Parking entry opening is flush with the building façade (1B.G5) and relatively small with security gates and grilles set back from the façade (1B.G1). The parking façade is screened by a raised planter and landscaping and recedes from view, so the focus is on the habitable space above (1B.G3).



A long exposed ramp that breaks up the street wall should be avoided (1B.G5).



Elevation along non-Primary Frontage, showing two levels of visible parking which should be designed per 1B.

1B. PARKING FAÇADE DESIGN

Where Parking is a Secondary Use

Parking may be visible on non-Primary Frontages and along the alley and shared property lines, and may be visible along the Primary Frontage in some districts.

G1. Set security grilles and gates back at least 6 inches from the front façade face so they are less prominent.

G2. Employ durable materials, particularly on the ground floor street-facing façades. Different materials from the façades of the habitable space may be used to distinguish between the uses. Examples of appropriate materials include: architectural concrete, burnished concrete masonry unit (CMU or concrete block), burnished brick, concrete composite panel, glass channel, metal panel, and metal screen.

G3. Generally the parking façade should recede visually, so the habitable space above is more prominent.

G4. The distribution of openings should consider the design of the upper level façades (whether openings are somewhat aligned or in proportion to the upper levels). Openings should be functional and not be constructed as false windows.

G5. Parking entry openings located on the Primary Frontage should be flush with the façade when feasible. Long exposed ramps tend to be unattractive, disrupt the Street Wall and are generally discouraged.

G6. A simple eyebrow, canopy or other marker may identify the parking entry. For residential parking, the marker can be subtle. It should be more prominent visually for commercial uses with visitor parking.

G7. Naturally ventilated parking is encouraged in order to minimize mechanical ventilation.

G8. The exterior façade and, in particular, the openings in it, should be incorporated into the articulated and layered design of the overall building with the same quality of construction.

Where Parking is the Primary Use (Stand-Alone Parking Structures)

Stand-alone parking structures may be constructed by the City or by a private developer as a shared parking facility, especially where on-site parking is in short supply, or in conjunction with a larger scale project. A stand-alone parking structure should express the same design quality as any other building.



A good example of a stand-alone parking structure: metal screens, tower element marking the entry corner, vertical circulation and attractive lighting (1B.G9, G10 and G13).

G9. Provide an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns on all visible façades. Examples of appropriate skin materials include heavy-gage metal screen, pre-cast concrete panels, laminated glass, photovoltaic panels, and other materials consistent with or complementary to the overall project.

G10. Highlight elevators and stairs architecturally, so visitors can easily find and access these entry points.

G11. Integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials, and storm water treatment where possible.



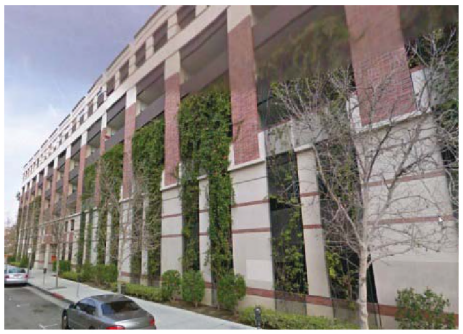
Solar panels should be incorporated into the roof of parking structures or over surface parking (1B.G11).

G12. Integrate signage and wayfinding with parking structure architecture.

G13. Incorporate public art and lighting into the parking structure design to reinforce its unique identity.

Landscape Treatment to Screen Parking Façades

If a visible parking façade is well-designed, it does not need to be screened by dense landscaping along a street frontage beyond that required for setbacks and streetscape. However, a landscaped buffer, in addition to a well-designed façade, is encouraged where the visible parking faces other buildings.



Green screens can provide an additional buffer along a freestanding parking structure (1B.G14).

G14. A "green screen" that is coordinated with the building design may be provided, along with the required setback landscaping. Alternatively, an additional row of evergreen columnar trees may be provided within the required setback and staggered with street trees.



Creeping vines on alley-facing wall (1C.G2).



Bird's eye view of a well-designed access alley.



Photo of a well-designed access alley. Alley access eliminates the need for additional curb cuts and driveways on abutting lots.

1C. ALLEYS

Alleys provide vehicular access to both corridor and adjacent residential lots, thereby reducing conflicts between pedestrians and vehicles and allowing better design of the adjacent residential lots. Alleys typically contain overhead utility lines.

Maintain and enhance alleys.

G1. In general, alleys should be maintained for vehicular access.[1]

Incorporate green elements in alleys.

G2. The alley-facing side of any wall located adjacent to an alley should be covered by greenery, especially for automotive and recycling center uses.

[1] Exception: Pending BOE approval, an existing alley may be vacated if it meets all of the following criteria: (1) it is part of a project that includes both corridor and adjacent residentially zoned lot(s); (2) vehicular access to the Project is provided on a non-Primary Frontage; (3) vacating the alley will not result in the need for additional curb cuts for other parcels on the same block; and (4) a rear yard that is at least 15 feet deep plus one foot for every 10 feet in height above 18 feet is provided and is 90% permeable and 75% planted.

2 BUILDING MASSING

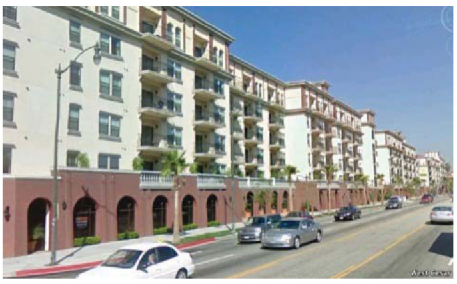
2A. STREET WALLS

The street is often described as "an outdoor room." The ability to shape this room exists on every street, and its walls are defined by the primary façades of its buildings, which create a "Street Wall." How building mass is distributed on a site usually has the greatest impact on a project's overall appearance and on the strength of the Street Wall, as well as on its relationship to its neighbors (see 2B). A relatively continuous Street Wall with a consistent setback and a building height-to-street width ratio of 1:2 provides strong definition of the street room (e.g., 50 foot buildings on a typical Southeast Los Angeles corridor), while a ratio of 1:3 provides at least some definition (e.g., 33 foot buildings on a typical corridor).

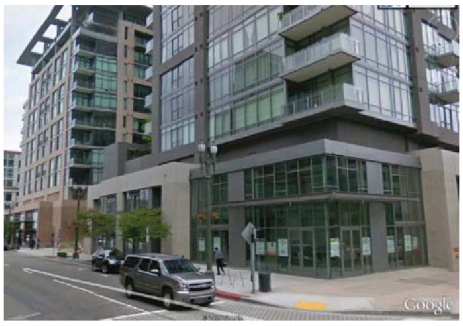
G1. Design Street Walls to define the street and provide a comfortable scale for pedestrians.

G2. Breaks in the Street Wall at the ground floor should be limited to those necessary to accommodate pedestrian pass-throughs, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

G3. Incorporate well-scaled elements or structures that are sensitive to neighborhood context, and avoid overly long, out-of-scale Street Walls.



Example of an overly long, monotonous Street Wall, which is discouraged (2A.G3).



Example of project broken into several buildings, which is encouraged (2A.G3).



Example of continuous building base with separate volumes above, which is encouraged (2A.G3).

2B. TRANSITIONAL HEIGHTS

Lots along the corridors in Southeast Los Angeles are constrained by shallow depths, their proximity to single-family and low density neighborhoods, and utility poles in alleys. While the shallow lots make it difficult to design efficient buildings, the proximity to smaller scale neighborhoods necessitates the use of transitional elements to establish a mutually respectful relationship between corridor projects and their smaller scale neighbors.

G1. Break up and set back the mass of the building wall that faces the lower density residential neighborhood to avoid overwhelming the neighborhood buildings.

3 GROUND FLOOR



Street orientation that includes outdoor dining (3A.G1).



A ground floor treatment that includes retail displays and awnings for shade (3A.G7).



Overhangs, awnings and other integrated transitional elements (3A.G7).



A well-designed ground floor and setback, free of equipment (3A.G8).

3A. GROUND FLOOR TREATMENT

Orient buildings to the street to promote sidewalk activity.

G1. Orient tenant spaces to the street and maximize transparency and entries along the sidewalk to sustain street level interest and promote pedestrian traffic.

G2. During hours of operation, open-wall storefronts are encouraged.

G3. A non-residential building's primary entrance, defined as the entrance which provides the most direct access to a building's main lobby and is kept unlocked during business hours, should be located on a public street or on a courtyard, plaza or paseo that is connected to and visible from a public street.

G4. More public entrances than the minimum specified, including building and/or tenant/resident entrances, are encouraged.

G5. Primary building entrances at sidewalk grade (no stairs or ramps) are encouraged.

Incorporate a pedestrian-oriented scale at the street level.

G6. Promote pedestrian-scaled architecture along the street.

G7. Architectural features that reinforce the pedestrian character of the ground floor Street Wall and/or help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, are encouraged and should be integral to the architecture of the building.

Don't waste valuable street frontage on "back of house" uses.

G8. To the extent feasible, do not locate loading docks, electrical transformers, mechanical and other equipment, enclosed stairs, storage spaces, blank walls, or other elements that are not pedestrian-oriented along the Primary Frontage, and screen them from view.

3B. RESIDENTIAL GROUND FLOOR SPACE

Residential ground floor space along corridors can be designed to accommodate habitable space and to avoid blank walls and visible parking.

G1. Residential units with individual entries along the street are encouraged. In some locations, it may be desirable to elevate those entries a few feet above sidewalk grade with an entry porch or terrace to provide separation/ buffering from street activity.

G2. Residential units with individual entries should include windows on the ground floor that look out onto the street.



Here, an individual unit's secondary entry is several feet above the sidewalk with porch and windows which look onto the street (3B.G1, and G2).



Other habitable ground floor uses that do not have entries on the street should include transparent windows with more landscaping in the setback.

4 OTHER ARCHITECTURAL ELEMENTS



High-quality detailing and finish on the underside of these balconies (4A.G1).



Good example of integrating solar panels into the building design (4A.G2).



Material transitions between corrugated metal, window framing and block wall are detailed with thicknesses that add depth while accommodating movement and waterproofing tolerances (4A.G4).

4A. MATERIALS

Strive for "timeless design" and employ sustainable materials and careful details that have proven longevity. Use high-quality, durable materials, especially on ground floor façades that are more visible.

G1. Detail and finish the underside of exposed elements such as extended balconies and open stairs to the same level as the façade.

G2. The integration of photovoltaic panels into the design of the building's façade, roof decks, or garages is encouraged.

G3. Detail storefronts and curtain walls with high grade architectural materials.

G4. Carefully detail material transitions (where two different materials come together) to look clean and to accommodate movement and waterproofing tolerances.

G5. Awnings and canopies should be fabricated of woven fabric, glass, metal or other permanent material compatible with the building architecture. Internally illuminated, vinyl awnings are discouraged.

Residential Materials. Includes multi-family and mixed-use building types.

G6. Use of the following materials is discouraged:

- Stucco as an exclusive building material
- EIFs, Glass Reinforced Concrete
- Stucco that is rough or irregular, or coarse-textured finishes like heavy lace, machine dash, or light lace
- Standard concrete masonry units (concrete block) at the ground floor
- Slumped finish concrete masonry units
- Vinyl siding
- Applied window mullions, i.e., thin strips applied onto or between layers of glass
- Styrofoam plant-ons

G7. Use of the following materials is encouraged:

- Natural stone, precast concrete, and brick (red, gold, or multi-colored)
- Concrete composite panels, including Trespa, Swisspearl and Hardie Reveal or Artisan Matrix Panels
- Concrete with a finished architectural appearance when used as part of a larger architectural design approach
- Concrete masonry units that have a glazed, ground (burnished) face or polished face finish, particularly at the ground floor. Heavily textured block, such as split face, may be used to create patterns, provided it is the secondary material comprising not more than 20% of the façade.
- Stucco that is fine-textured and smooth, for example, "Santa Barbara" 20/30 float finish
- Factory finished metal panels (heavy gauge only, in corrugated or flat sections) but not artificially resembling natural materials
- High quality doors and windows, such as, but not limited to, those fabricated of wood, wood with vinyl clad exterior, recycled-content aluminum vinyl clad, steel casement, high-quality anodized aluminum, or other durable materials.



Example of concrete composite panels, which are encouraged, on a low-rise residential project (4A.G7).

Commercial Materials. Includes automobile oriented commercial and community serving centers.

G8. Use of the following materials is encouraged:

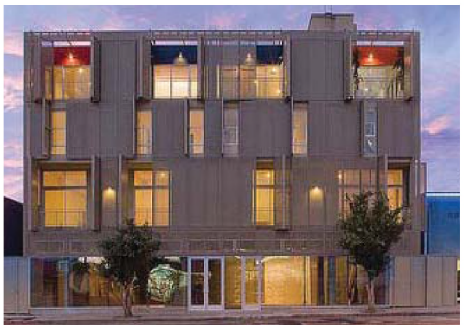
- Stone; brick; tile; precast concrete; glazed, burnished or honed block; and other similar materials
- Metal panel; curtain wall; frameless glass; and high-quality glass storefront wall systems
- Concrete composite panels
- Stucco that is fine-textured and smooth, for example, "Santa Barbara" 20/30 float finish



Stone and other high-quality materials are concentrated on the ground floor and lobby entrance of this low-rise hotel (4A.G8).



Concrete tilt-up building with sustainable wood panel infill and transparent corners represents a new interpretation of business park structures (4A.G8).



Lighting is contained within the building, allowing a glow without casting light onto the street and neighbors (4B).



Interior security grilles are not visible during business hours and provide security, but do not create a blank wall, during non-business hours (4C.G4).

4B. LIGHTING

Minimize Light Pollution, including sky glow, glare and light trespass onto adjacent properties.

G1. To limit sky glow, and glare, cutoff luminaries should be used in all exterior lighting (excluding low voltage landscape lighting).

G2. Reflective materials or other sources of glare (like polished metal surfaces) should be designed or screened to avoid impacts on views and measurable heat gain on surrounding windows either within or adjacent to a project.

Provide attractive lighting that promotes public safety.

G3. Building lighting should relate to the pedestrian and accentuate major architectural features, the Street Wall and the public space of the sidewalk.

4C. SECURITY DOORS AND GRILLES

Balance the need for security with the creation of an attractive, inviting environment.

G1. The following are discouraged in both remodel and new construction projects:

- Permanently affixed exterior security grilles or bars
- Exterior accordion (or scissor) gates
- Exterior roll-down doors that are less than 75% transparent

G2. In all new construction, exterior security doors and grilles of any kind are discouraged.

G3. For residential projects, exterior security grilles are discouraged.

G4. Interior roll-down doors and security grilles that are at least 75% transparent (open), retractable, and designed to be fully screened from view during business hours are encouraged.

G5. Exterior roll-down doors and grilles that are at least 75% transparent are discouraged.

4D. MECHANICAL EQUIPMENT

Screening of Unattractive Elements. Most projects are viewed directly from adjacent properties where occupants have clear sight lines to roofs and back-of-house functions. It is important that new projects respect their neighbors by screening mechanical equipment and other unattractive elements.



Rooftop mechanical units are not visible (4D.G1 and G2).

G1. Mechanical equipment should be screened from public view by elements that are integrated into the design of the building.

G2. Antennas and satellite dishes should not be visible from street level (e.g., they can be set back from the edge of the roof). In new construction, cable and/or satellite services should be provided through a single source that serves the entire complex and serves individual units through wired connections that are hidden within building walls.

G3. For new construction and additions to existing buildings, window vents, fans, air conditioning units, or similar equipment should not be installed in windows.

4E. TRASH AND RECYCLING

Trash and recycling areas should be accessible to occupants and the trash collector with limited noise, odor and other concerns for both occupants and neighbors.

G1. Trash and recycling rooms should be located within the parking structure, where there is one.

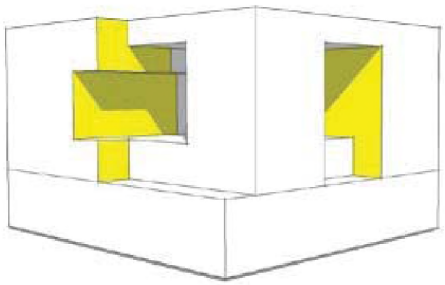
G2. Required outdoor trash and recycling enclosures should be constructed of concrete block or another similar durable material that is identical to or compatible with the ground floor façade materials. They may not be constructed of chain link fence or wood.

5 BUILDING FAÇADE

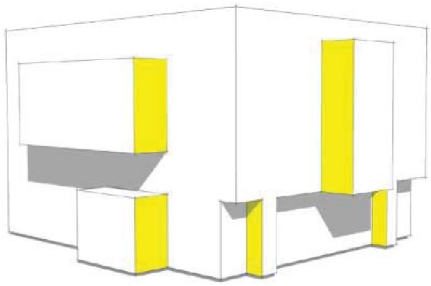


Large- and medium-format retail can be designed along the street like any other pedestrian-oriented retail.

Articulation Illustrated
Vertical surfaces that count as articulation are yellow.



Box with recessed volumes



Box with projected volumes

Transparent glazing and articulation are the most basic design elements that determine the appearance of the façade. Layering, hierarchy and window detailing are supplemental.

5A. GLAZING

G1. Transparent glazing is encouraged so that activity is visible through the building.

G2. Clear and low iron tints are particularly encouraged.

G3. Darker, saturated tints are discouraged.

G4. Glazing with a visible reflectance higher than 20% is generally discouraged.

5B. ARTICULATION

Articulation is the percentage of the building façade that is differentiated from a boxy building envelope by elements that project or are recessed from the primary façade. Examples include box with recessed volumes and box with projected volumes, as illustrated to the left.

G1. Establish appropriate and contextual building articulation so that the street wall massing gets broken down into smaller configurations that are not overbearing and allow sun penetration.

5C. LAYERING

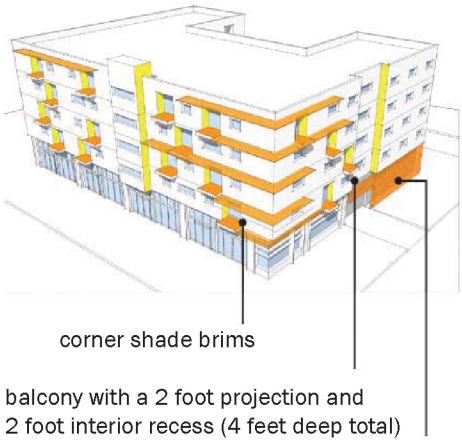
Layering uses added elements, which are typically functional, to enhance visual interest and to break down the scale of large buildings at the detail level.

Layering includes the following elements:

- **Overhangs** provide shade and are generally purposeful accents.
- **Balconies** help activate a façade because they allow for permeability in an otherwise solid façade. Balconies are considered layering elements when they are a minimum of 3 feet deep (projected, recessed or combined). Balcony guardrails should be of a material other than stucco walls, and should be visually permeable rather than solid.
- **Decorative screens** add color, ornament, vegetation and/or pattern to a façade, and sometimes double function as privacy screens or shading elements.
- **Texture** establishes a sense of scale on a façade through the use of dimensional materials (e.g., 4"x 8" brick, 8"x 16" block, 6" siding) or a mix of complementary materials.

G1. Activate façades with a reasonable level of layering to add texture, visual interest and to further break down the scale of large buildings.

Layering illustrated
With layering (orange) - more shadows are cast and dimensional texture is added.





Layering elements include overhangs and textured façade materials (5C.G1).



Durable masonry used at the ground level, accent at the main entry and corner, and a continuous architectural accent at the roof line (5D).



Durable materials used at ground level, accents at entry points and corner (5D.G2).



A combination of recessed and projected window frames (5E).

5D. HIERARCHY

Special elements such as roof lines, major entryways, private entryways and corner elements provide wayfinding and orient users toward the main entrance. Accents at the main entry or building corner will make a big difference if they serve as functional iconographic elements (building marketing) without being literal signage.

G1. Establish a clear hierarchy between the base, middle and top of a building.

G2. Put development resources toward higher grade construction materials at the ground level (up to 10 feet) where it will be noticed most.

Examples of higher grade materials include:

- Stone; brick; tile; precast concrete; glazed, burnished or honed block; and other similar materials
- Metal panel; curtain wall; frameless glass; and high-quality glass storefront wall systems

G3. Clearly delineate the location of the main entrance by providing a major architectural accent signifying the main entry and/or building corner.

5E. WINDOWS

G1. Design façades with a reasonable level of window detailing to contribute to the quality of the façade.

Window depth refers to the recess or projection that a window assembly achieves.

G2. Discourage window assemblies that are flush with the exterior finish.

G3. Window assemblies that are recessed at least 2 inches from the exterior wall plane are encouraged.

G4. Window frames that are recessed or projected 6 inches or more will create dramatic shadow lines and even greater sense of depth.

6 ON-SITE OPEN SPACE, SETBACKS, LANDSCAPING AND SUSTAINABILITY

6A. REQUIRED ON-SITE OPEN SPACE

Incorporate amenities that facilitate outdoor activities such as sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.

G1. Required open spaces should include at least 25% planted area and 1 seat per 500 square feet. Planters, planter boxes and similar planting containers may count toward this requirement.

G2. At least 50% of the required trees should be canopy trees that shade open spaces, sidewalks and buildings.

G3. Plazas and courtyards are encouraged to incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing sun and shade.

G4. Projects should include publicly accessible open space that is accessible, usable, and welcoming to the public.



On-site open space should be designed to serve a building's residents with appropriate amenities (6A).



Setback treatments vary by district: Above, landscape elements provide an appropriate buffer in Mixed Use / Neighborhood Serving districts (6B).

6B. SETBACKS ALONG SIDEWALKS

Setbacks provide an opportunity for usable open space. Use landscape elements to provide an appropriate buffer given the adjacent land use and district.

G1. Fences should be fabricated of durable materials that are in the same family as or compatible with the project's architectural materials, and should not have curved tines or spikes on top.

G2. Raised planters are encouraged as they can be used for storm water treatment, to protect plants from being trampled, and to reduce the collection of trash in the landscaped area.



Raised planters in the setback provide storm water treatment and a buffer, and need not be set back from the sidewalk (6B.G2).



Protected walkway with planting strip through parking lot to sidewalk (6C.G2).



Shade trees and stormwater infiltration in parking lot (6C.G1).



A mix of native and other drought tolerant plants (6D.G1).

6C. INTERNAL PARKING LOT LANDSCAPING

Design the parking lot to infiltrate and/or detain storm water and provide safe, shaded pedestrian routes through the parking lot.

G1. Design the parking lot to detain storm water within continuous planting areas, which are a minimum of 5 feet wide and are located between all parking bays and around the perimeter of the parking lot. Planting areas should be:

- Curbless with wheel stops to protect them from vehicles, or with curbs that contain breaks at regular intervals to permit runoff to drain into the planting areas;
- Planted to prevent soil erosion.

G2. Provide at least one centrally located pedestrian walkway that runs the length of the parking lot, from the sidewalk to the Primary Façade, and is separated from the parking lot by unique paving surface, landscaping and shade trees on at least one side and a raised curb on the other.

6D. DROUGHT-TOLERANT PLANTS AND GENERAL SUSTAINABILITY

G1. Specify and install plants identified as California Friendly by the Metropolitan Water District's Be Water Wise program (www.bewaterwise. com) for at least 50% of the plant materials used.

G2. Facilitate storm water capture, retention and infiltration and prevent runoff through natural, landscaped detention areas and/or grassy swales. Permeable paving should be maximized throughout the site to reduce storm water run-off.

G3. The use of Southern California native plant species or cultivars of those species is encouraged.

G4. Solar panels should be integrated whenever possible.

G5. Use exterior surface materials that will reduce the incidence and appearance of graffiti; Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades as well as to minimize graffiti.

G6. Use white or reflective paint on rooftops to reflect heat away from buildings and reduce the need for mechanical cooling.

7 SIGNAGE

7A. STANDARDS AND GUIDELINES FOR ALL SIGN TYPES

Signs should be conceived as an integral part of the project and not as an afterthought. The location, size, and appearance of signs should complement the building and should be in character with the district in which they are located.

G1. The following sign elements are encouraged:

- Wall signs composed of individual cut-out letters fabricated of metal or other durable material which are pin- or raceway-mounted
- Metal or other durable panel with lettering/logos cut out
- Logos/symbols instead of or in conjunction with words
- External illumination
- Elements that reflect the history and/or culture of the community



Individual cut-out letters that are pin-mounted to the wall, and a projecting sign (7A.G1).

Signs in Context

G2. Signs should be constructed to conceal all supporting structures, fastenings, and electrical connections, unless they are designed as integral features.



Metal panel with cut-out logo identifies eyewear shop, no words required (7A.G1).



Appropriately Scaled Signs. Retail sign appropriately scaled to the storefront in a pedestrian-oriented environment (7B.G2)



No Duplicative Signs. Example of retail signage that is discouraged because it duplicates information on panels and on the awning (7B.G3)



Integrated Design. Example of residential identity signage integrated into an entrance canopy (7B.G5).

7B. SIGNAGE GUIDELINES BY TYPE

The following guidelines are intended to provide design guidance to achieve visually effective and attractive signage throughout Southeast Los Angeles. These design recommendations and visual examples are meant to help Applicants understand what is generally considered good signage design.

Retail

G1. For projects that have multiple storefront tenants of similar size, all signage should be of the same type (i.e., cut out, blade sign, painted panel) and the same relative size and source of illumination. Retail tenants will appear to be different by their store name, font, color and type of retail displays.

G2. Retail signs should be appropriately scaled from the primary viewing audience (pedestrian-oriented districts require smaller signage than fast moving automobile-oriented districts).

G3. No duplicate signs should be allowed on storefronts and building façades. For example along a street frontage, they should all be awning signs, or panel signs, but not both.

Residential

G4. Signage should reinforce the identity of the residential complex and be visible from the most prominent public corner or frontage.

G5. All signs should be integrated with the design of the project's architecture and landscaping. As a family of elements, signs should be related in their design approach and convey a clear hierarchy of information.

G6. Signage should identify the main/visitor entrance or lobby, resident or visitor parking, community facilities, major amenities and commercial uses. These signs should be related in style and material while appropriately scaled for the intended audience.

G7. Signs for community facilities should be prominent and easily read by first time visitors.

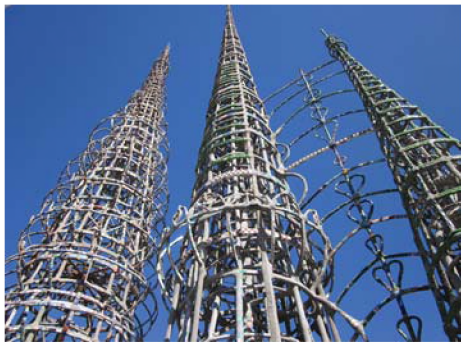
8 CULTURAL AMENITIES

Historically, cities embrace the arts of their time, and the character, personality and spirit of the city is often conveyed most vividly through its arts and culture. The arts play a significant role in cultivating livable neighborhoods. Southeast Los Angeles is home to the Watts Towers, numerous murals and public art in civic buildings.

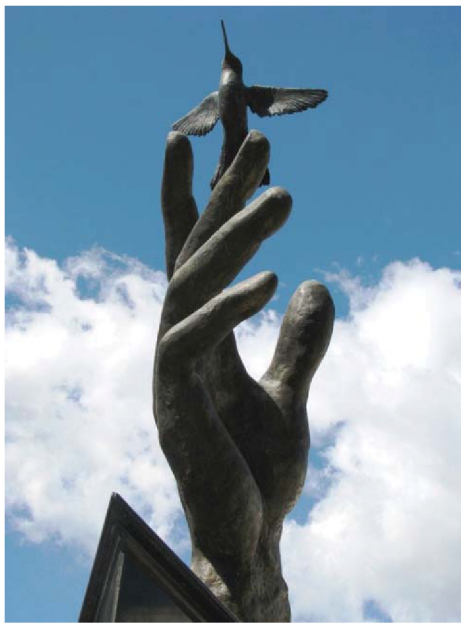
8A. GOALS

Integrate public art in the project's architecture, landscape and open space design by incorporating the artist into the design team early in the process.

- **Artistic excellence.** Aim for the highest aesthetic standards by enabling artists to create original and sustainable artwork, with attention to design, materials, construction, and location, and in keeping with the best practices in maintenance and conservation.
- **Image.** Generate visual interest by creating focal points, meeting places, modifiers or definers that will enhance the community's image.
- **Authentic sense of place.** Enliven and enhance the unique quality of the community's diverse visual and cultural environments. Provide meaningful opportunities for communities to participate in cultural planning and a means for citizens to identify with each other through arts and culture in common areas.
- **Responsiveness.** By not formally injecting art into the early stages of the planning process for each new development, it will either be left out, or appear out of sync with the overall growth of the built environment.



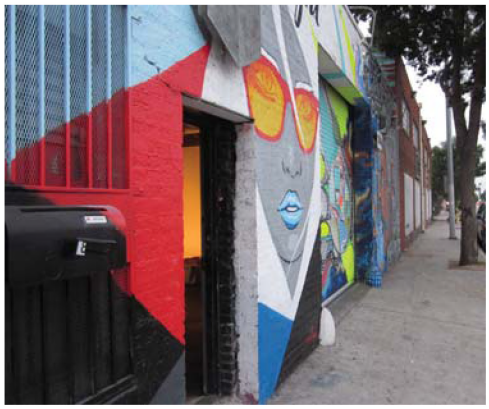
Watts Towers. The world-famous Watts Towers, built by Simon Rodia between 1921 and 1984.



Sculpture by Charles Dickson titled Symbols of Unity - The Idea of Freedom, located at the Martin Luther King Shopping Center, Watts.



Sculpture of saxophone on Central Avenue to memorialize the corridor's role in the history of jazz.



Colorful mural on a Washington Boulevard industrial building.



Southeast Los Angeles is known for murals. Above, a mural on the Central Avenue Constituent Services Center.



Above, a mural above the entrance to the Watts Public Library.

G1. Artwork in privately owned developments should be fully integrated into the development's design, in the most accessible and visible locations. Enclosed lobbies and rooftop gardens are considered appropriate locations.

G2. Integrate and coordinate artwork adjacent to retail development with existing signage and shop frontage.

G3. Attention should be paid to how the artwork will appear amidst mature landscape.

G4. Special care should be taken to avoid locations where artwork may be damaged.

G5. Encourage the installation of original art murals that cultuvate artistic expression and foster a sense of community pride and neighborhood identity, that vandals will be less likely to disturb.

9 INDUSTRIAL DESIGN GUIDELINES

9A. STREET FRONTAGE

G1. Primary building entrances should be highly visible, easily accessible, well lit, and have architectural accent elements that provide shade such as canopies, awnings, overhangs, projections, trellises or cornice treatments.

G2. Pedestrian access paths to public entrances should be delineated clearly from vehicular and truck access.

G3. Within a quarter mile of transit stop/stations, create primary pedestrian entrances that are located such that walking distance to the transit stop/station is minimized.

G4. New projects should integrate pedestrian amenities (benches, shelters) on-site when transit stops occur along their frontage.



Transparent windows facing the sidewalks improve the pedestrian experience (9B.G2).

9B. BUILDING / ARCHITECTURAL DESIGN

G1. Walls should feature a change in material, color or texture that provides scale and some visual interest every 30 feet in horizontal distance.

G2. Incorporate windows on ground floors facing pedestrian paths of travel to improve the pedestrian experience along major corridors.

G3. Industrial structures identified as potential resources by SurveyLA (when it becomes available) should be re-used whenever possible, or be integrated into new industrial or mixed-use development projects whenever feasible, to retain the architectural character of Southeast Los Angeles' industrial districts.



Solid walls designed with complementary materials as the site building, broken up with climbing vegetation (9E.G1, G3).



Example of a long wall broken up by columns (9E.G3).

9C. FENCES AND WALLS

G1. Solid fences or walls should be designed with both sides articulated with similar or complementary materials and colors as the site buildings.

G2. Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is discouraged.

G3. Long expanses of walls (50 feet or greater) should be broken up with periodic columns, insets, landscape pockets or changes in materials.

9D. PARKING, CIRCULATION & DRIVEWAYS

G1. Locate parking lots to the interior of block, rather than at corner locations. Reserve corner locations for buildings.

G2. Driveway access should be located along streets other than the primary public corridor (i.e. side streets or alleys) where feasible. Where only front access is available, driveways should be constructed according to the following:

a. Entry drives should not lead directly into head-in parking.
b. Entry drives should be enhanced with accent paving, special landscaping, and low level lighting.

G3. Circulation routes requiring movement into a public street to move from one area to another on the same site should be avoided when possible.

G4. Maintain existing alleys for access and egress. Avoid vacating alleys or streets to address project-specific design challenges.

9E. OTHER ELEMENTS

G1. For security purposes, provide outdoor lighting for all parking areas and pedestrian walkways, but avoid spillover impacts onto adjacent properties. Glare shields should be provided where necessary to avoid unwanted light flooding into residential parcels.

G2. Screen any mechanical, electrical or communications equipment, whether on the roof, side of building, or ground. All roof mounted equipment should be screened from view and should be set back a minimum of 20 feet from the building parapet.

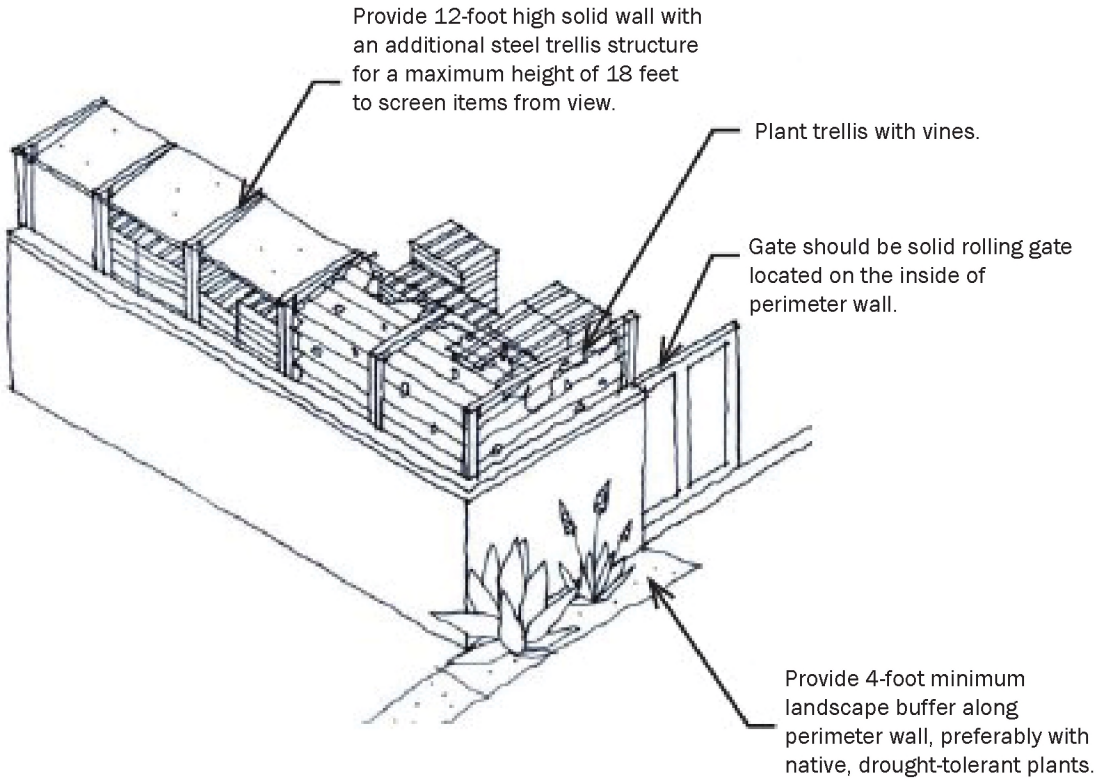
G3. If security grilles are allowed per the CPIO and are needed on the ground floor windows, they should not block out more than 30% of natural light to the interior and should be designed as an architectural feature compatible with the building's design, or as steel vertical bars.

G4. Pallet storage should be housed in an enclosed building or warehouse to the extent feasible.

G5. Except for pallet yards, outdoor storage of materials, where allowed, should not exceed the height of the exterior fence.

G6. Where stacked pallets exceed the height of the exterior fence, solid perimeter fencing for pallet yards should include an additional steel frame trellis protection approved by Building and Safety to screen stacked pallets, with vines planted to reach the upper trellis (see diagram below).

G7. Pallet Yards, Recycling Centers and Storage Yards are highly discouraged adjacent to residential uses.





Climbing vegetation provides articulation and visual interest along an industrial wall (9F.G4).



The use of climbing vegetation also helps discourage and minimize graffiti (9F.G4).

9F. SUSTAINABILITY

G1. Situate buildings on the site so they are oriented to maximize day lighting opportunities and to harvest natural light within interior working spaces. Also utilize opportunities to provide skylights and operable clerestory windows to allow for ventilation and indirect lighting and integrate shading systems for these openings to reduce heat gain.

G2. Facilitate storm water capture, retention and infiltration and prevent runoff through natural, landscaped detention areas and/or grassy swales. Permeable paving should be maximized throughout the site to reduce storm water run-off.

G3. Solar panels should be integrated whenever possible.

G4. Climbing vegetation and green walls are encouraged as a method to provide articulation and visual interest to building facades and to minimize graffiti.

G5. Use exterior surface materials that will reduce the incidence and appearance of graffiti.

G6. Use white or reflective paint on rooftops to reflect heat away from buildings and reduce the need for mechanical cooling.

G7. Select drought-tolerant, California-friendly native landscaping to limit irrigation needs and conserve water. Mediterranean and other local climate-friendly plants may be used alongside native species.

G8. Industrial projects fronting major corridors should plant and maintain street trees along the public sidewalk of their property per the minimum spacing and requirements of the Division of Urban Forestry.





Los Angeles Department of City Planning • August 2017

Southeast Los Angeles Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

Land Use - *Corresponding Zones*

Low Density Residential

- Low II - *R1*
- Low Medium I - *R2,RD3*

Multiple Family Residential

- Low Medium II - *RD1.5,RD2,RZ2.5*
- Medium - *R3*

Commercial

- Neighborhood Commercial - *CR,C1,C1.5,C2,C4,RAS3,R3*
- Community Commercial - *C2,C4,RAS3,R3,RAS4,R4*
- Regional Commercial - *C2,C4,RAS3,R3,RAS4,R4*

Industrial

- Hybrid Industrial - *CM*
- Limited Industrial - *MR1,M1*
- Light Industrial - *MR2,M2*
- Heavy Industrial - *M3*

Open Space; Public Facilities

- Open Space - *OS,A1*
- Public Facilities - *PF*
- Public Facilities - Freeways - *PF*

Community Boundary

Utility Lines

- DWP Lines

Special Boundary

- Figueroa Street Corridor[1]

Service Systems

- Community Library
- Community Park
- Cultural/Historical Site
- DMV Office
- Fire Station
- Health Center/Hospital
- Junior College
- Metro Station
- Mini Park
- Municipal Office Building
- Neighborhood Park
- Police Station
- Post Office
- Power Distribution Station
- Power Receiving Station
- Private Elementary School
- Private Senior High
- Public Elementary School
- Public Junior High
- Public Senior High
- Regional Park
- Special School Facility
- Unspecified School

PLAN FOOTNOTES

1. 100% commercial projects located on Community Commercial-designated properties on Figueroa Street and Flower Street (north of Martin Luther King Jr. Boulevard) shall be limited to the existing Height District 1 or 1L and a 1.5:1 FAR. However, hotels and mixed-use (residential/commercial) developments may be designated Height District 2D, provided that the City approves the corresponding zone change to establish the Height District 2D, and provided that no such development exceeds a maximum total floor area ratio (FAR) of 3:1. An additional FAR of 1.5:1, for a maximum total FAR of 4.5:1, may be granted for mixed- use projects that, 1) set aside dwelling units in accordance with LAMC Section 11.5.11. for affordable housing , or 2) for projects reserved for and designed primarily to house students and/or students and their families. Commercial uses in such mixed-use projects shall comprise no less than 0.5 and no more than 0.9 FAR. 100% residential development shall not be permitted.

ADMINISTRATIVE NOTES

1. Symbols, local streets and freeways are shown for reference only.
2. Bikeways are shown on maps contained in the City's Mobility Plan 2035, an Element of the General Plan, which was adopted by the City Council on August 11, 2015.
3. A complete list of designated historic -cultural monuments is available at the Office of Historic Resources (OHR). OHR also maintains a list of potential historic resources identified through SurveyLA (The Los Angeles Historic Resources Survey) or other historic resources surveys as eligible for designation under local, state and federal designation programs.
4. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
5. Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the RMP Zone.
6. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

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Mayor

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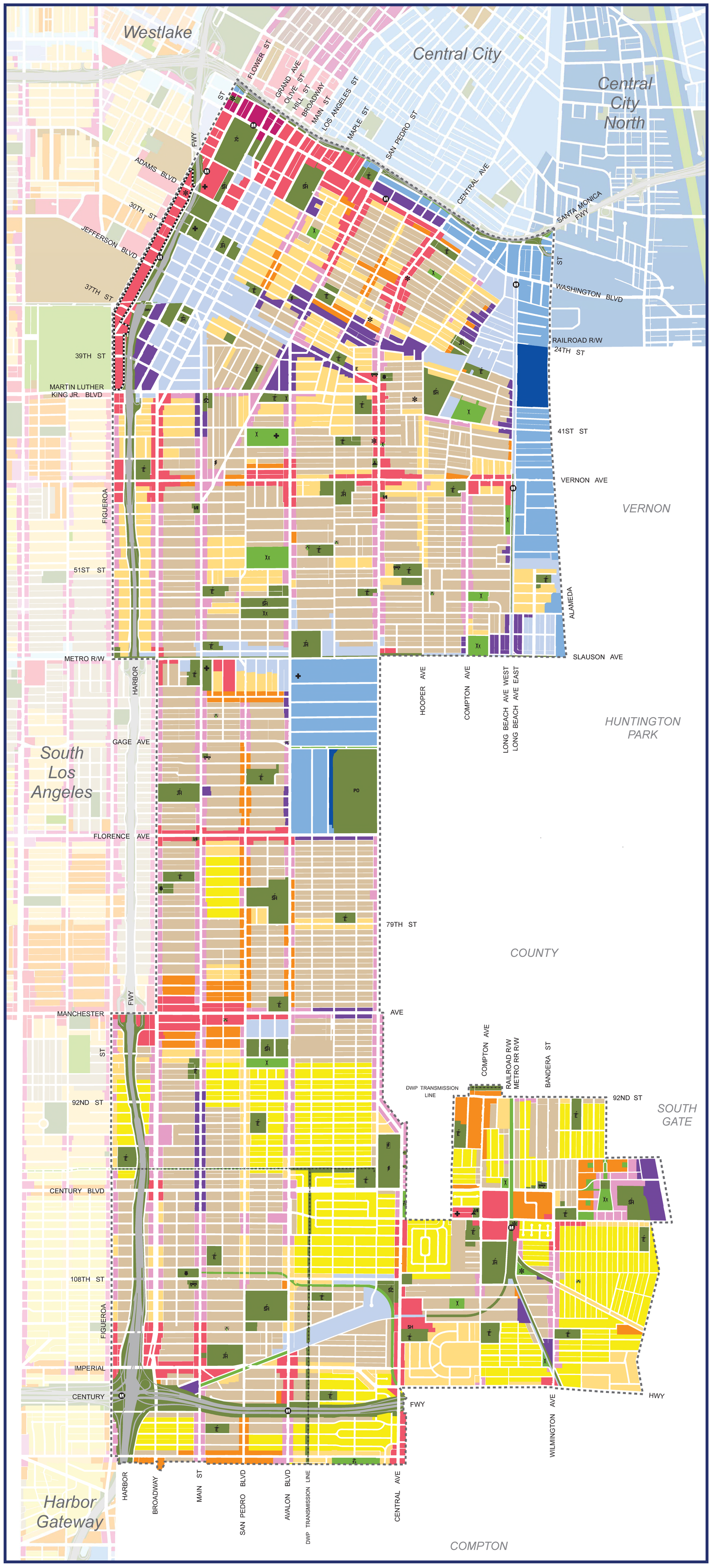
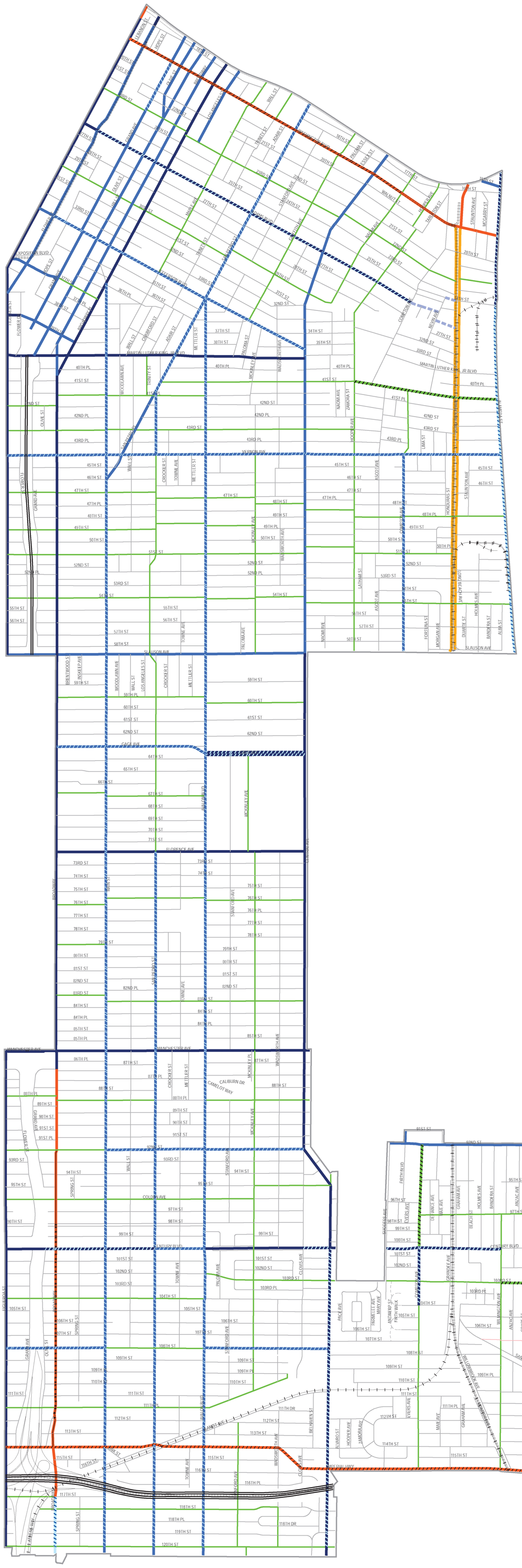


SOUTHEAST LOS ANGELES

CIRCULATION SYSTEM MAP



Legend

Designations

- Boulevard I
- Boulevard II
- Boulevard II Modified
- Boulevard II Divided
- Boulevard II Scenic
- Boulevard II Divided Scenic
- Avenue I
- Avenue I Modified
- Avenue II
- Avenue II Modified
- Avenue III
- Avenue III Modified
- Collector Street
- Collector Street Modified
- Industrial Local Modified
- Local Limited
- Local Standard
- Local Standard Modified
- Private Street

Community Plan Area Boundary

Date: 8/15/2017

DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

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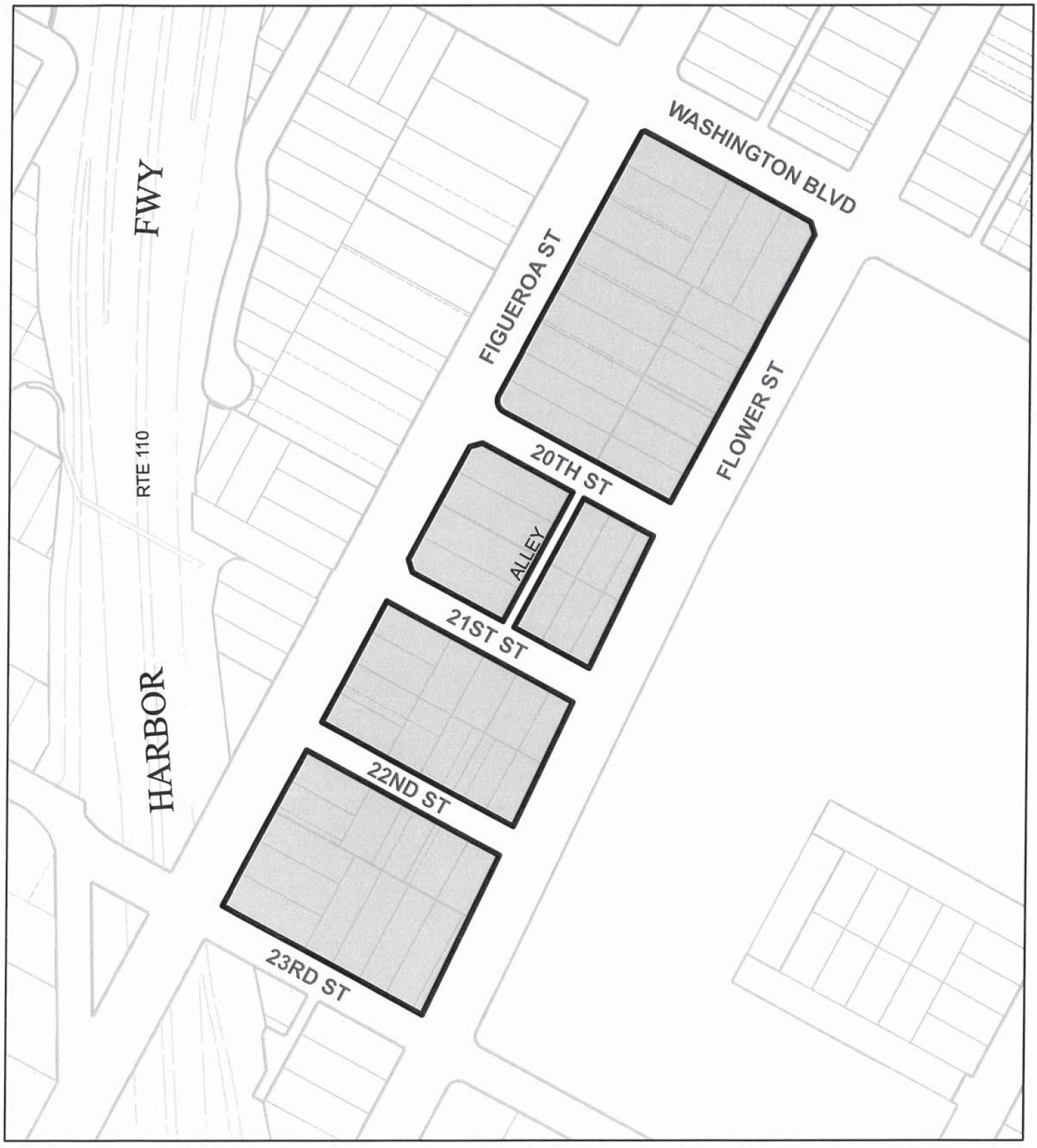

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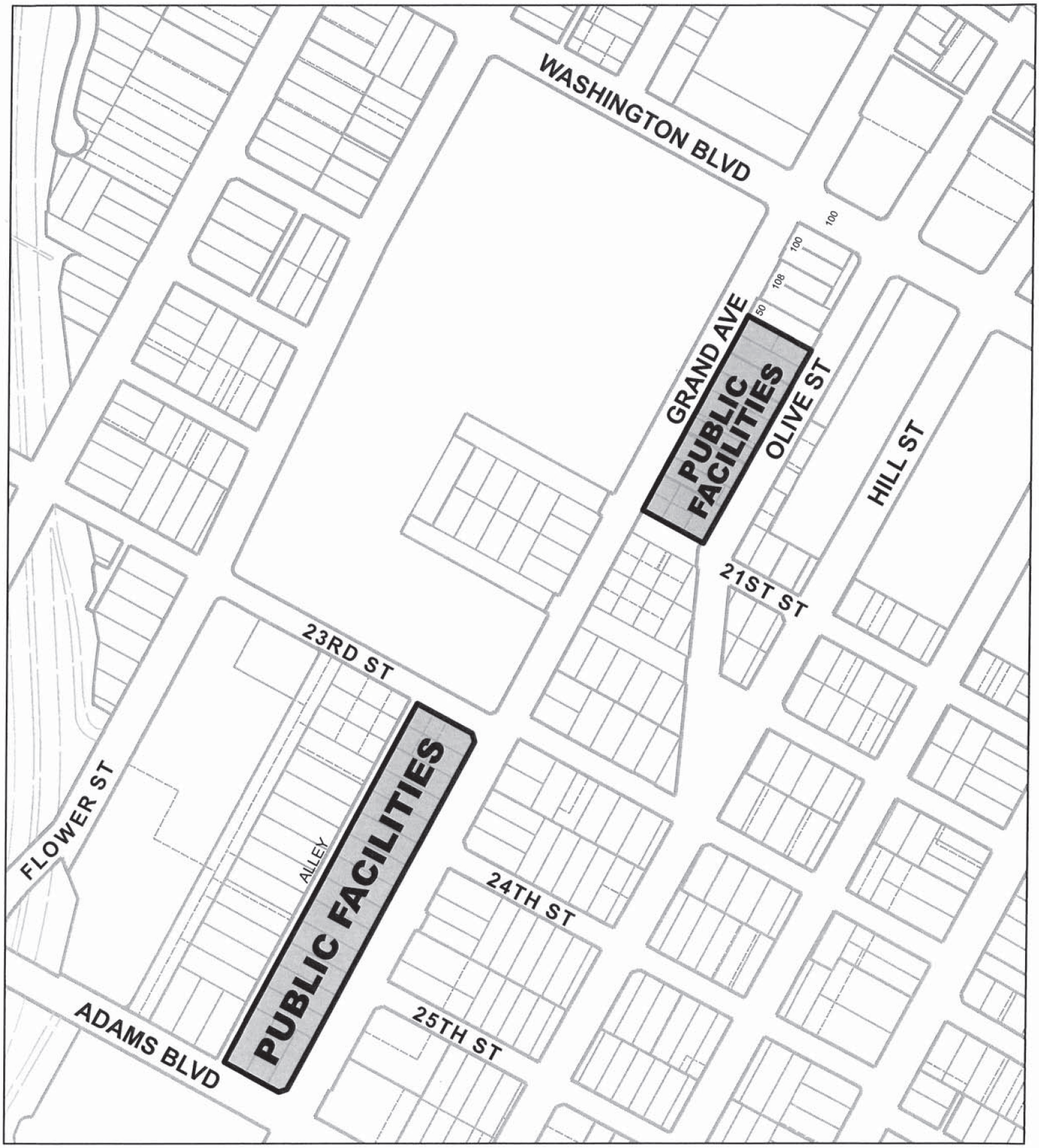

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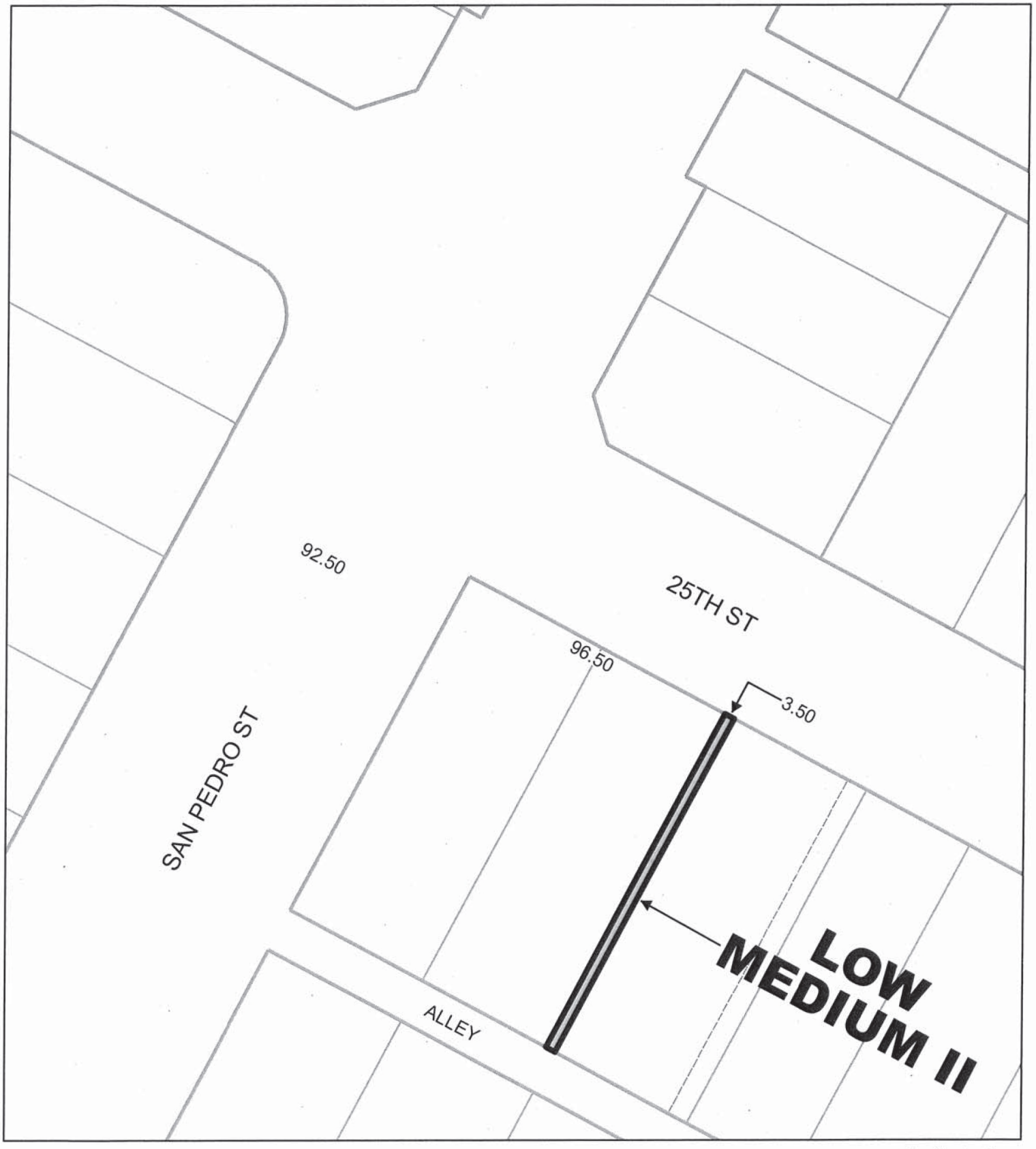

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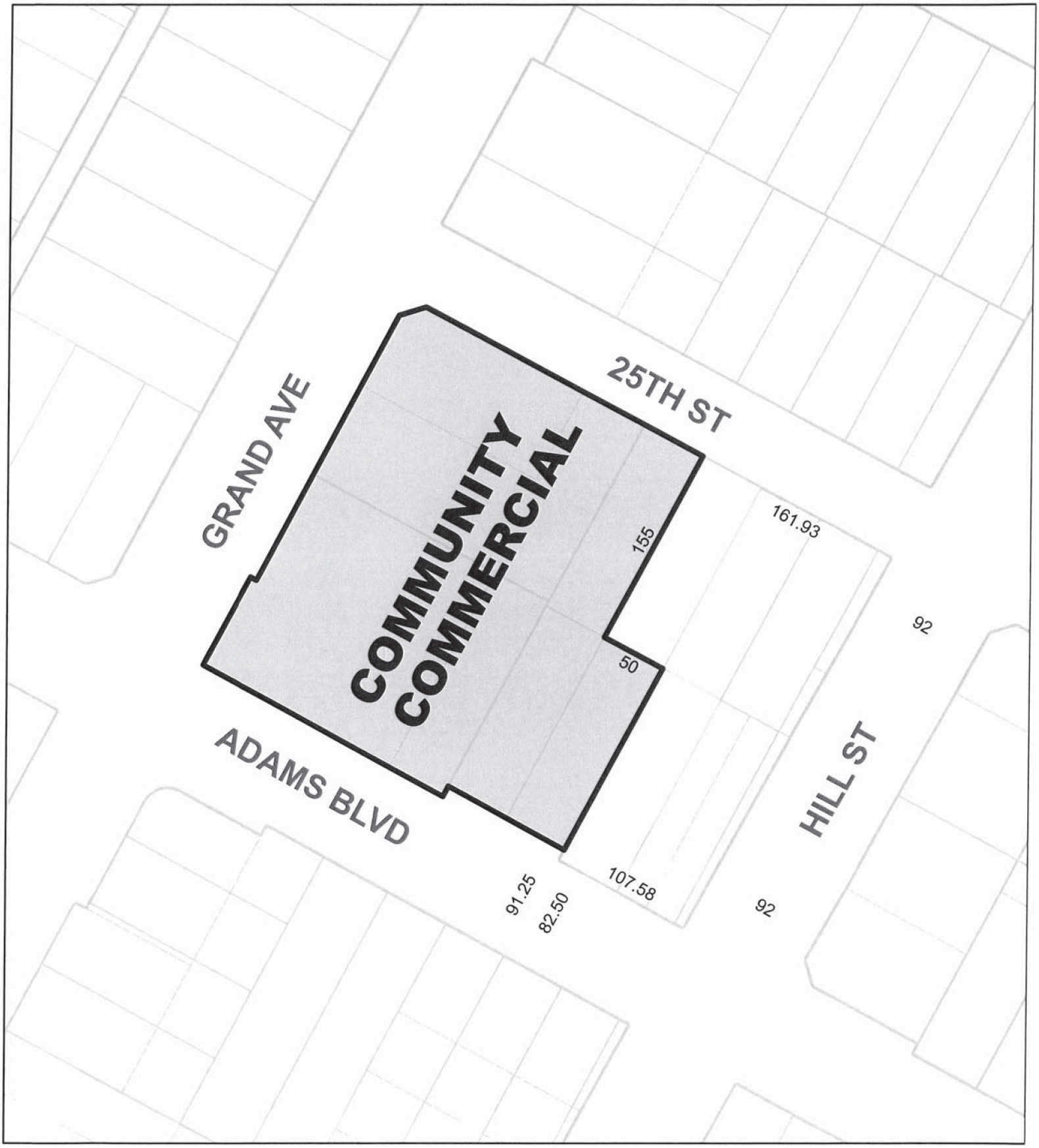

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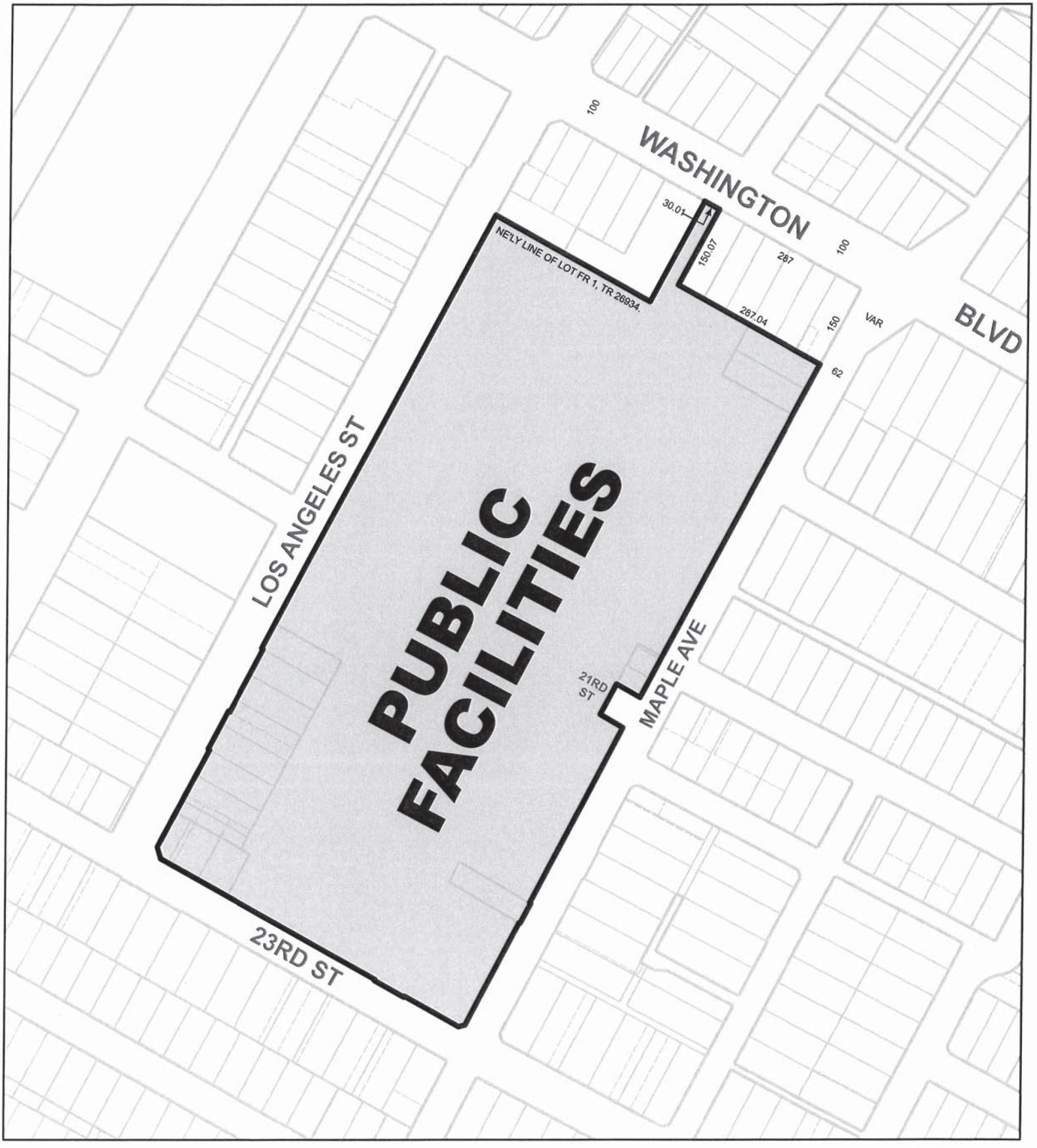

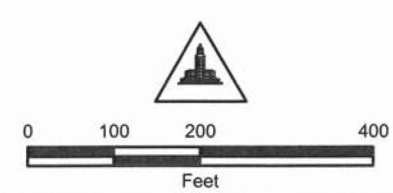



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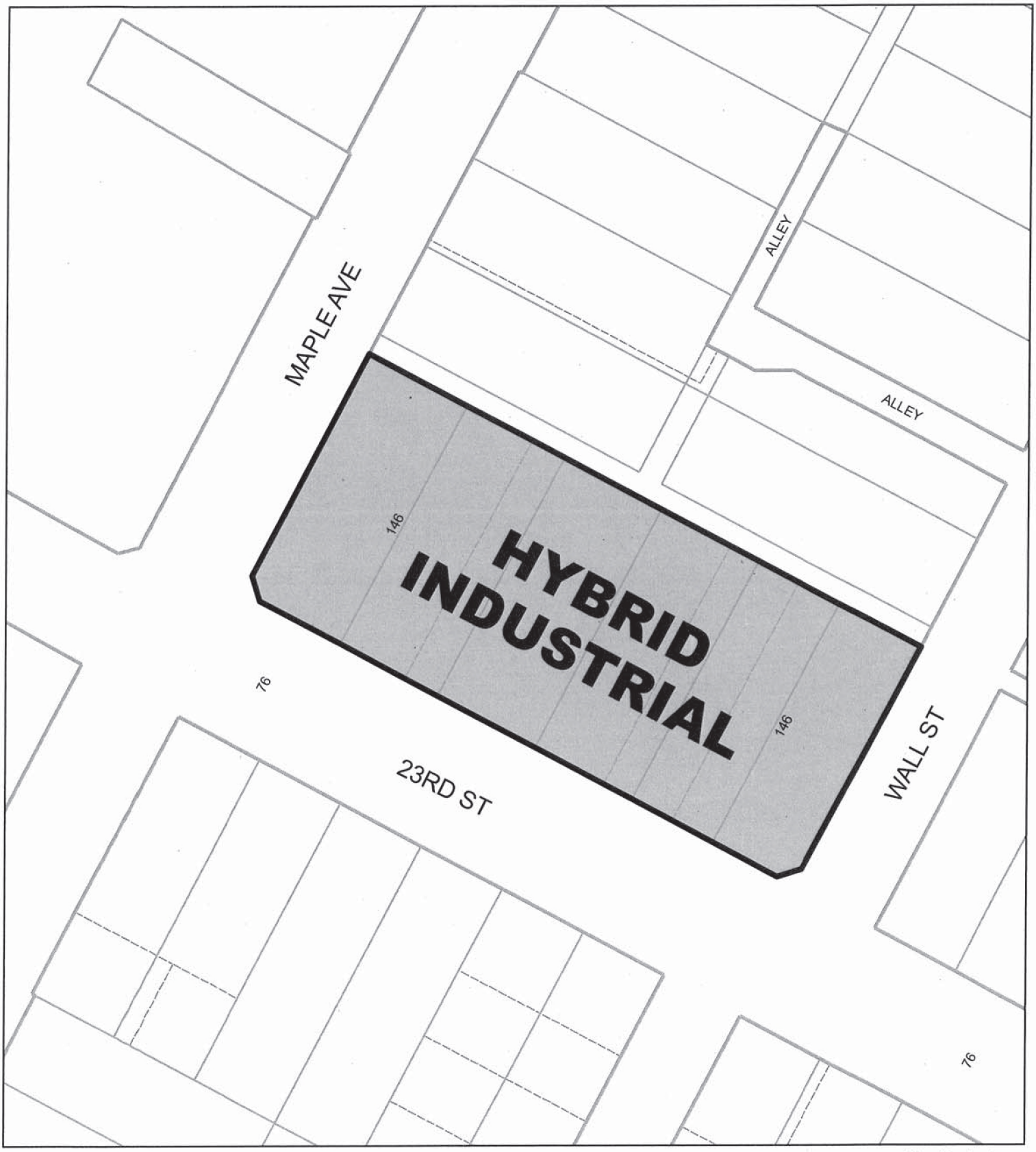

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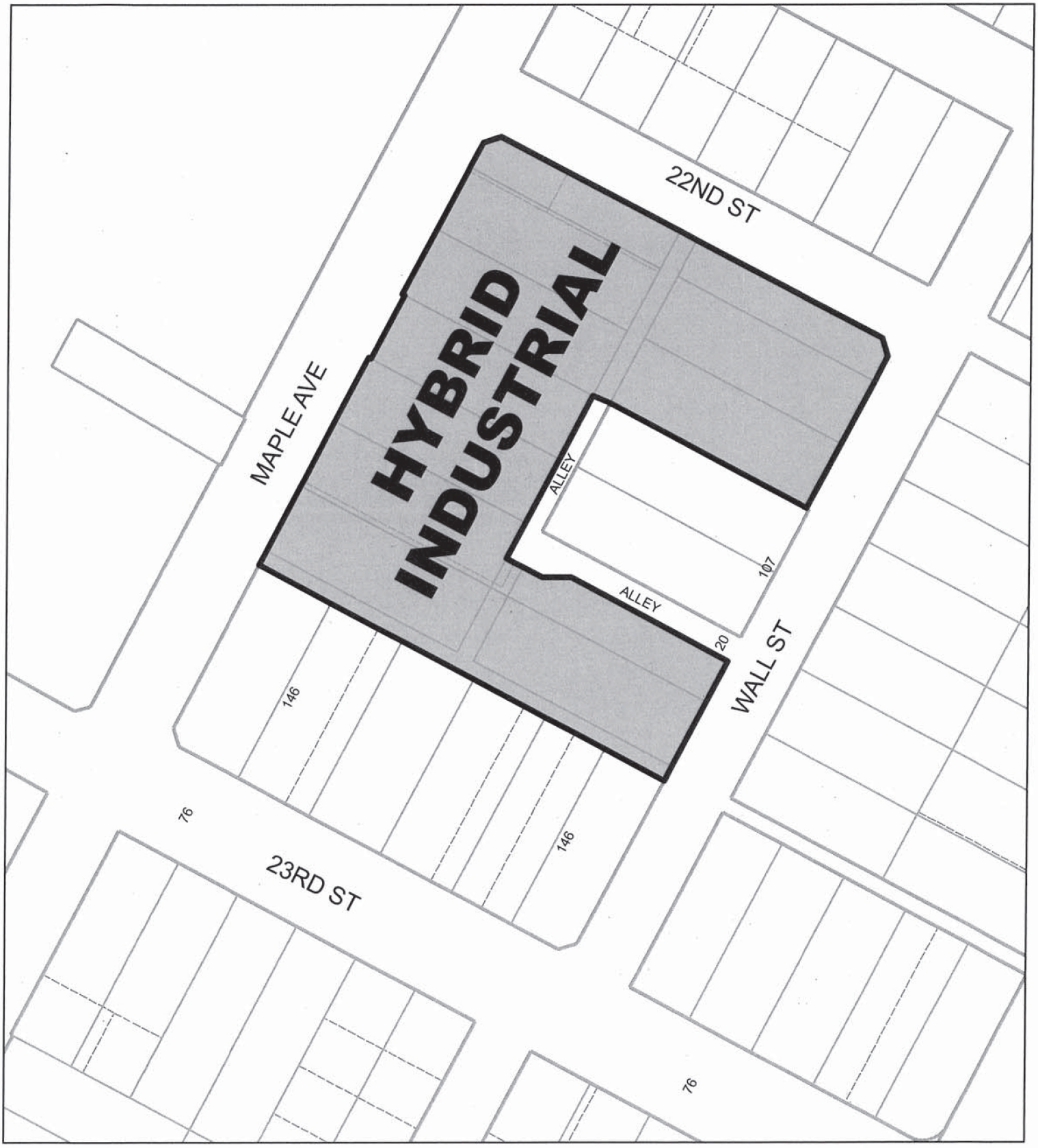
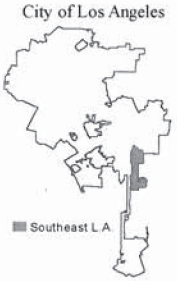
Data Sources: Department of City Planning, Bureau of Engineering



City of Los Angeles



0 50 100 200

Feet

C.M. 121.5 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 130

010813

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

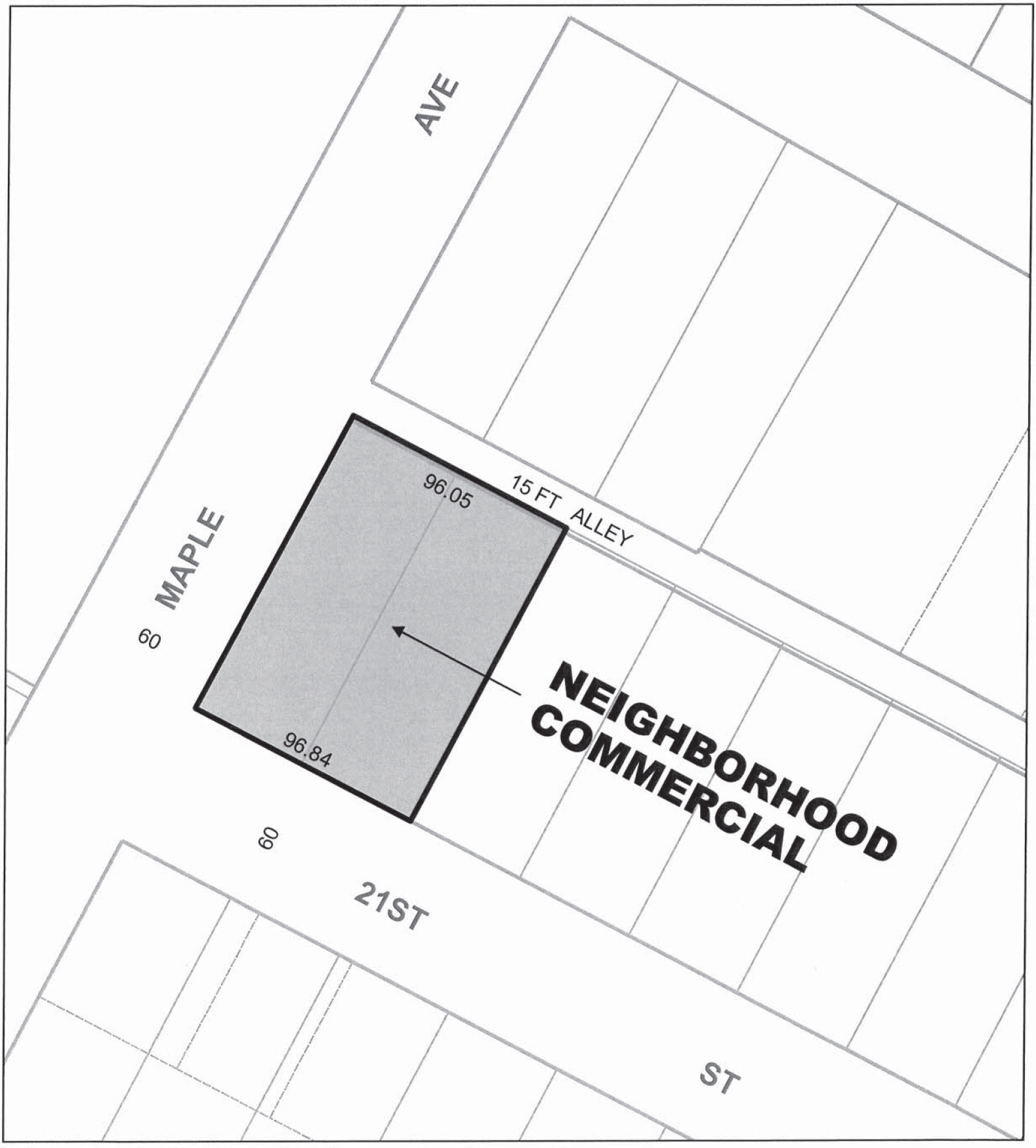
C.M. 121.5 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 140

010813

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 121.5 A 207	CPC 2008-1553 CPU

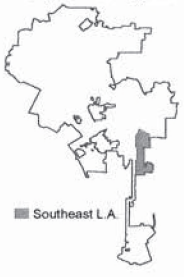
AE/LH

SELA CPU, SA 145

072816

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 50 100 200

Feet

City of Los Angeles



C.M. 121.5 A 207, 121.5 A 209	CPC 2008-1553 CPU

LH/

SELA CPU, SA 150

011917

Data Sources: Department of City Planning, Bureau of Engineering



0 30 60 120

Feet

City of Los Angeles

Southeast L.A.

C.M. 121.5 A 209	CPC 2008-1553 CPU

AE/ of

SELA CPU, SA 165

102412

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 75 150 300

Feet

C.M. 121.5 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 170

061114

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 37.5 75 150

Feet

C.M. 121.5 A 209, 123 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 171

101712

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 20 40 80
Feet

City of Los Angeles



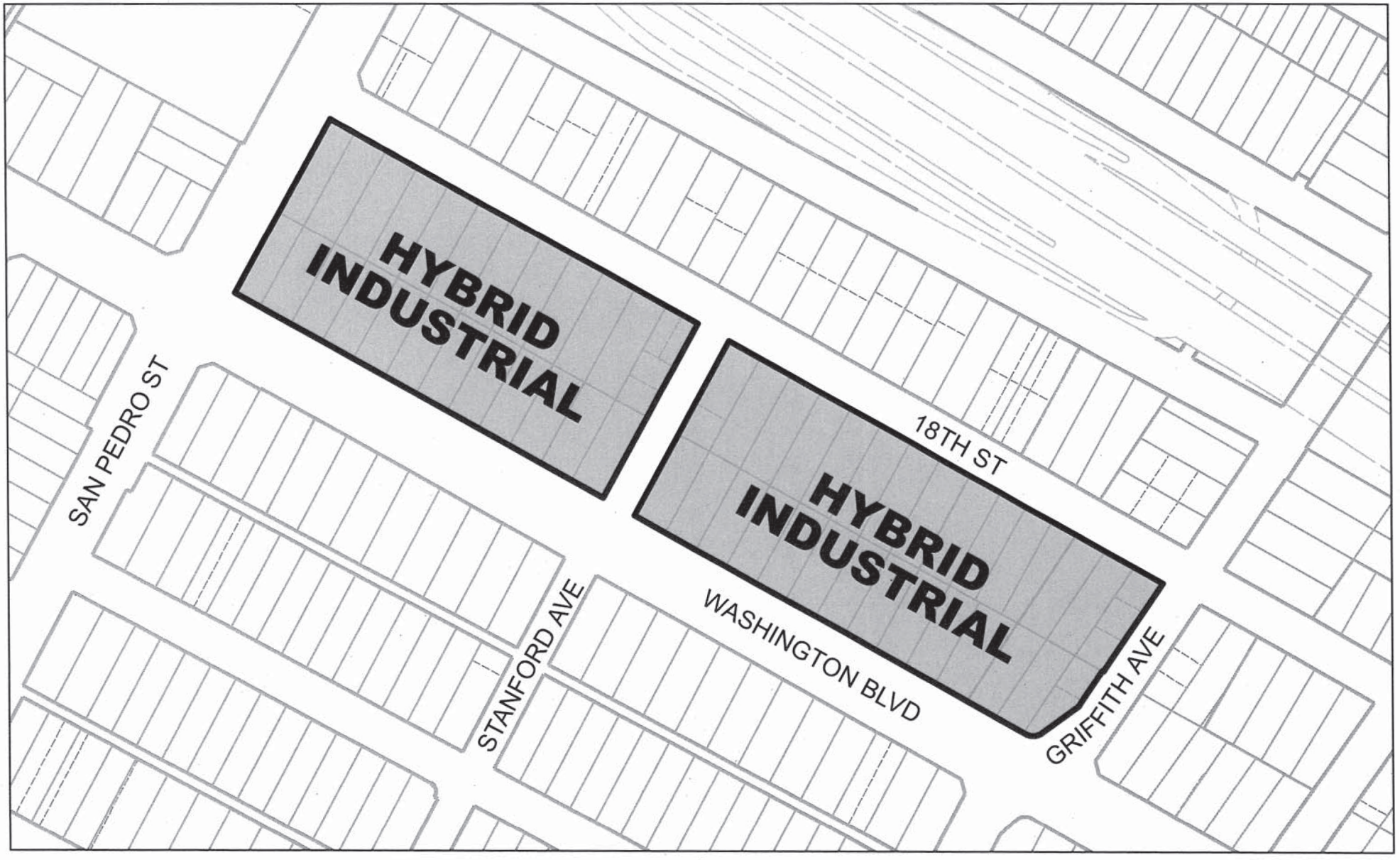
C.M. 121.5 A 209	CPC 2008-1553 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AEI

SELA CPU, SA 175

010813



0 87.5 175 350

Feet

C.M. 121.5 A 209, 121.5 A 211	CPC 2008-1553 CPU

AE/

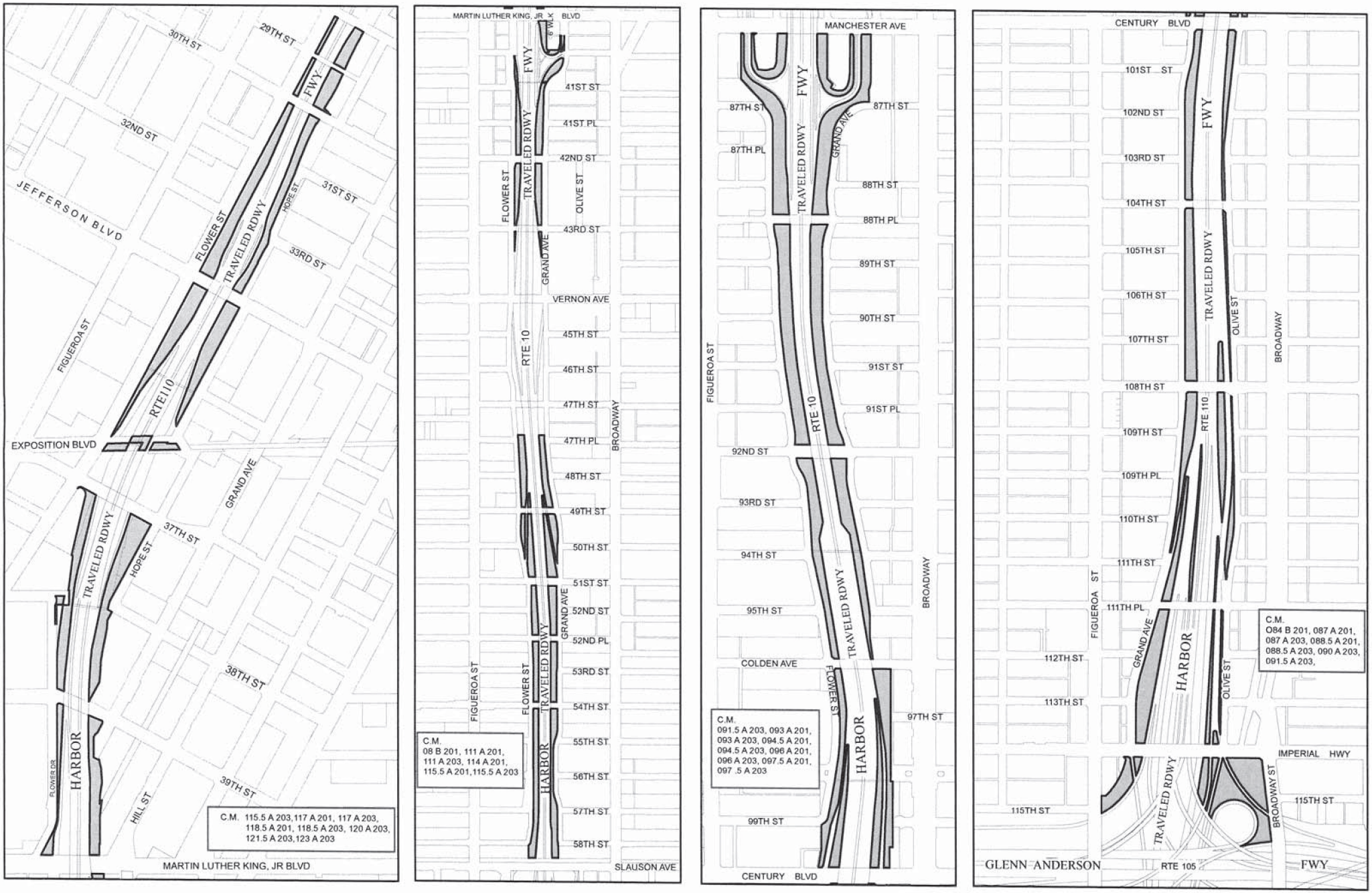
SELA CPU, SA 180

021213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



PUBLIC FACILITIES

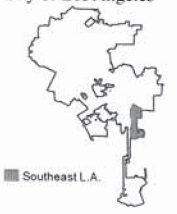
ALL SUBAREA BOUNDARIES FOLLOW EXISTING STATE PROPERTY LINES OR EXISTING ZONE LINES.

NOT TO SCALE

CPC 2008-1553 CPU

LH/cf SELA CPU, SA185 051617

City of Los Angeles





0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 205	CPC 2008-1553 CPU

AE/

SELA CPU, SA 190

110712

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 12.5 25 50
Feet

City of Los Angeles



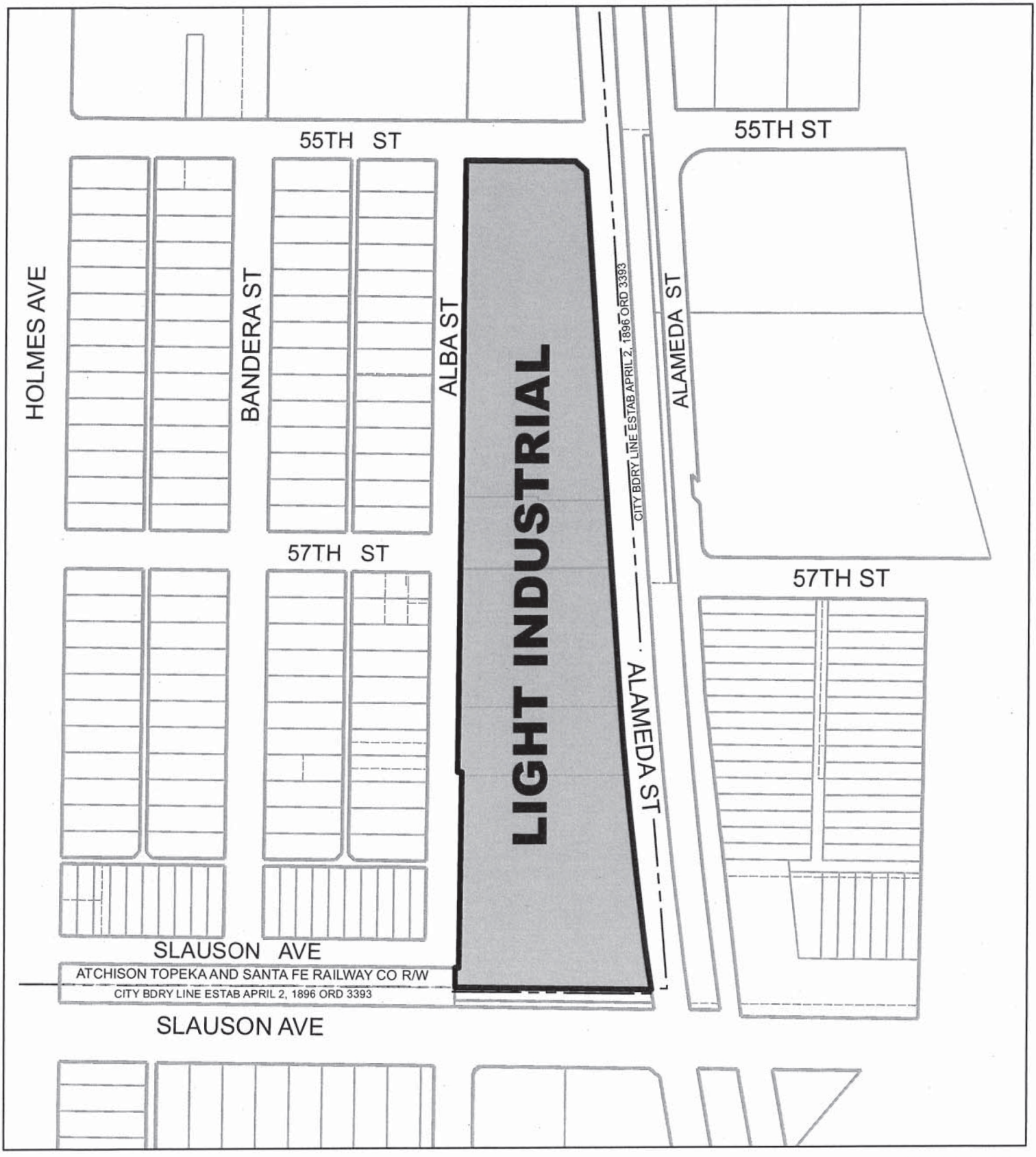
C.M. 120 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 201

022613

Data Sources: Department of City Planning, Bureau of Engineering



0 70 140 280

Feet

City of Los Angeles

Southeast L.A.

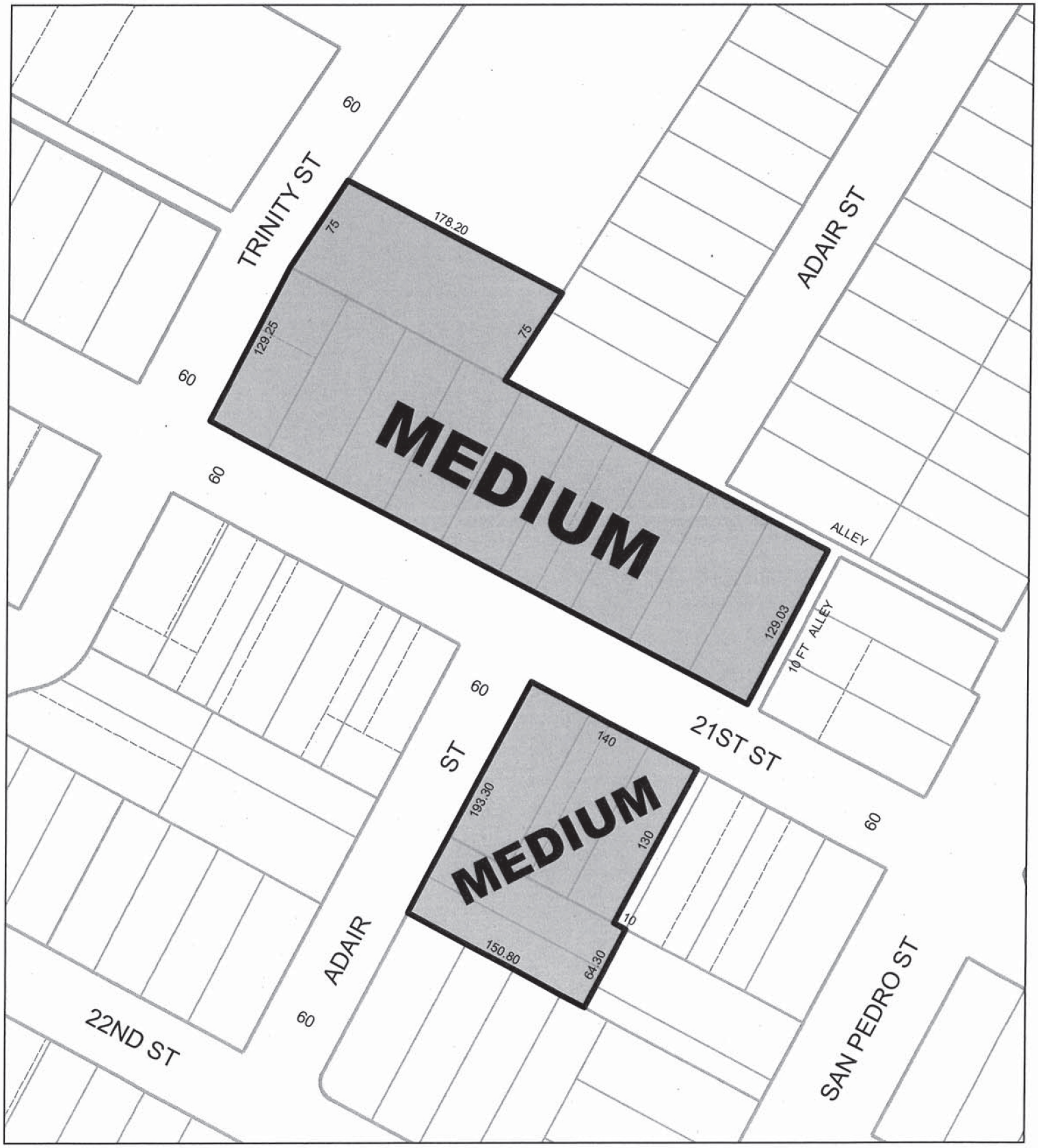
C.M. 108 B 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 207

110712

Data Sources: Department of City Planning, Bureau of Engineering



0 35 70 140

Feet

City of Los Angeles

Southeast L.A

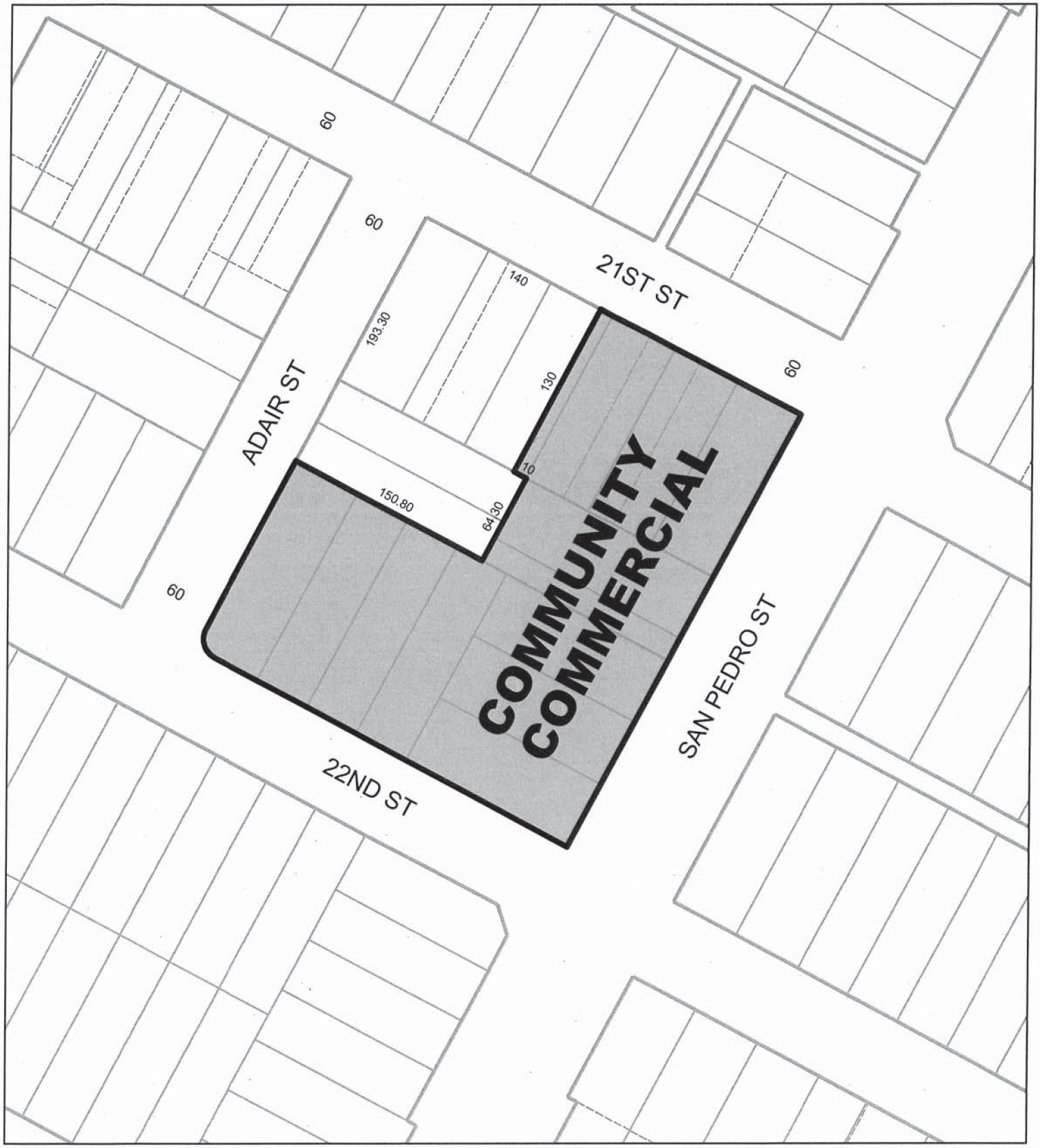
C.M. 121.5 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 210

103012

Data Sources: Department of City Planning, Bureau of Engineering





0 45 90 180

Feet

City of Los Angeles



C.M. 121.5 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 220

010813

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

C.M. 120 A 209, 121.5 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 230

010813

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





COMMUNITY COMMERCIAL

0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

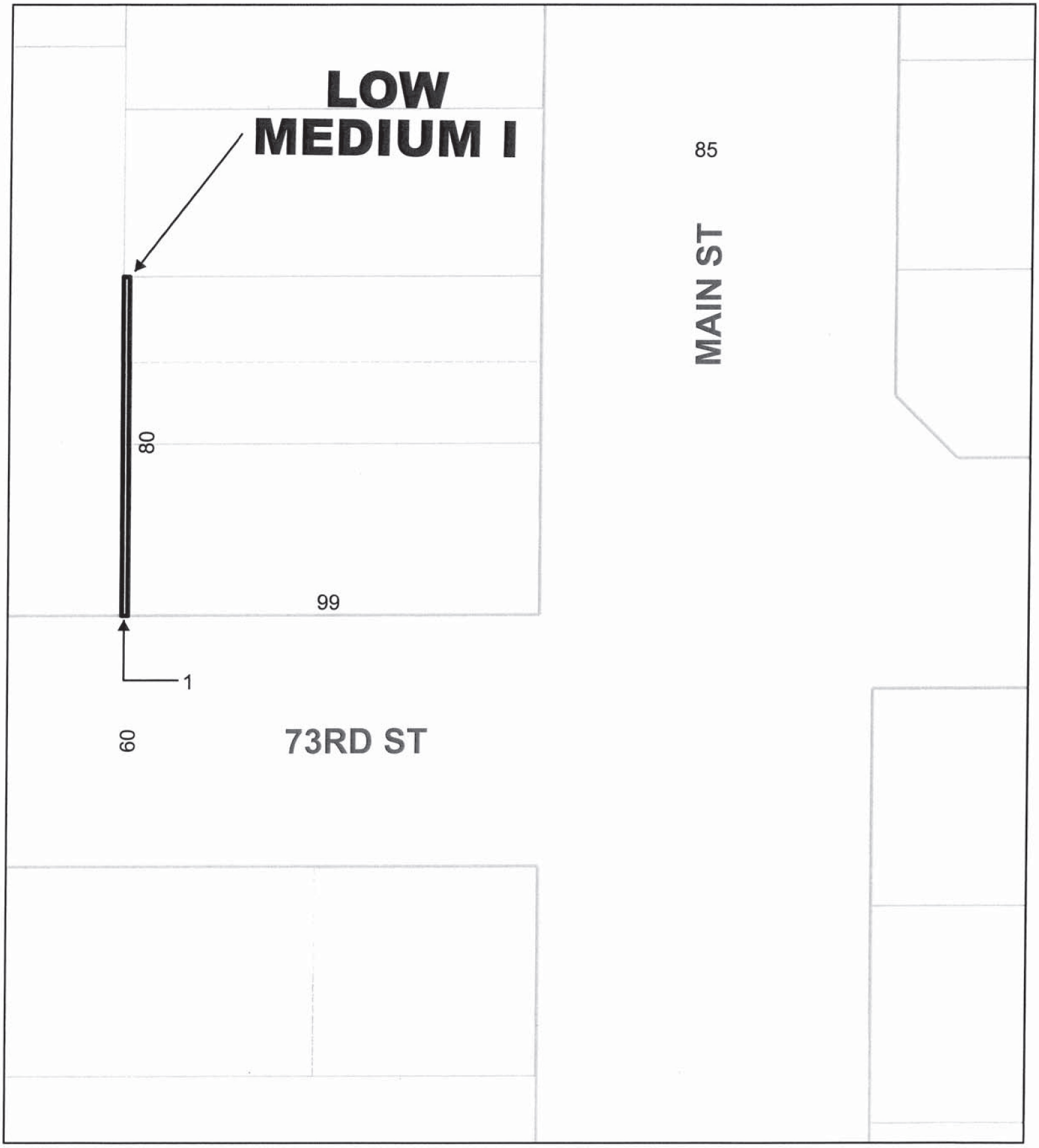
C.M. 120 A 209, 121.5 A 209	CPC 2008-1553 CPU

LH/cf

SELA CPU, SA 240

011917

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

C.M. 102 B 201	CPC 2008-1553 CPU

AE/

SELA CPU, SA 241

120512

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 37.5 75 150

Feet

C.M. 120 A 209, 121.5 A 209	CPC 2008-1553 CPU

AE/

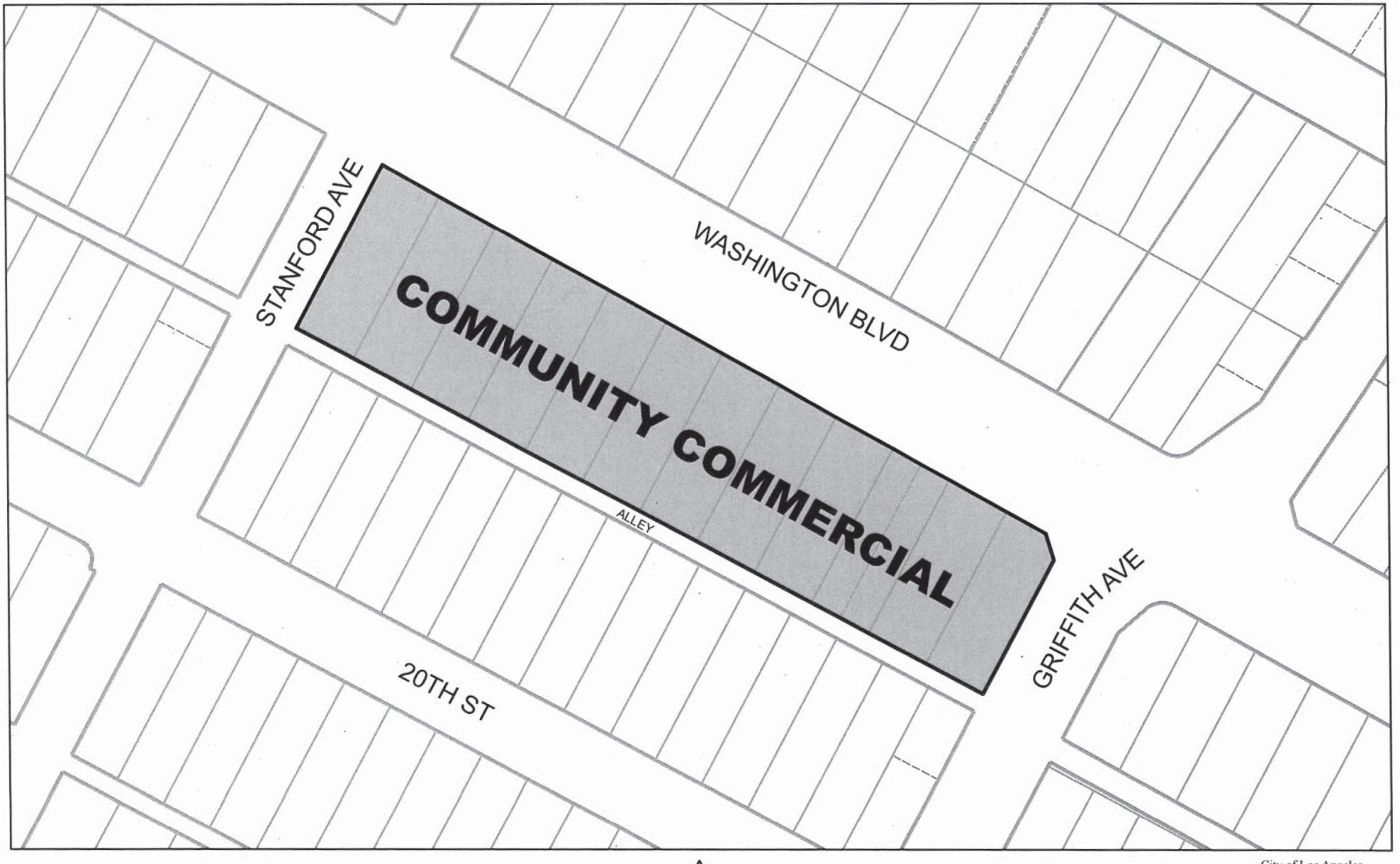
SELA CPU, SA 250

020613

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



0 50 100 200

Feet

C.M. 121.5 A 209, 121.5 A 211	CPC 2008-1553 CPU

AE/LH

SELA CPU, SA 260

121912

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 62.5 125 250

Feet

C.M. 121.5 A 211, 120 A 211	CPC 2008-1553 CPU

AE/

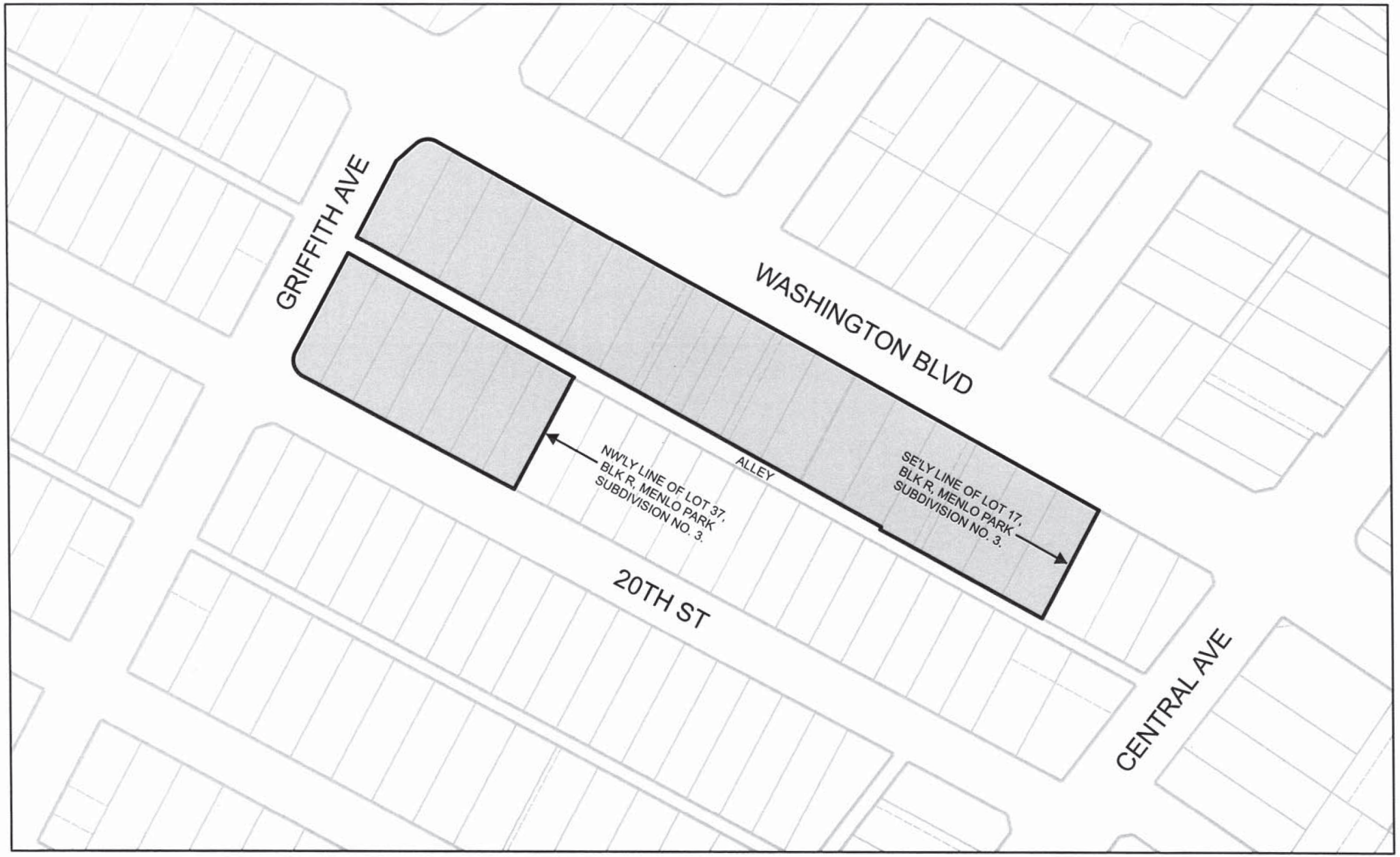
SELA CPU, SA 265

121912

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



COMMUNITY COMMERCIAL

0 70 140 280

Feet

City of Los Angeles

Southeast L.A.

C.M. 121.5 A 209, 121.5 A 211, 120 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 270

121912

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 37.5 75 150

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 211	CPC 2008-1553 CPU

AE/of

SELA CPU, SA 275

020613

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 280

103012

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 37.5 75 150
Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 207, 120 A 209	CPC 2008-1553 CPU

AE/ 4

SELA CPU, SA 300

020613

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

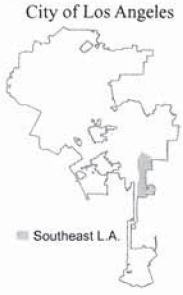
C.M. 120 A 211	CPC 2008-1553 CPU

AE/LH/cf

SELA CPU, SA 310

010813

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 120 A 211	CPC 2008-1553 CPU

AE/

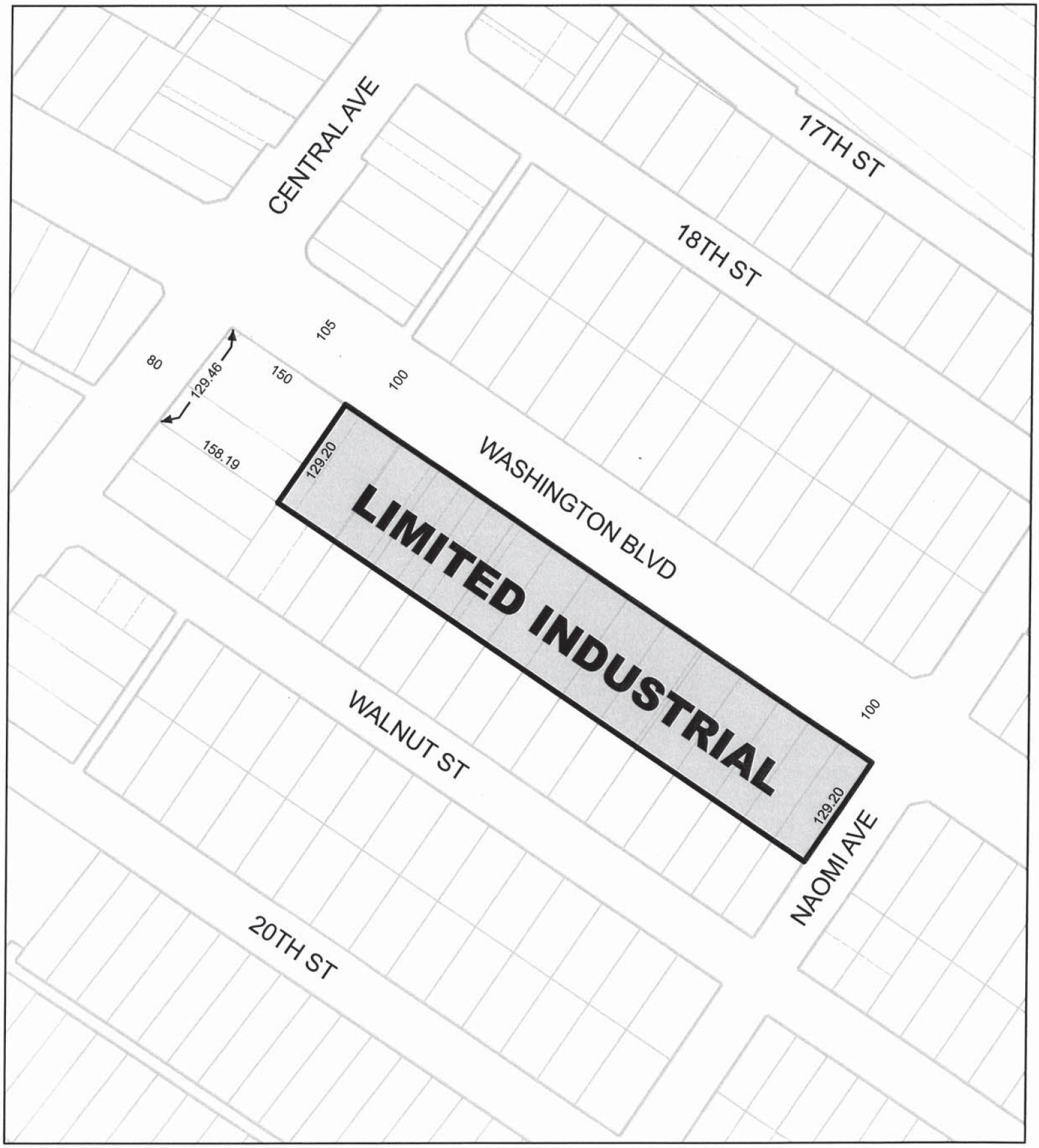
SELA CPU, SA 320

102412

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 70 140 280

Feet

C.M. 120 A 211	CPC 2008-1553 CPU

AE/4

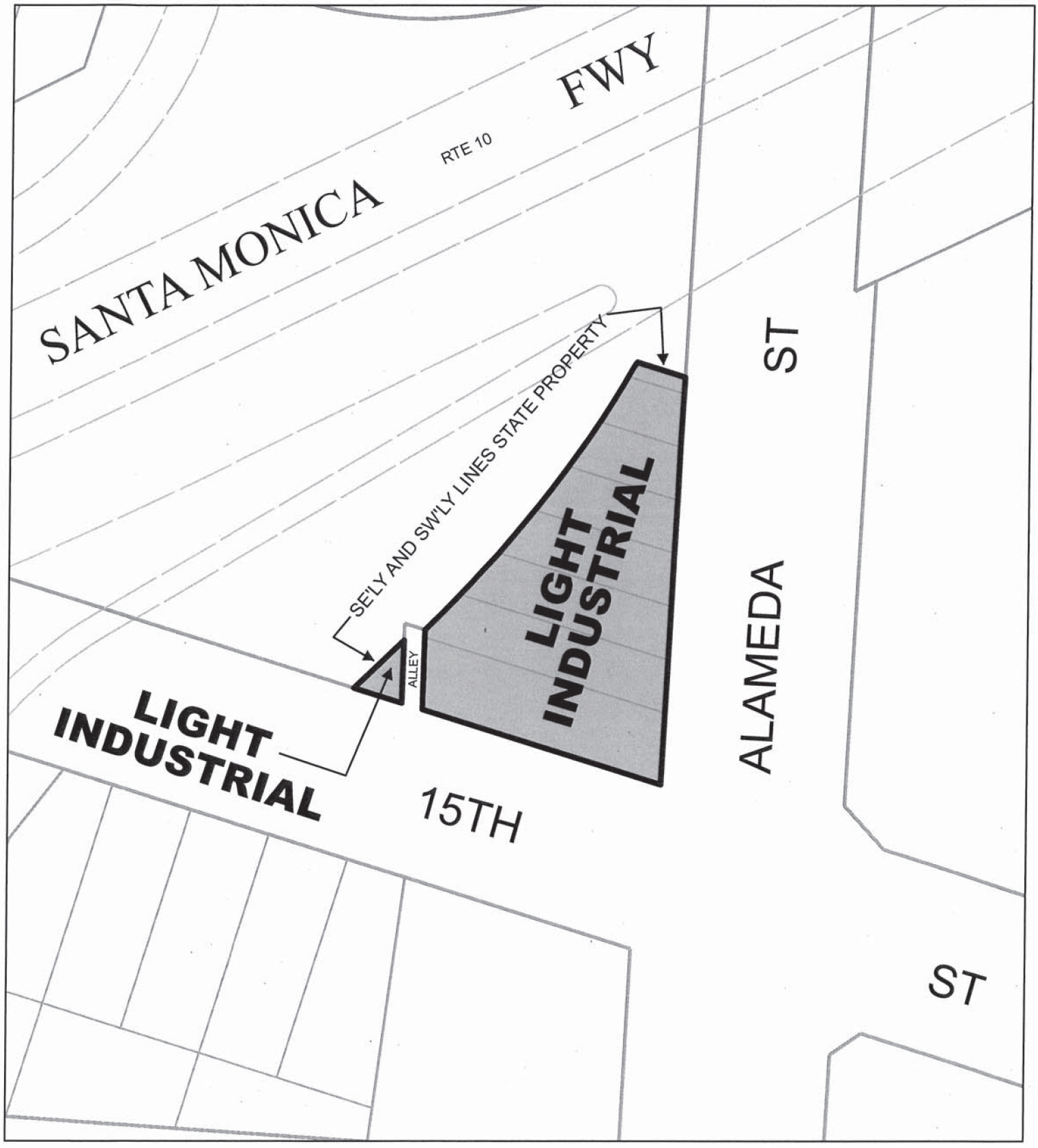
SELA CPU, SA 330

121812

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 215	CPC 2008-1553 CPU

AE/

SELA CPU, SA 340

103012

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 207, 118.5 A 207, 120 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 360

020613

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 65 130 260

Feet

C.M. 118.5 A 209, 120 A 209, 120 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 370

020613

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

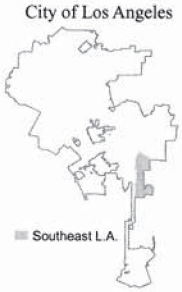
Southeast L A



0 50 100 200

Feet

City of Los Angeles



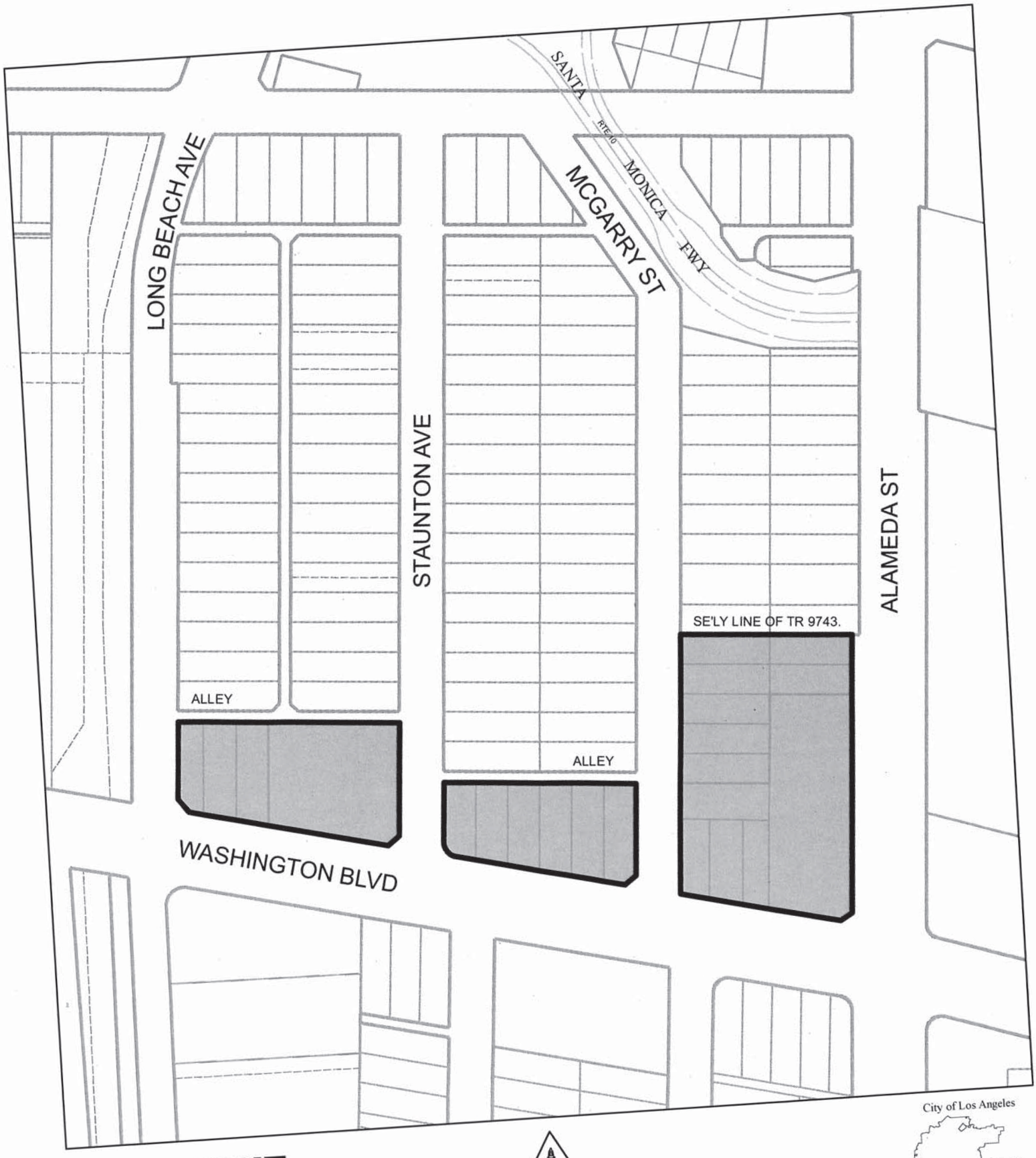
C.M. 120 A 211	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 380

010813

Data Sources: Department of City Planning, Bureau of Engineering



LIGHT INDUSTRIAL

0 87.5 175 350

Feet

City of Los Angeles

Southeast L.A.

C.M. 120 A 213, 118.5 A 213, 120 A 215, 118.5 A 215	CPC 2008-1553 CPU

AE/

SELA CPU, SA 390

010213

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 50 100 200
Feet

City of Los Angeles

Southeast L.A.

C.M. 118.5 A 207, 120 A 207	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 400

110712

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

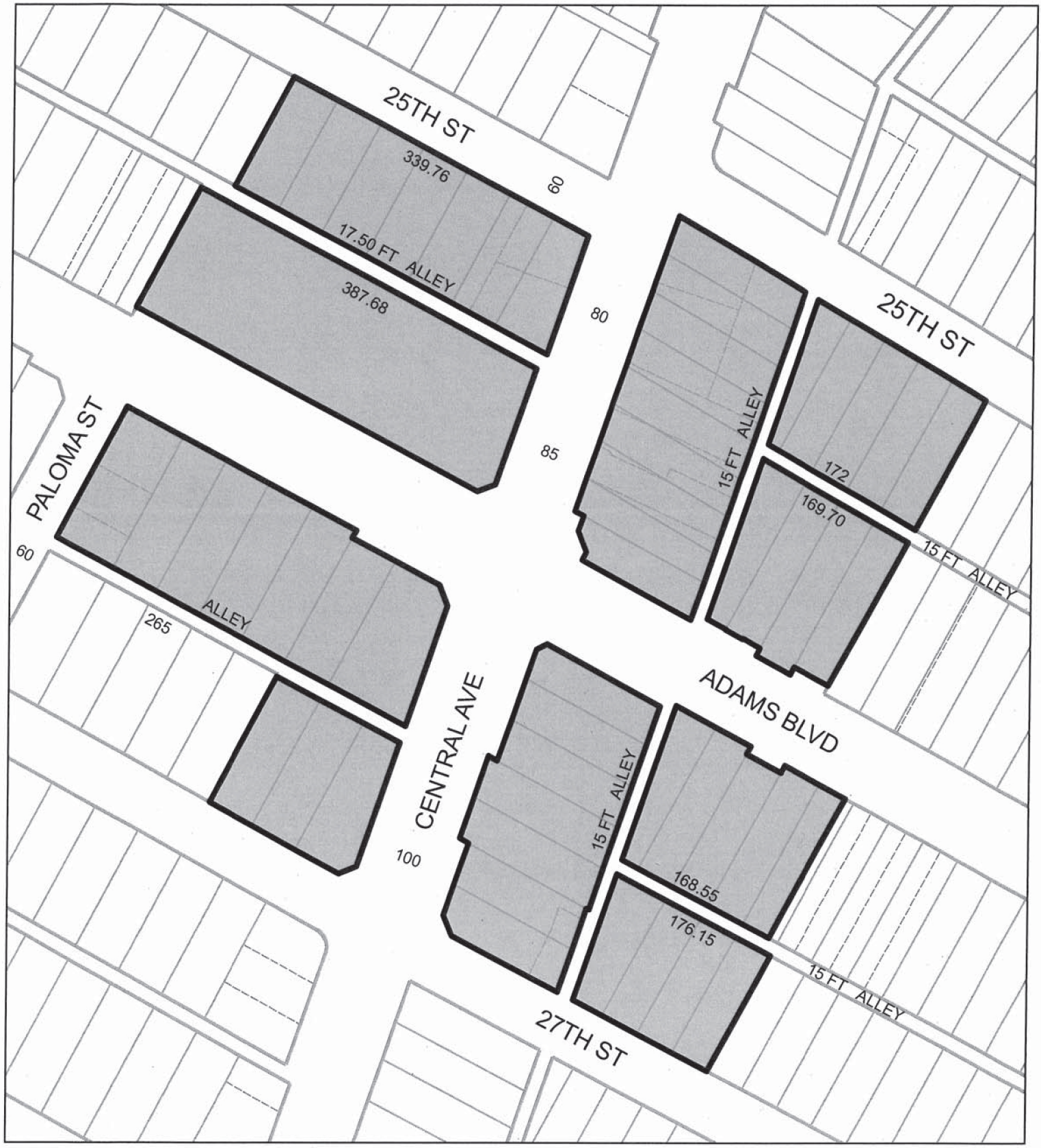
C.M. 118.5 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 410

120412

Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 62.5 125 250

Feet

C.M. 118.5 A 209, 118.5 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 420

020613

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



0 35 70 140

Feet

C.M. 118.5 A 209, 118.5 A 211, 120 A 211	CPC 2008-1553 CPU

AE/LH

SELA CPU, SA 430

010813

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

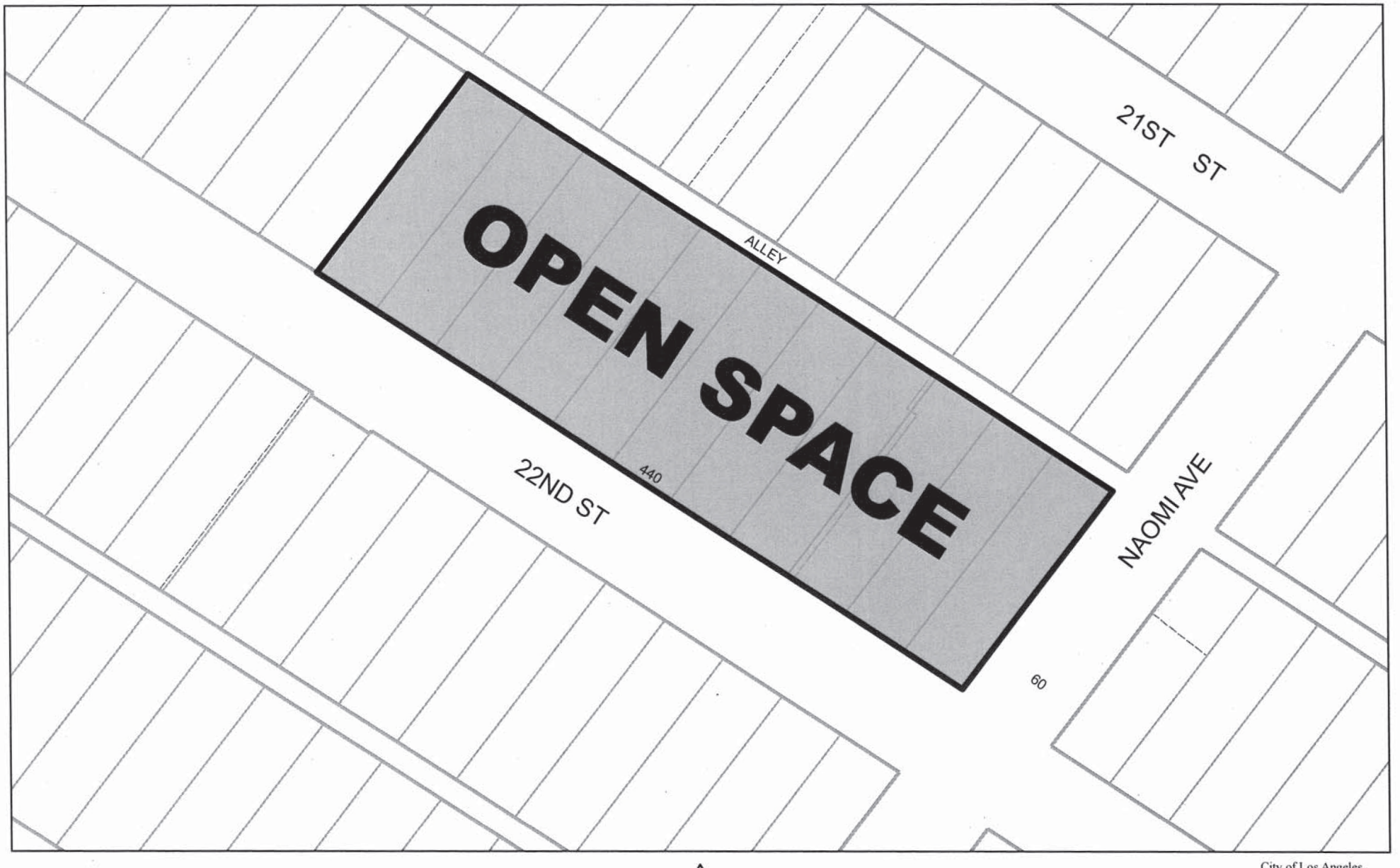
C.M. 118.5 A 211, 120 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 450

103012

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

C.M. 118.5 A 211, 120 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 460

103012

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 118.5 A 213	CPC 2008-1553 CPU

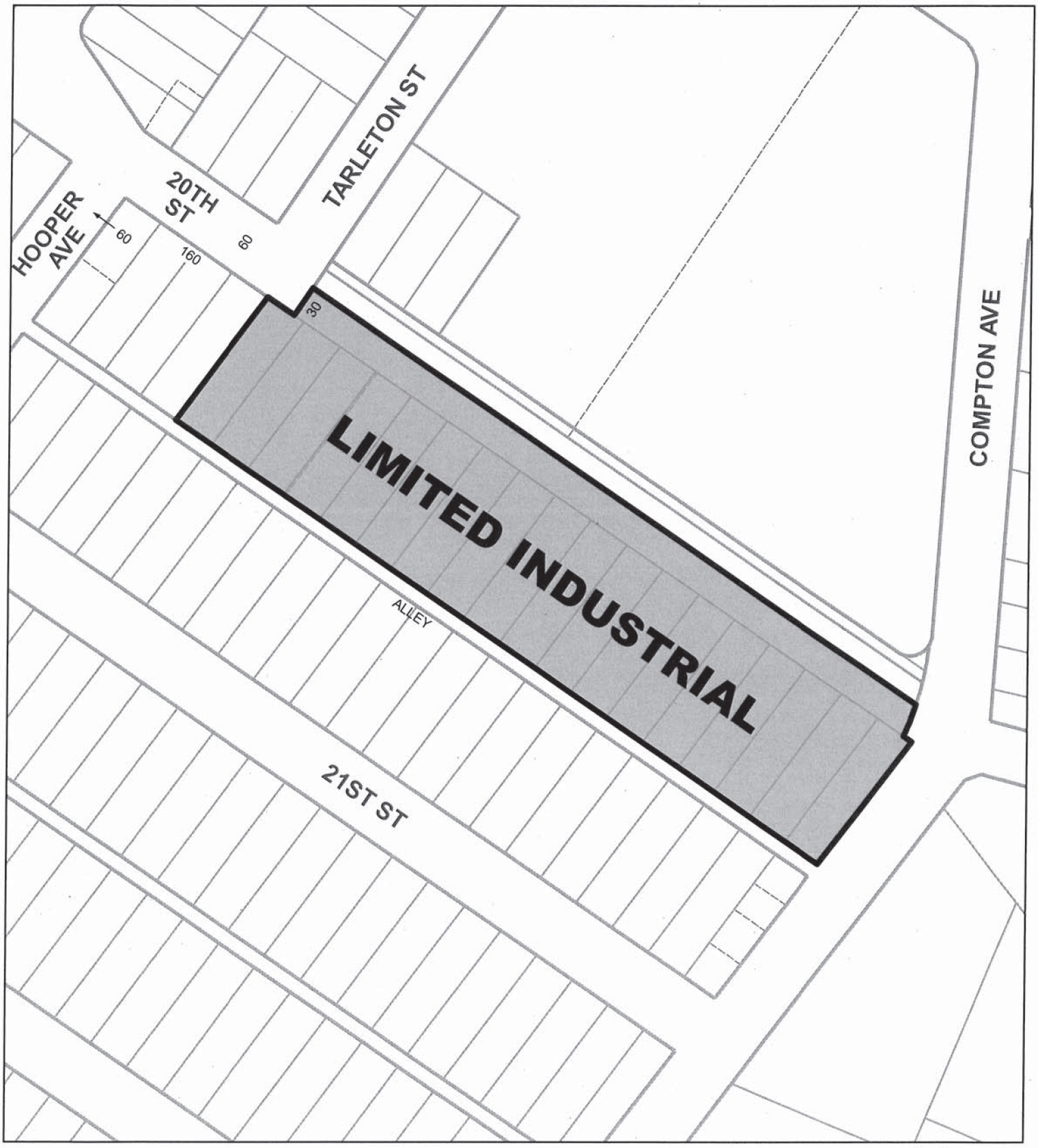
AE/AH

SELA CPU, SA 465

120412

Data Sources: Department of City Planning, Bureau of Engineering





0 37.5 75 150

Feet

City of Los Angeles

Southeast L.A.

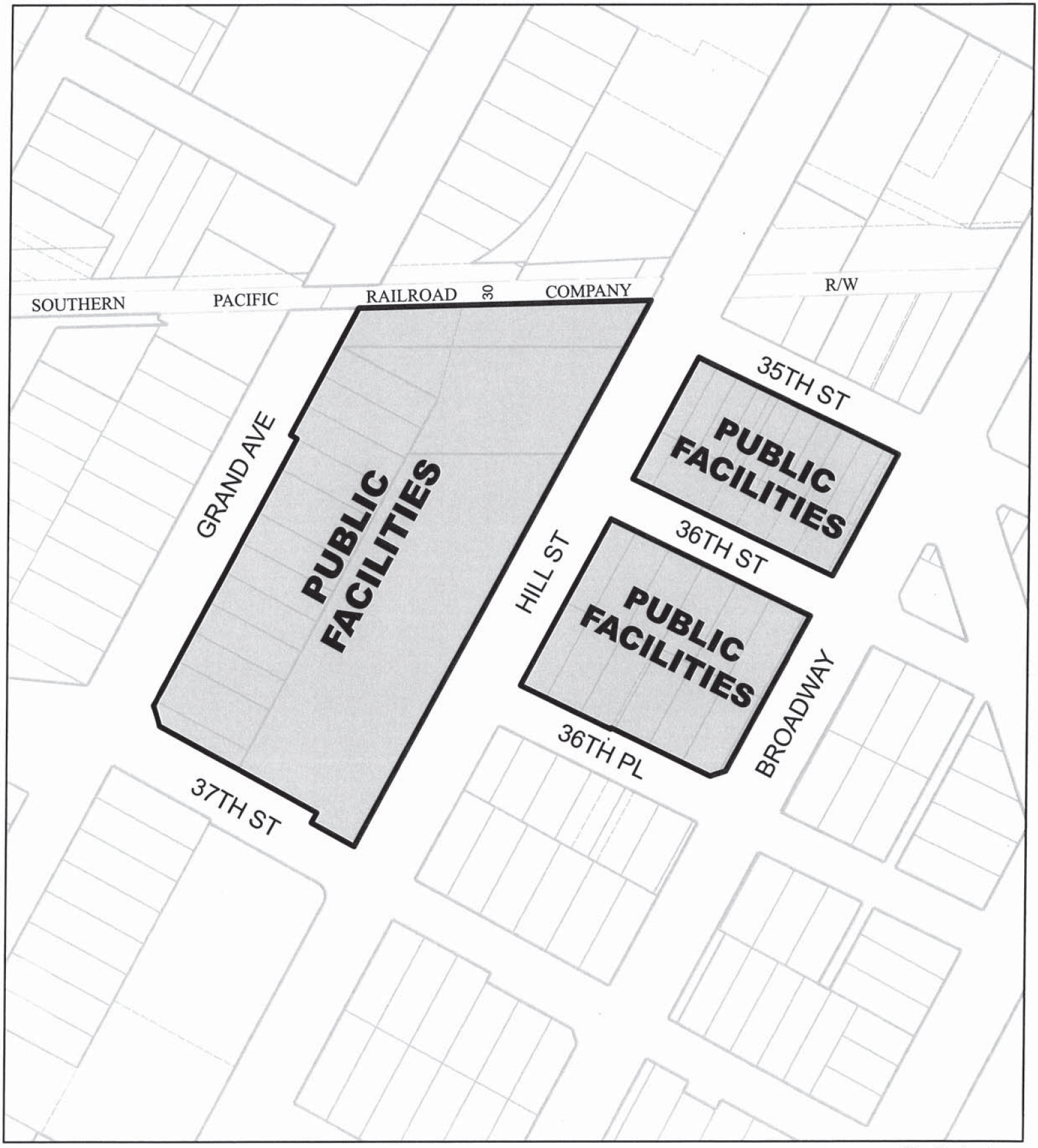
C.M. 118.5 A 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 470

022613

Data Sources: Department of City Planning, Bureau of Engineering



0 75 150 300

Feet

City of Los Angeles

Southeast L.A.

C.M. 117 A203, 118.5 A 203	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 494

112012

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 90 180 360

Feet

C.M. 117 A 201, 117 A 203, 118.5 A 203	CPC 2008-1553 CPU

AE/4

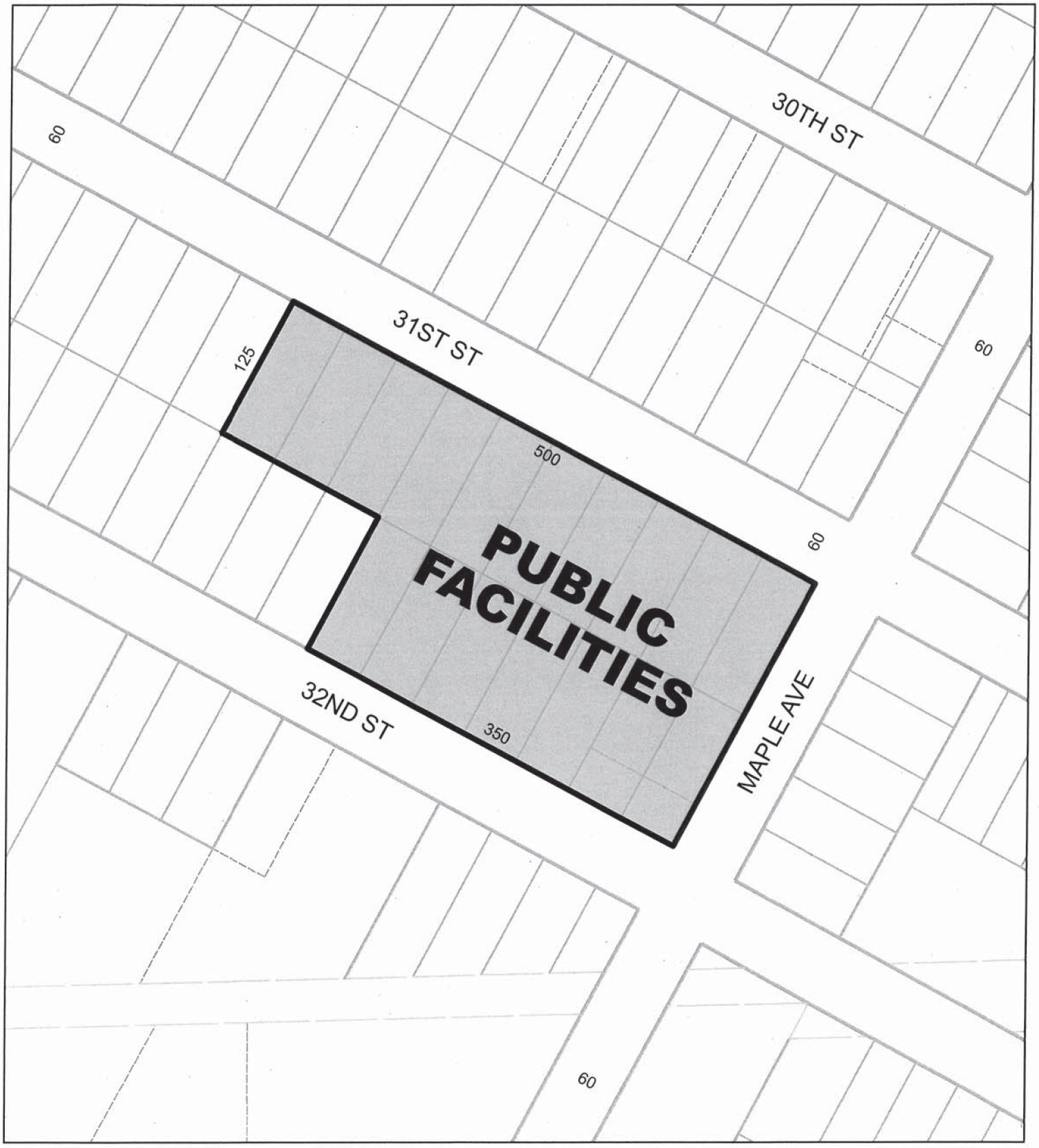
SELA CPU, SA 495

020613

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 50 100 200

Feet

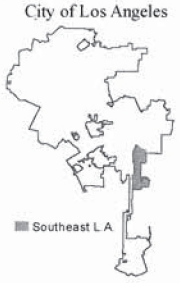
C.M. 118.5 A 205	CPC 2008-1553 CPU

AE/

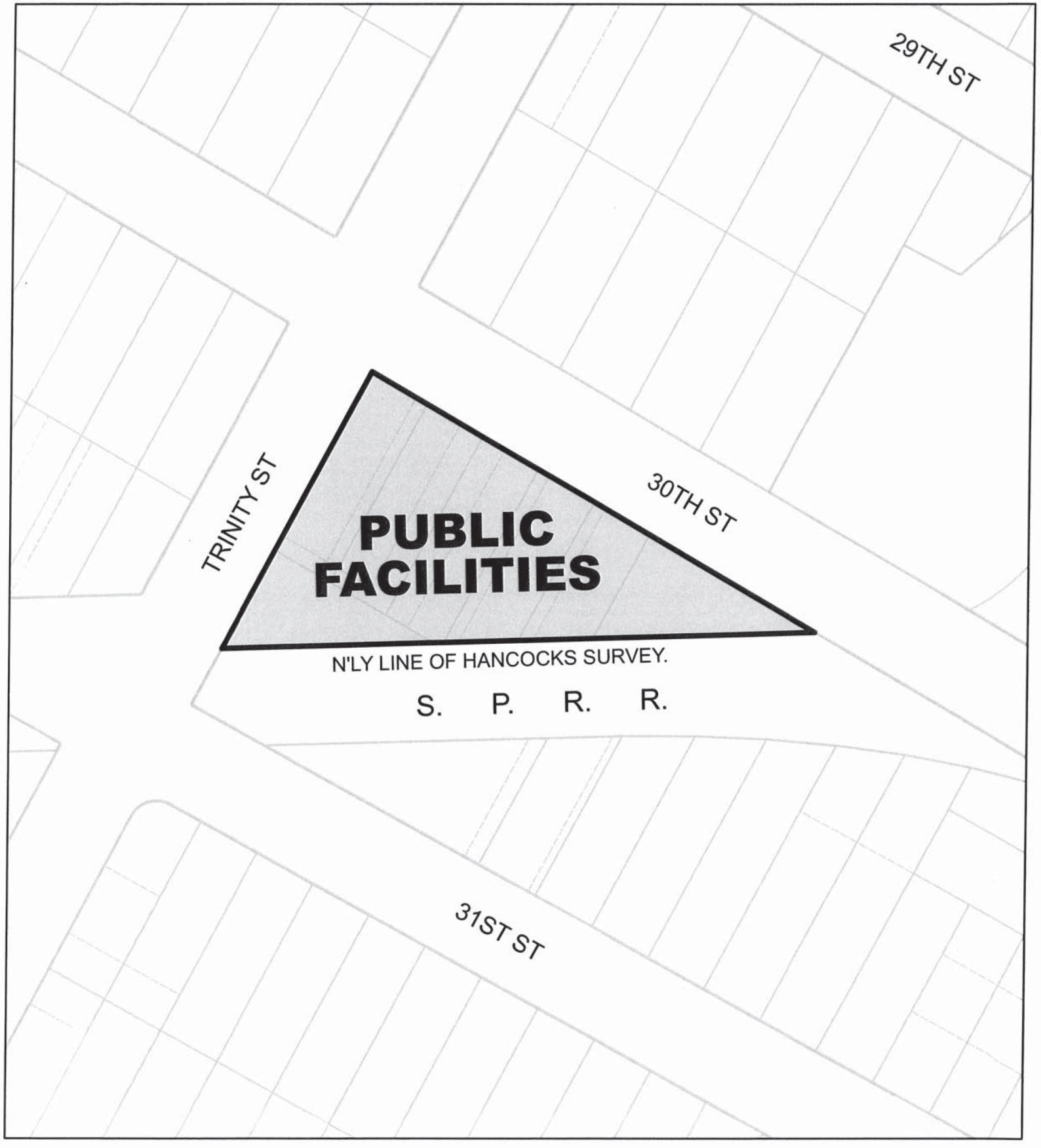
SELA CPU, SA 500

110712

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

C.M. 118.5 A 207	CPC 2008-1553 CPU

AE/4 SELA CPU, SA 510 103012

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 70 140 280

Feet

City of Los Angeles

Southeast L.A.

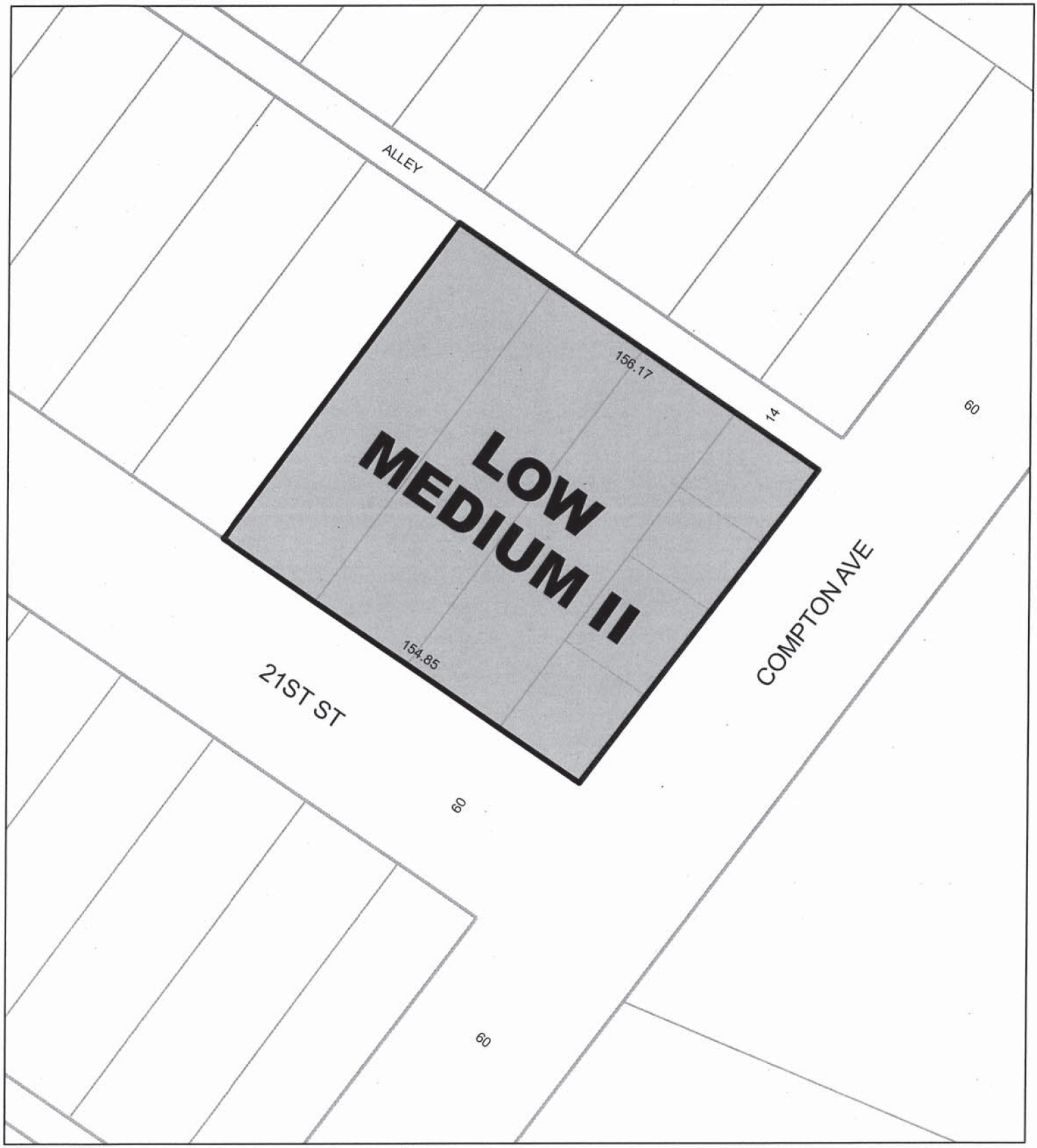
C.M. 117 A 211, 118.5 A 211 117 A 213, 118.5 A 213	CPC 2008-1553 CPU

AE/4

SELA CPU, SA 530

022613

Data Sources: Department of City Planning, Bureau of Engineering



0 12.5 25 50

Feet

C.M. 181.5 A 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 540

010813

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



LIGHT INDUSTRIAL

0 75 150 300

Feet

City of Los Angeles

Southeast L.A.

C.M. 118.5 A 213, 118.5 A 215	CPC 2008-1553 CPU

AE/ 4

SELA CPU, SA 550

010813

Data Sources: Department of City Planning, Bureau of Engineering



0 35 70 140

Feet

C.M. 118.5 A 205, 118.5 A 207	CPC 2008-1553 CPU

AE/cf

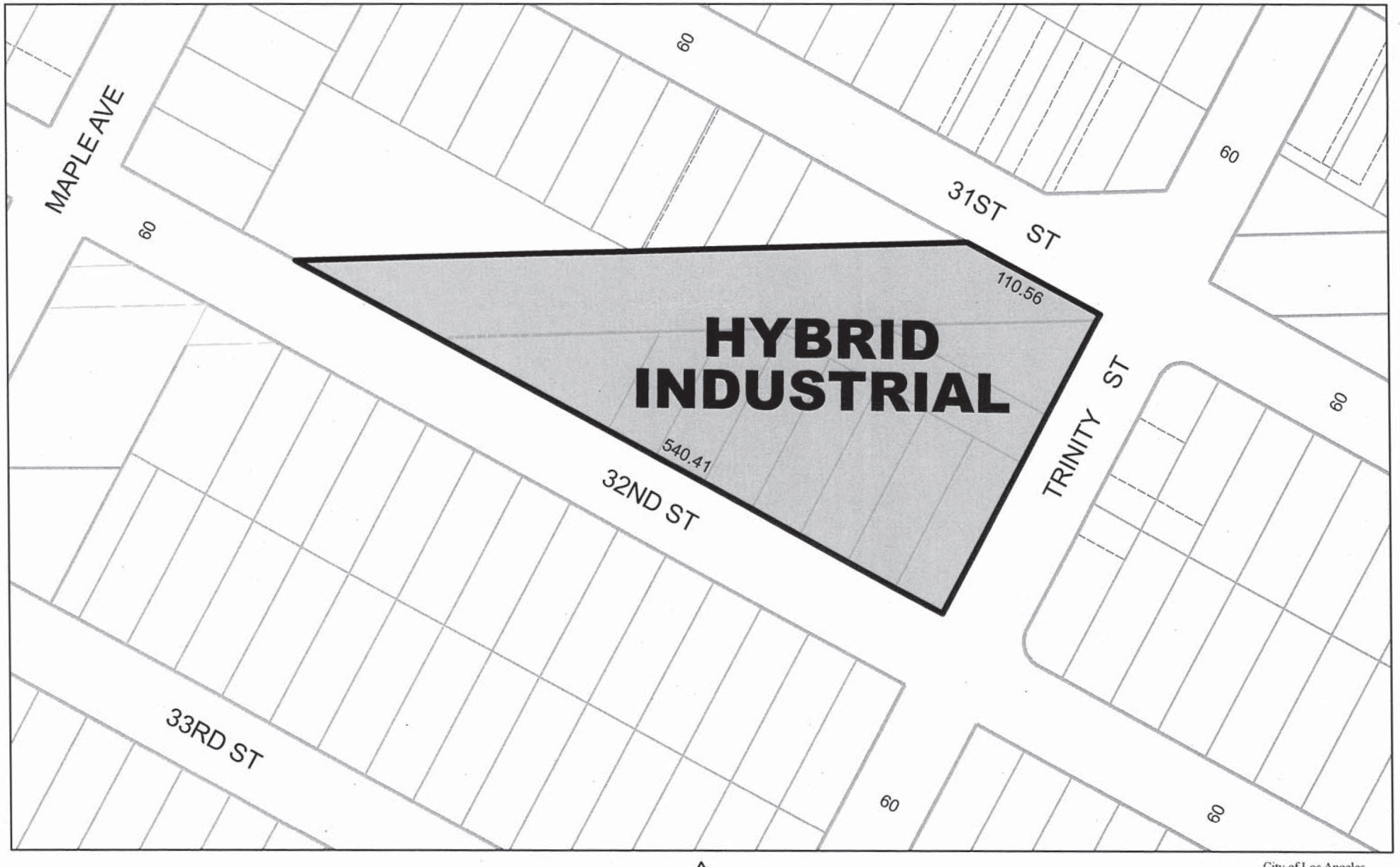
SELA CPU, SA 560

110712

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



0 40 80 160

Feet

City of Los Angeles

Southeast L.A.

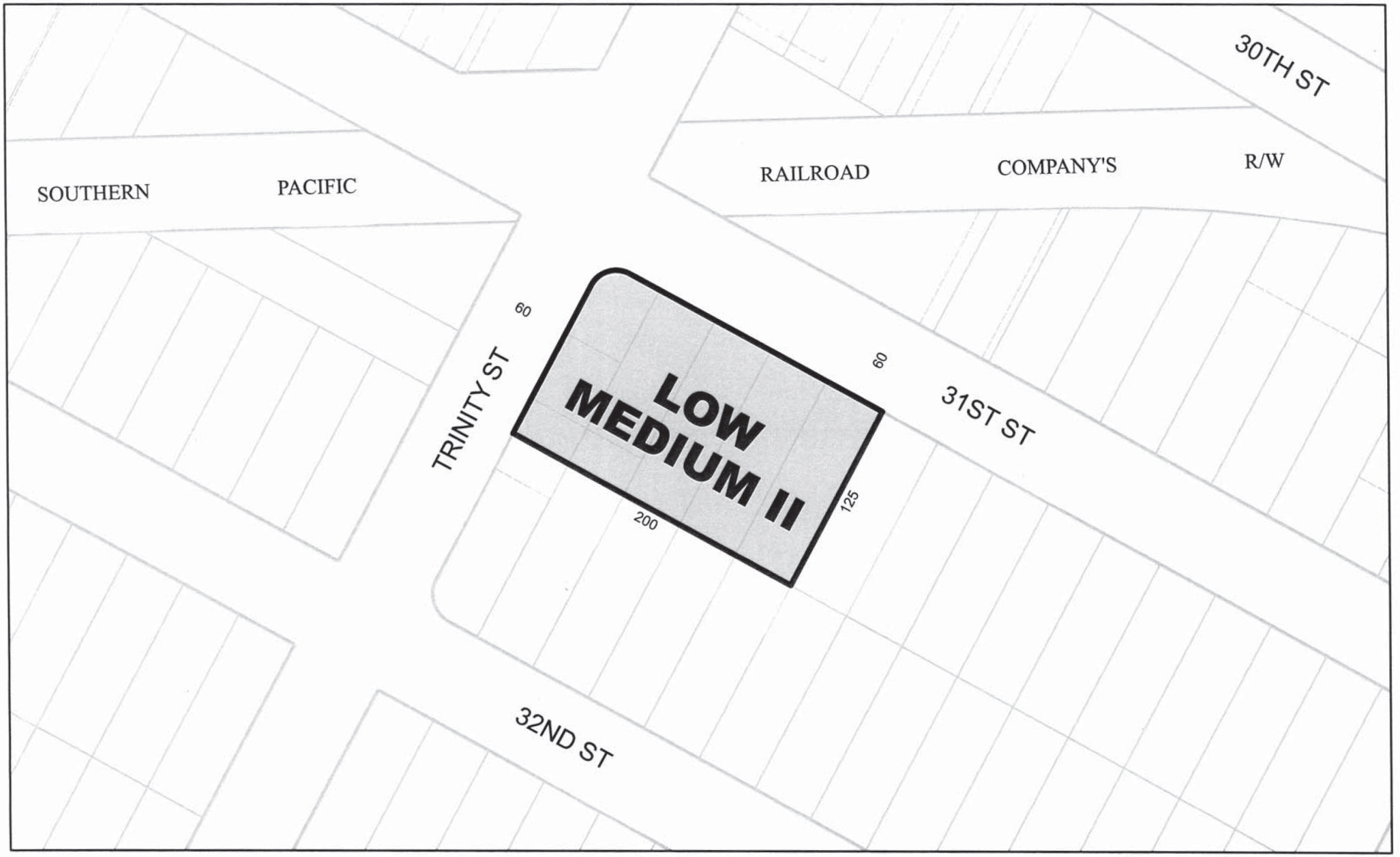
C.M. 118.5 A 207, 118.5A 205	CPC 2008-1553 CPU

AE/ RH

SELA CPU, SA 570

103012

Data Sources: Department of City Planning, Bureau of Engineering



0 35 70 140

Feet

City of Los Angeles

Southeast L.A.

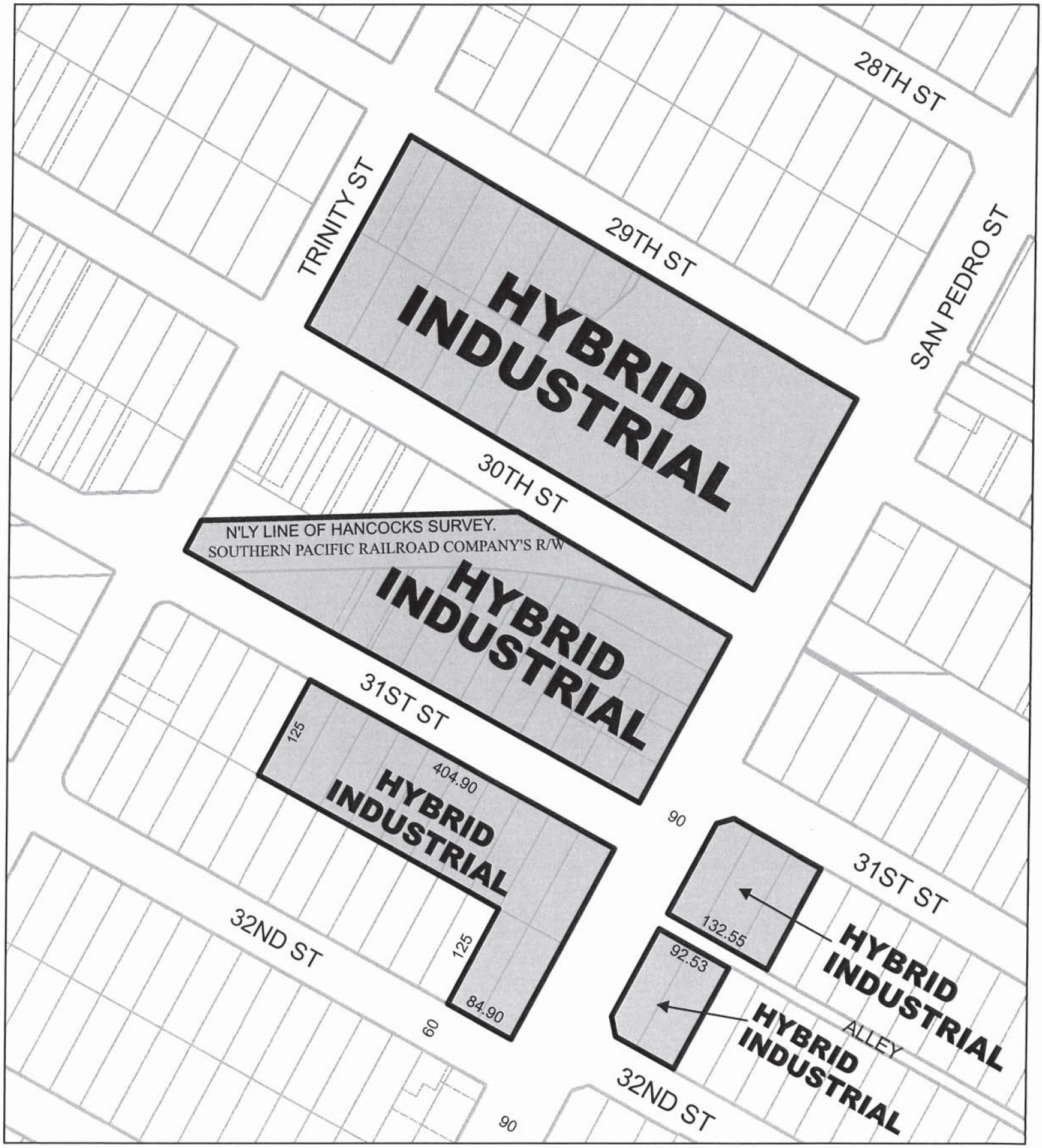
C.M. 118.5 A 207	CPC 2008-1553 CPU

AE/ Cf

SELA CPU, SA 580

111312

Data Sources: Department of City Planning, Bureau of Engineering



0 65 130 260

Feet

C.M. 118.5 A 207	CPC 2008-1553 CPU

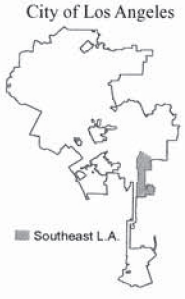
AE/4

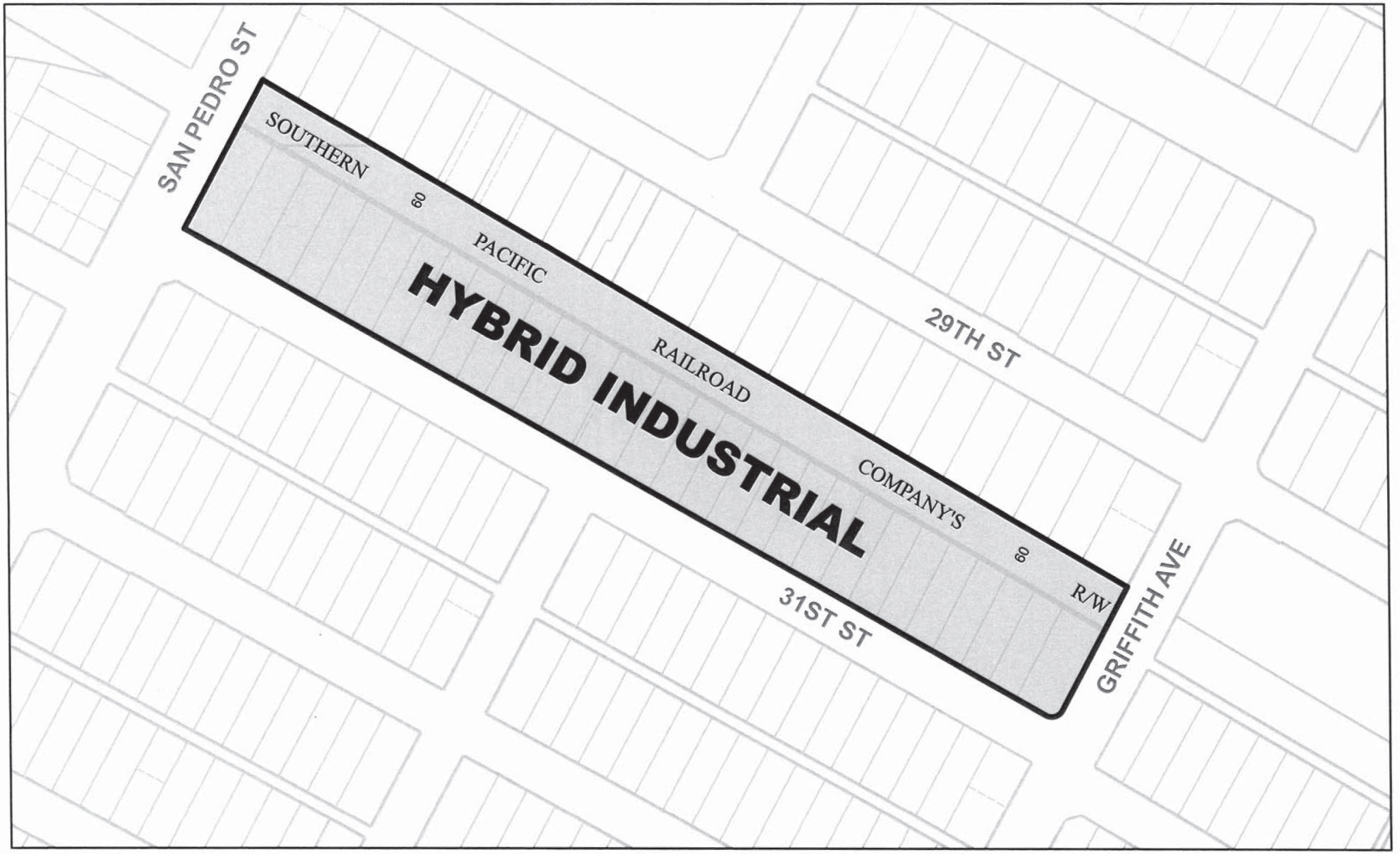
SELA CPU, SA 590

103012

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 75 150 300

Feet

City of Los Angeles

Southeast L.A.

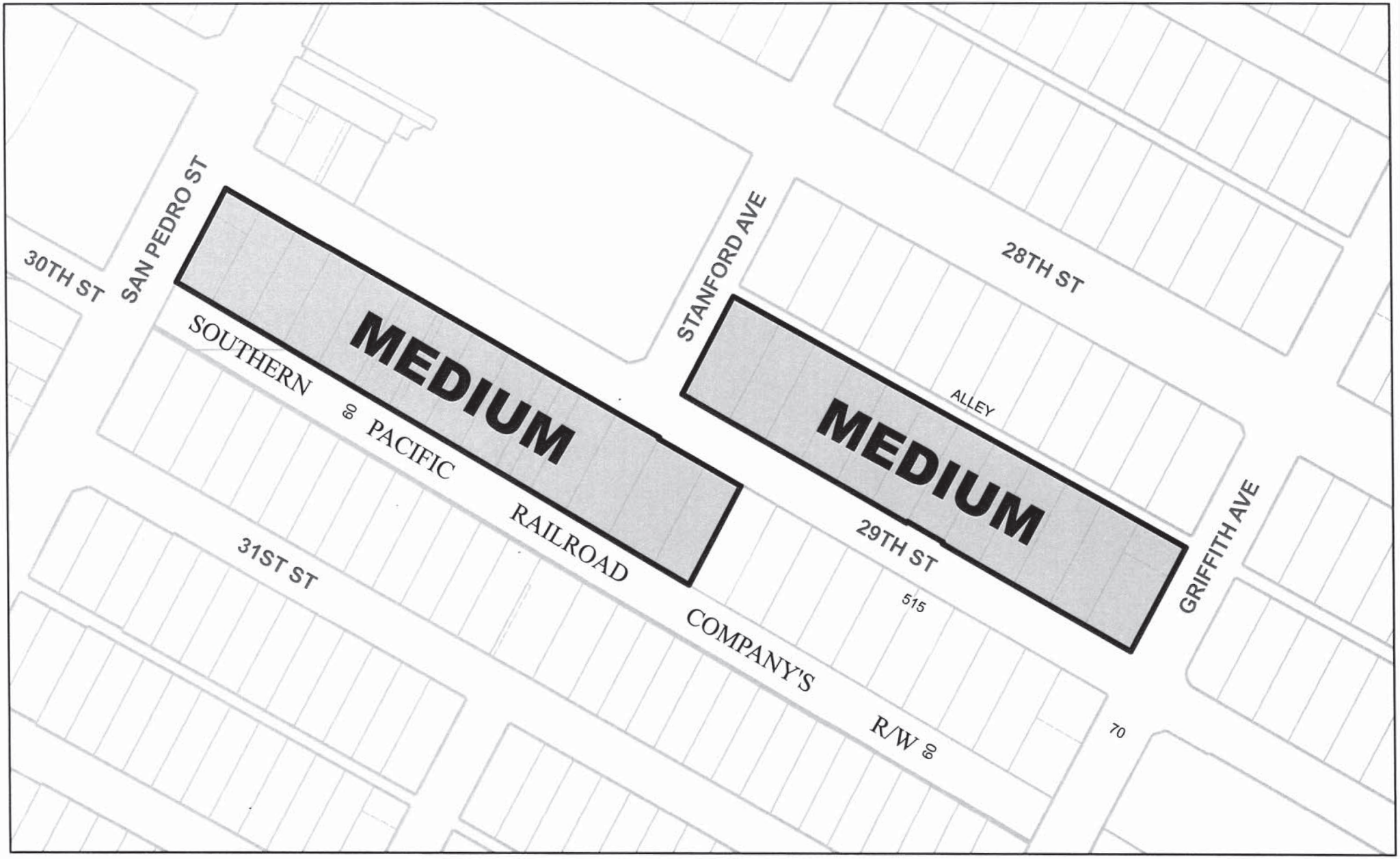
C.M. 118.5 A 207, 118.5 A 209, 117 A 209, 117 A 207	CPC 2008-1553 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE/ of

SELA CPU, SA 600

111312



0 62.5 125 250

Feet

C.M. 118.5 A 207, 118.5 A 209	CPC 2008-1553 CPU

LH/cf

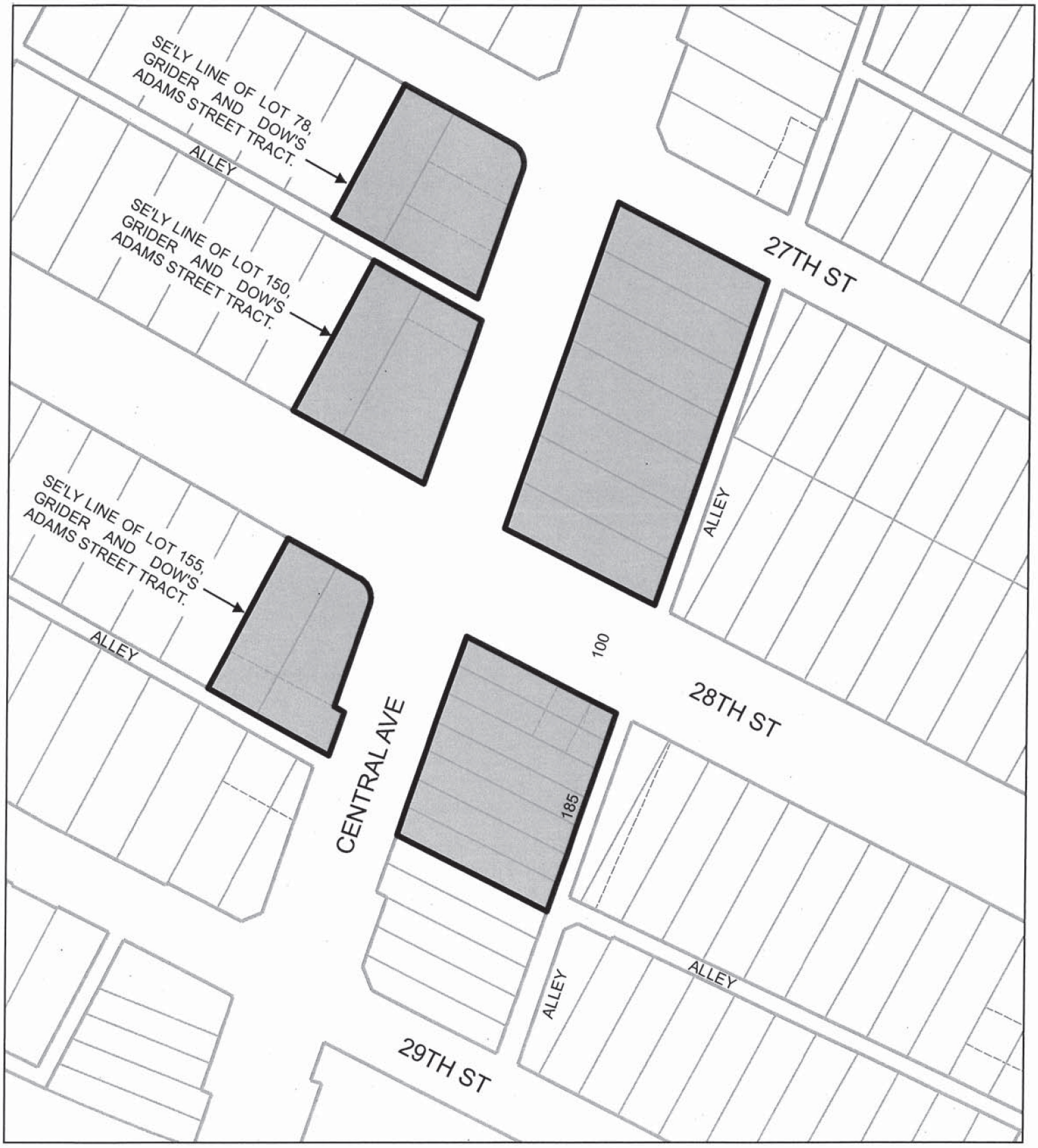
SELA CPU, SA 610

082317

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

0 62.5 125 250

Feet

C.M. 117 A 209, 118.5 A 209	CPC 2008-1553 CPU

AE/ SA

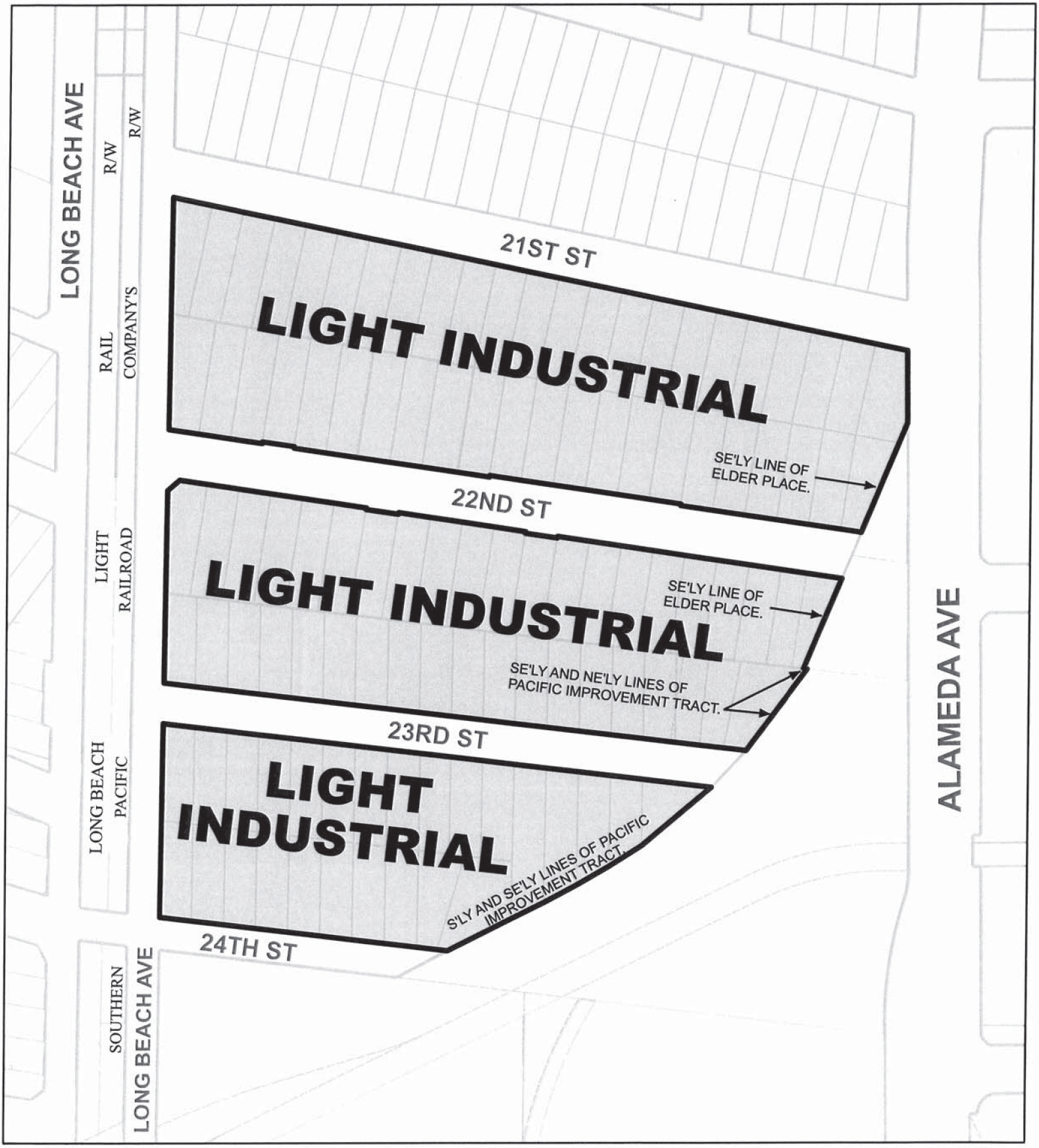
SELA CPU, SA 630

010813

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



0 87.5 175 350

Feet

C.M. 118.5 A 213, 117 A 213, 118.5 A 215, 117 A 215	CPC 2008-1553 CPU

AE/4

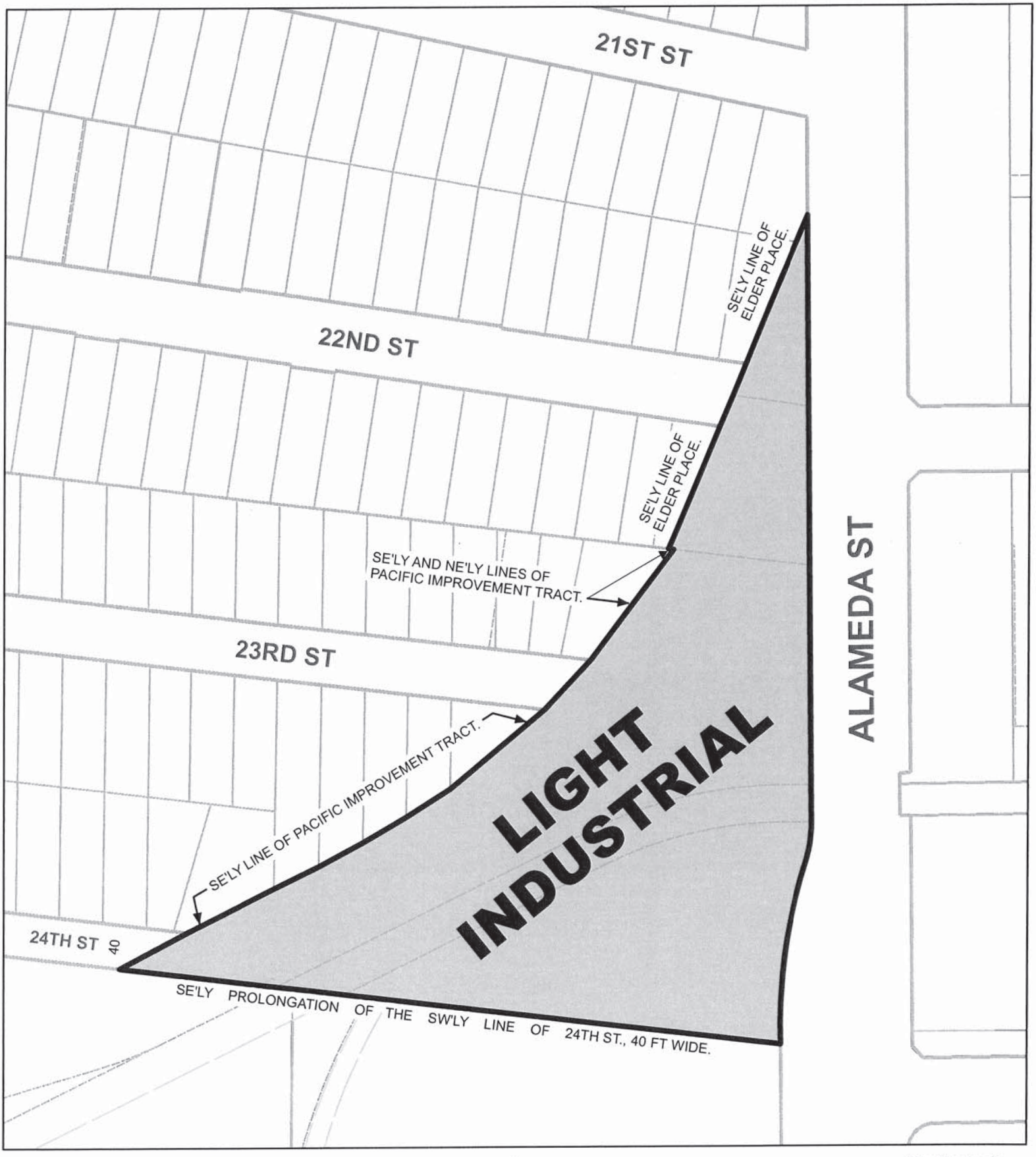
SELA CPU, SA 650

010213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 62.5 125 250

Feet

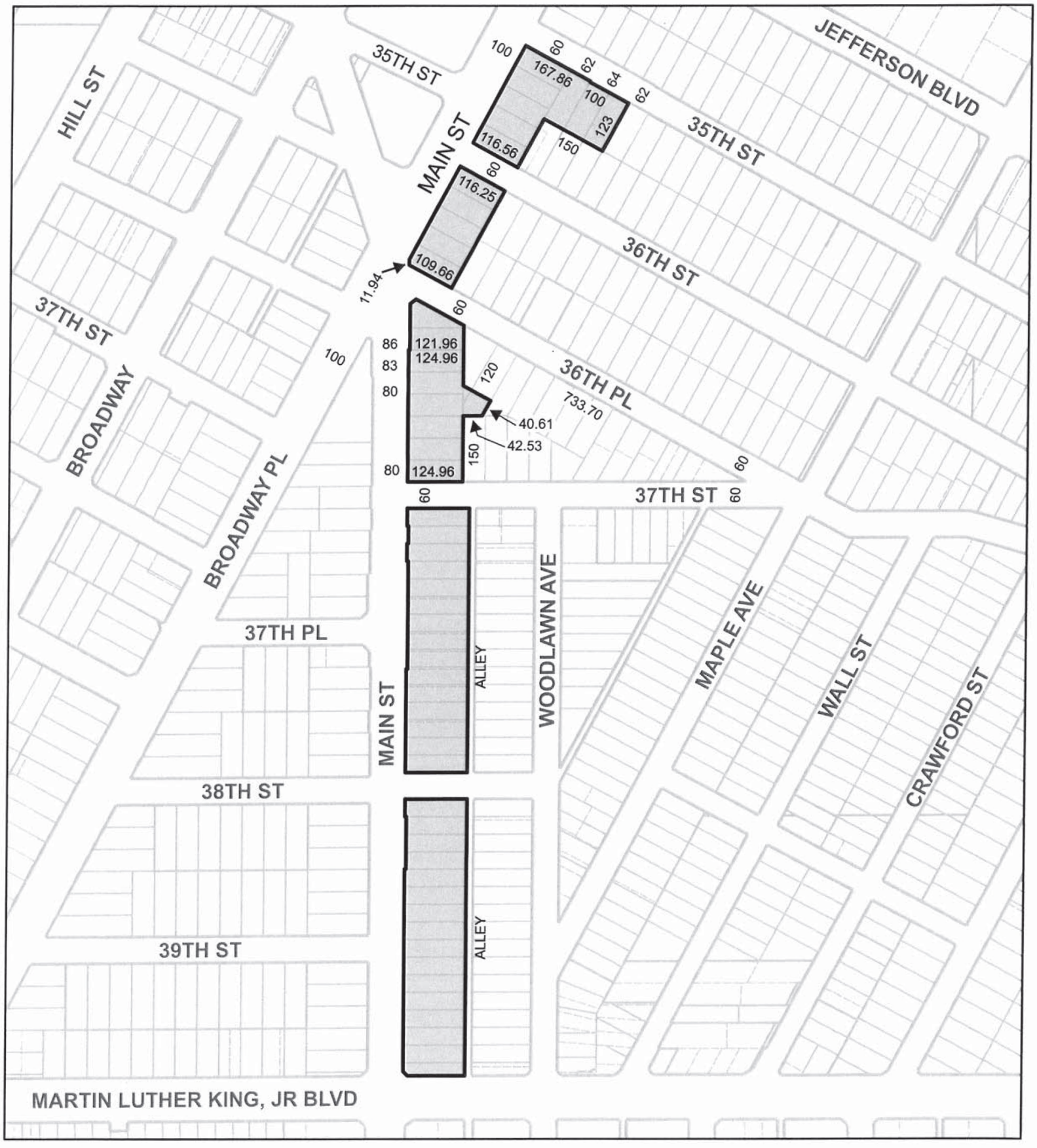
C.M. 117 A 213, 117 A 215, 118.5 A 215	CPC 2008-1553 CPU

AE/4 SELA CPU, SA 660 120412

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





LIMITED INDUSTRIAL

0 150 300 600

Feet

C.M. 115.5A 203, 117 A 203, 118.5A 205, 115.5 A 205, 117 A 205	CPC 2008-1553 CPU

City of Los Angeles

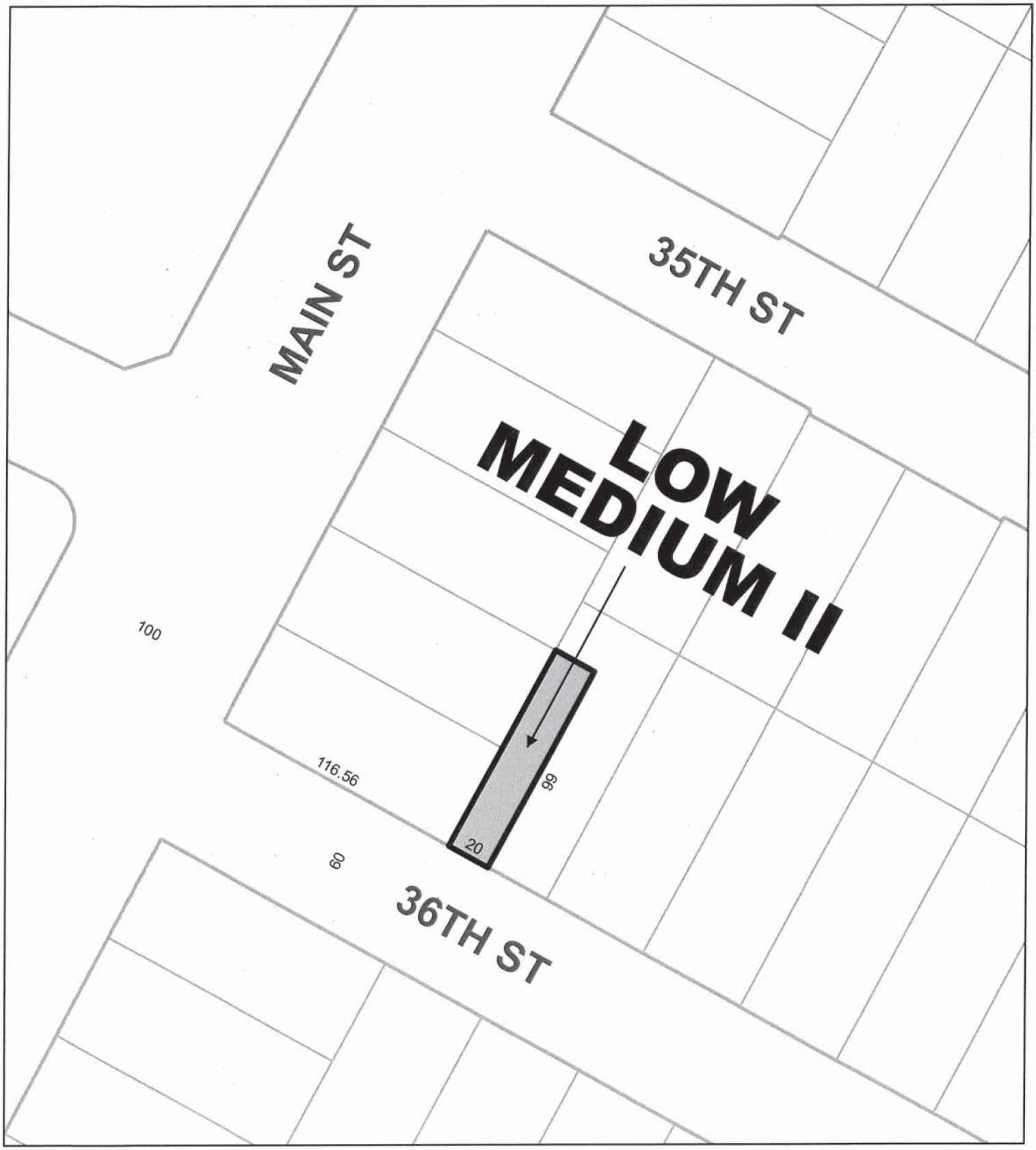
Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering

AE/ 4

SELA CPU, SA 670

122612



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

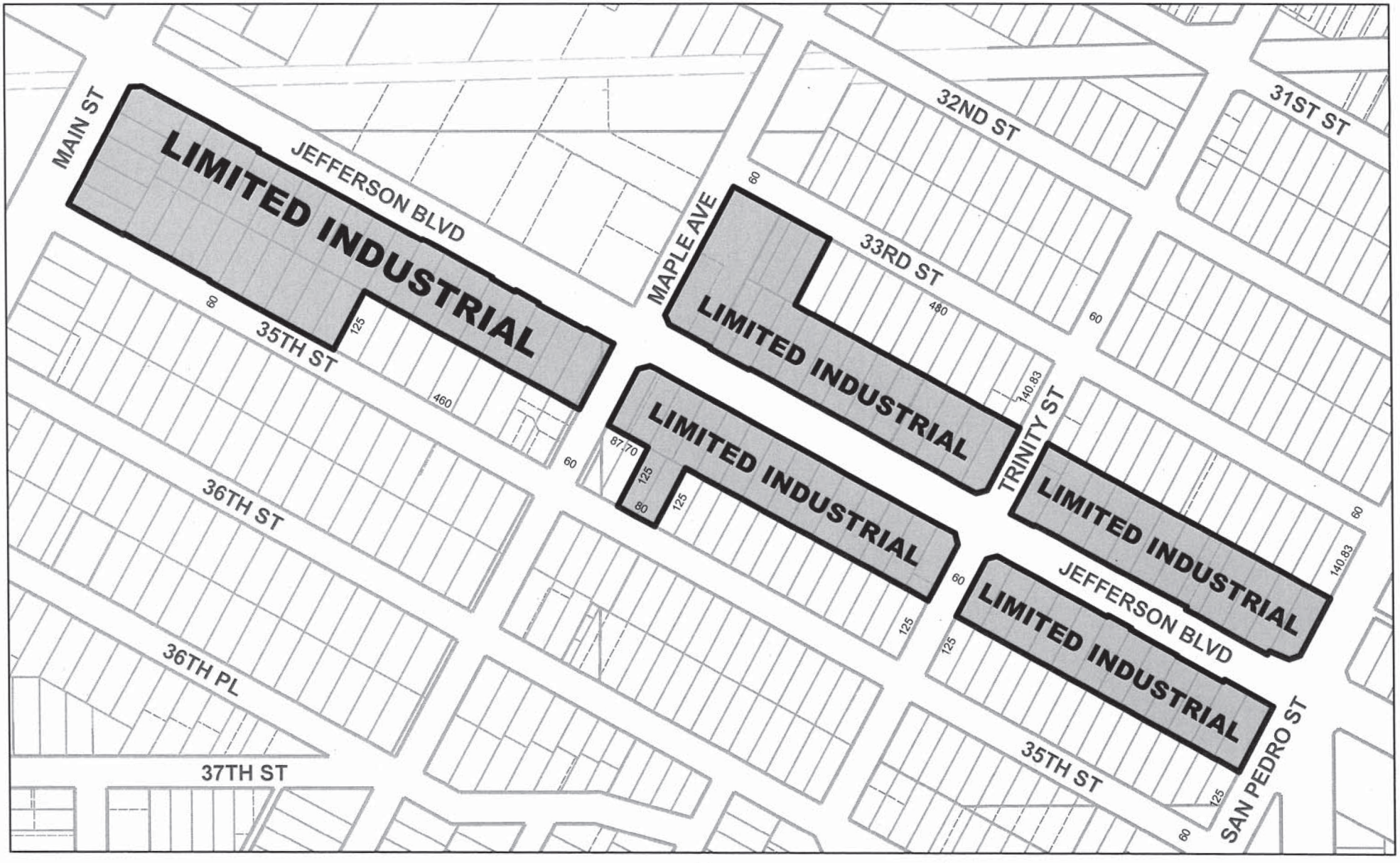
C.M. 118.5 A 205	CPC 2008-1553 CPU

AE/

SELA CPU, SA 680

110712

Data Sources: Department of City Planning; Bureau of Engineering



0 120 240 480

Feet

C.M. 117 A 205, 118.5 A 205, 117 A 207, 118.5 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 690

121912

Data Sources: Department of City Planning, Bureau of Engineering

Southeast L.A.



0 35 70 140

Feet

C.M. 117 A 205	CPC 2008-1553 CPU

AE/

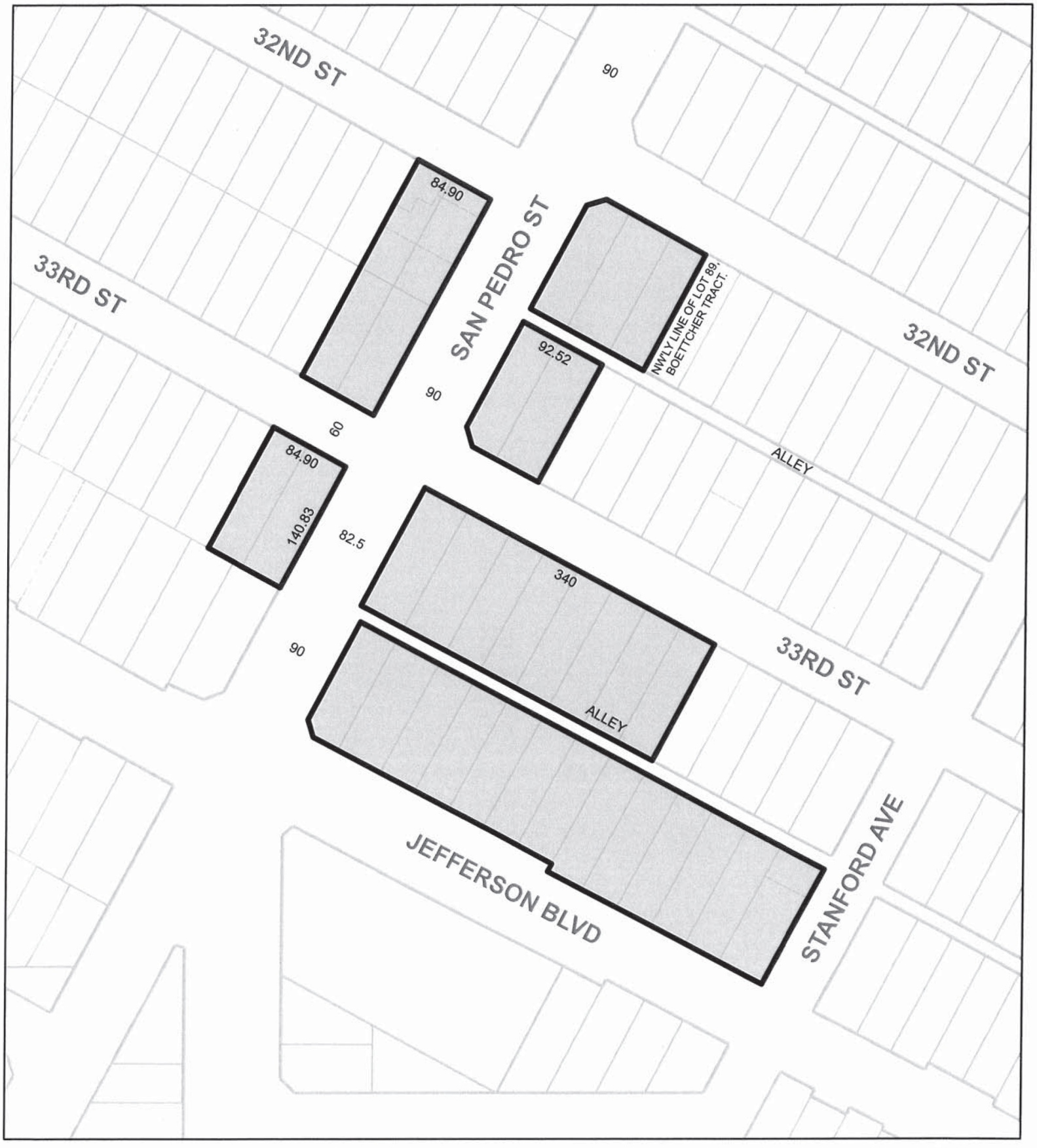
SELA CPU, SA 700

110712

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 70 140 280

Feet

City of Los Angeles

Southeast L.A.

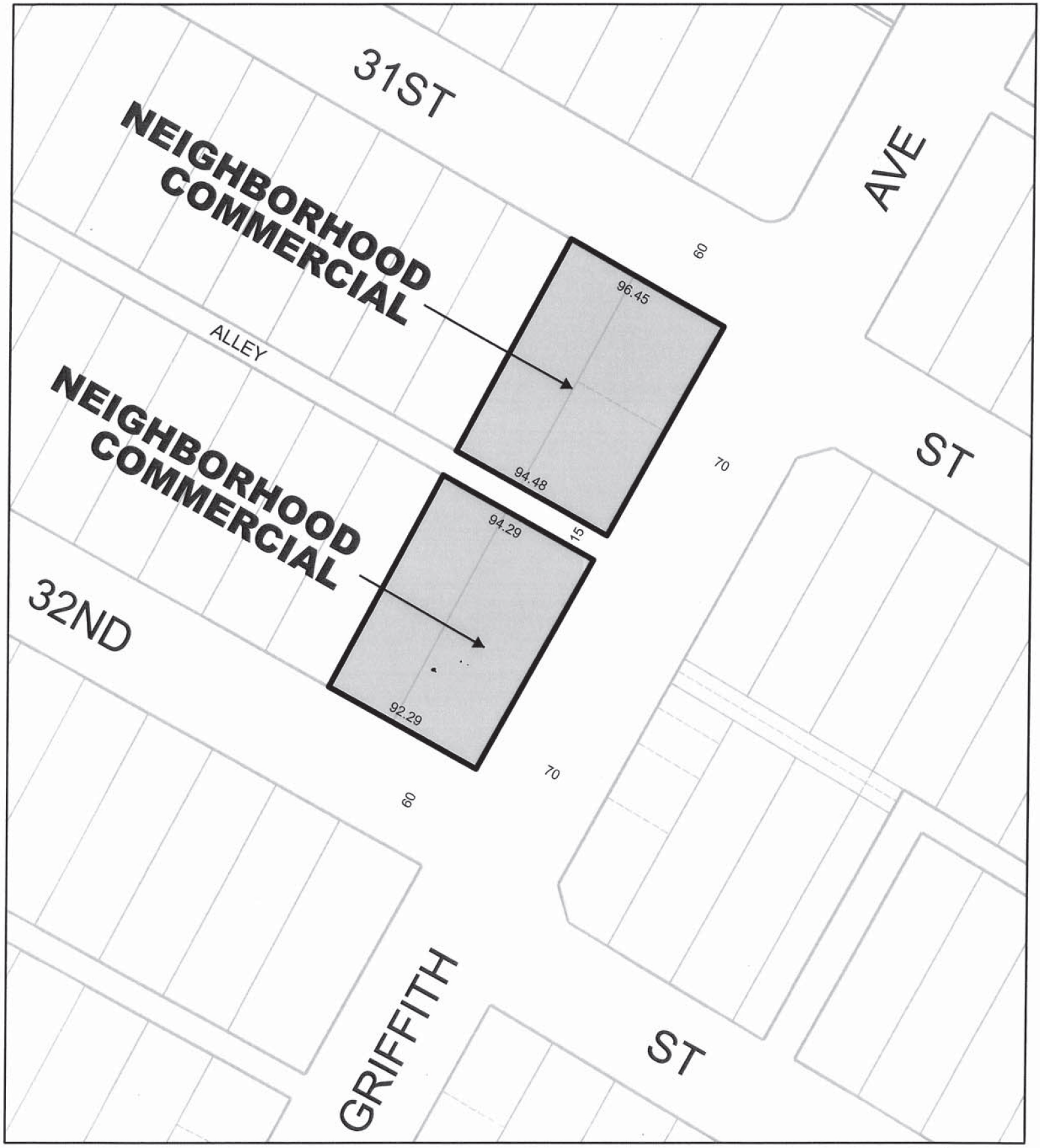
C.M. 117 A 207, 118.5 A 207	CPC 2008-1553 CPU

AE/of

SELA CPU, SA 710

121812

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

C.M. 117 A 209, 117 A 207	CPC 2008-1553 CPU

AE/

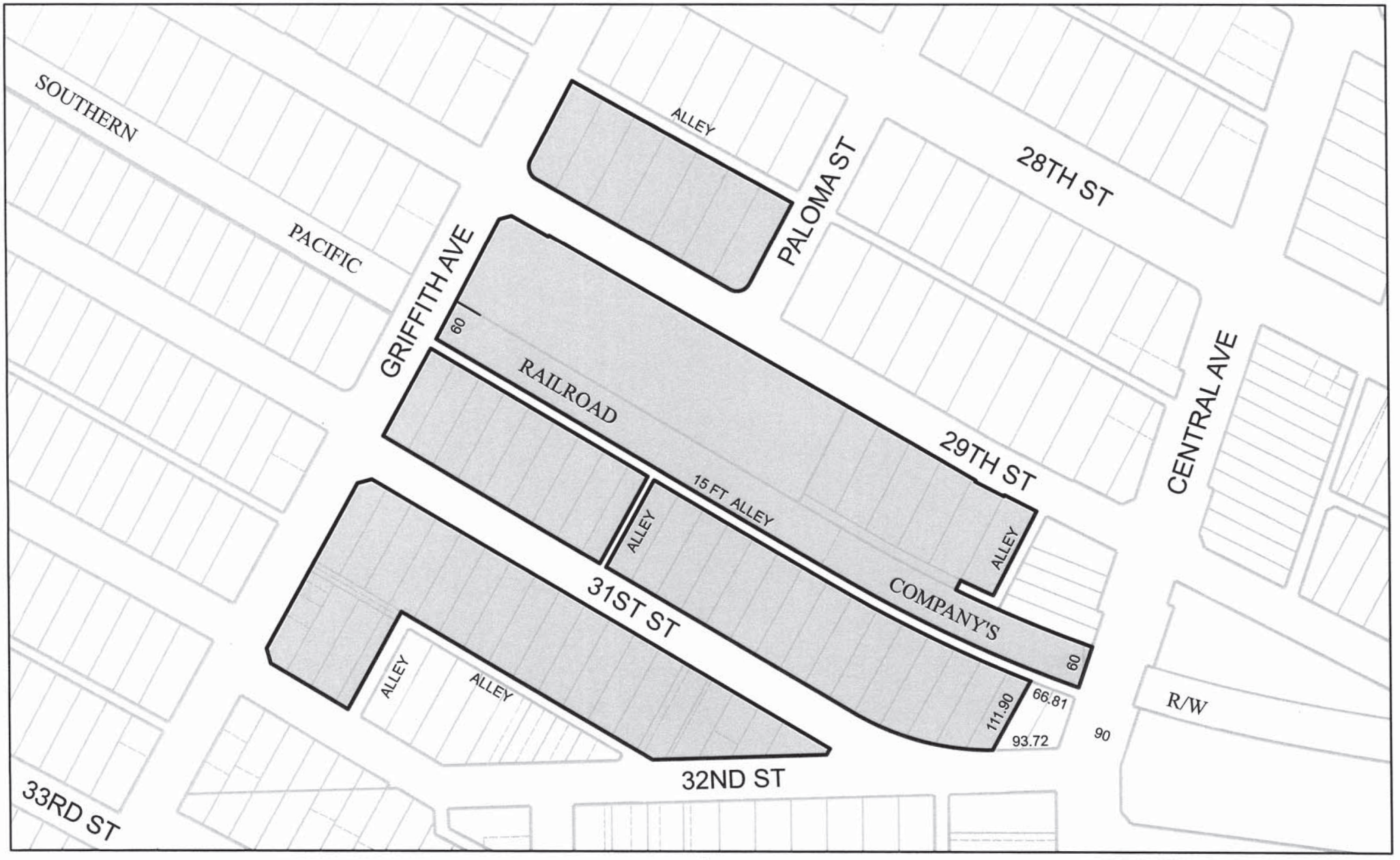
SELA CPU, SA 720

103112

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

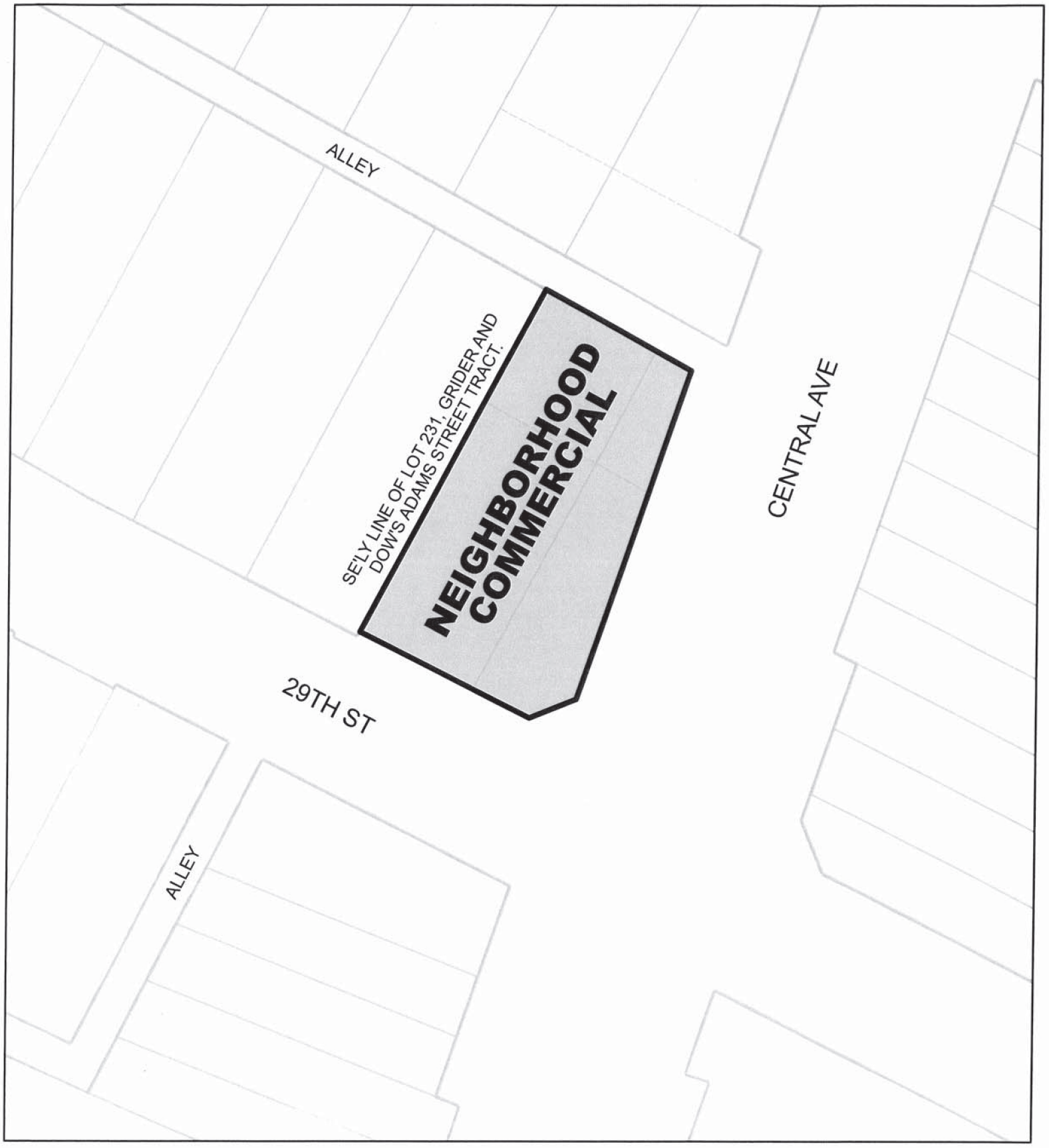
0 70 140 280
Feet

City of Los Angeles
Southeast L.A.

C.M. 117 A 209, 118.5 A 209	CPC 2008-1553 CPU

AE/4 SELA CPU, SA 730 111312

Data Sources: Department of City Planning, Bureau of Engineering



0 20 40 80

Feet

C.M. 117 A 209	CPC 2008-1553 CPU

AE/ cf

SELA CPU, SA 740

103012

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





NEIGHBORHOOD COMMERCIAL

0 37.5 75 150

Feet

City of Los Angeles

Southeast L.A.

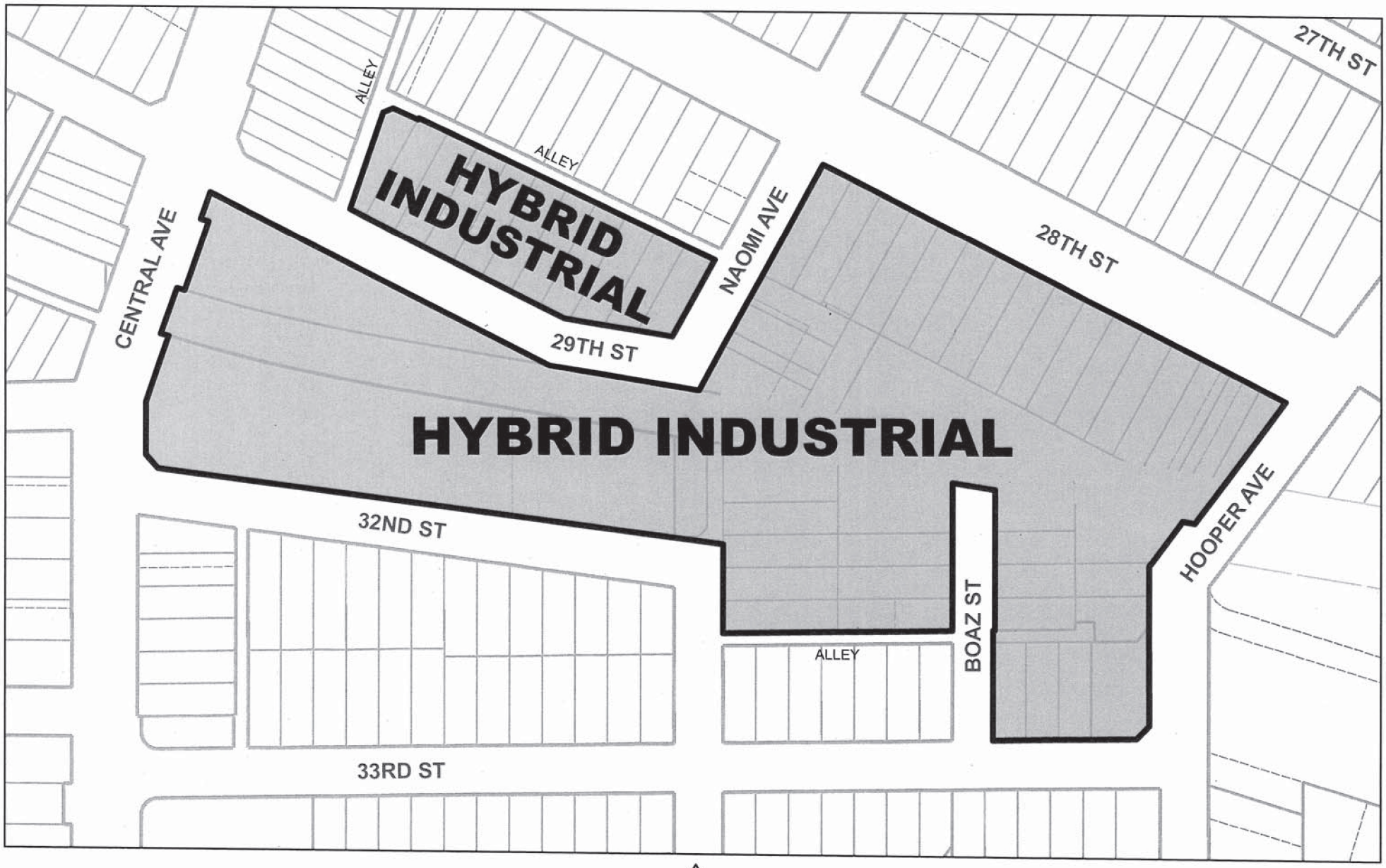
C.M. 117 A 209	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 750

020613

Data Sources: Department of City Planning, Bureau of Engineering



0 60 120 240

Feet

City of Los Angeles

Southeast L.A.

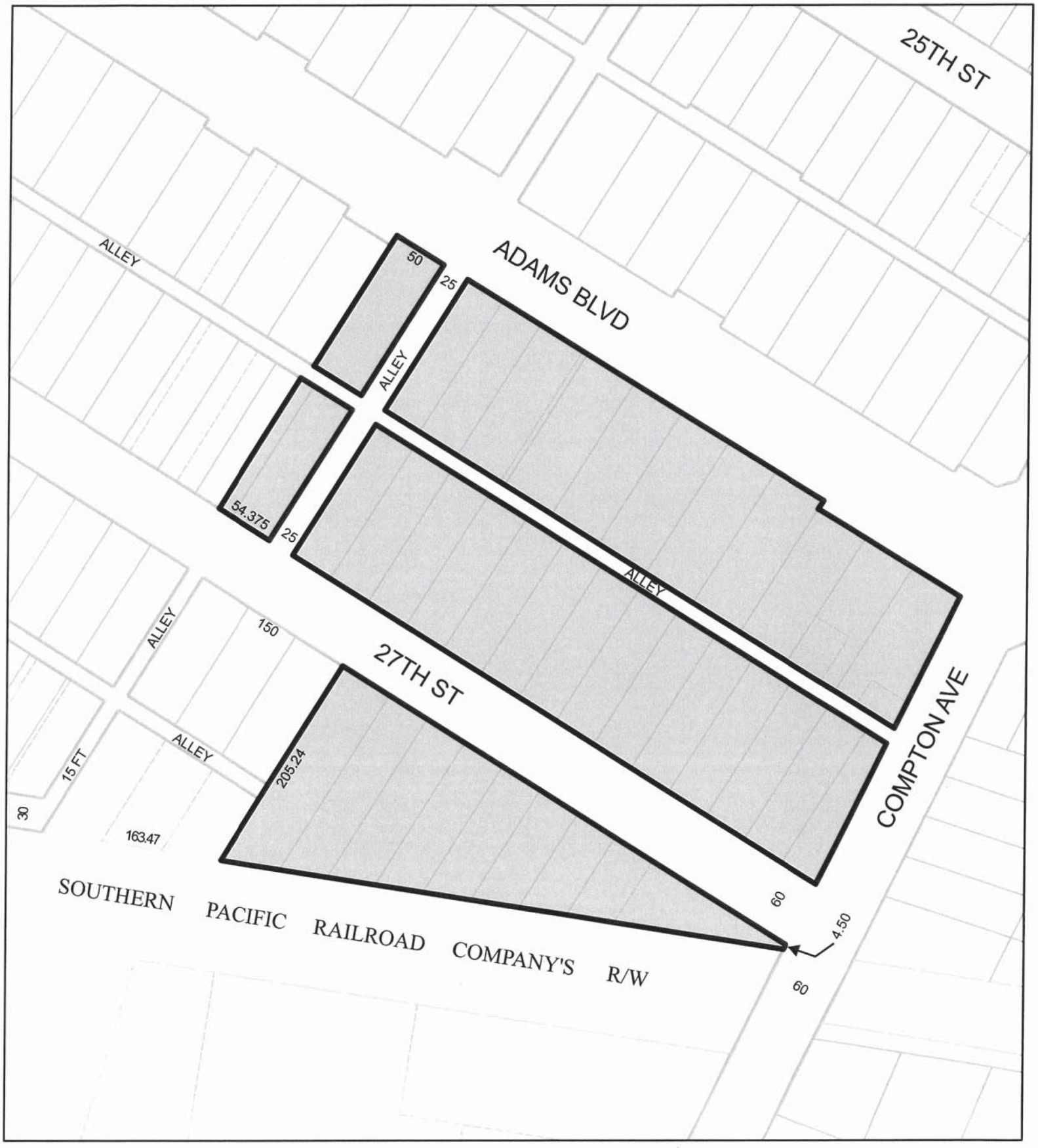
C.M. 117 A 209, 117 A 211	CPC 2008-1553 CPU

Data Sources: Department of City Planning, Bureau of Engineering

AE/

SELA CPU, SA 760

111312



PUBLIC FACILITIES

0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

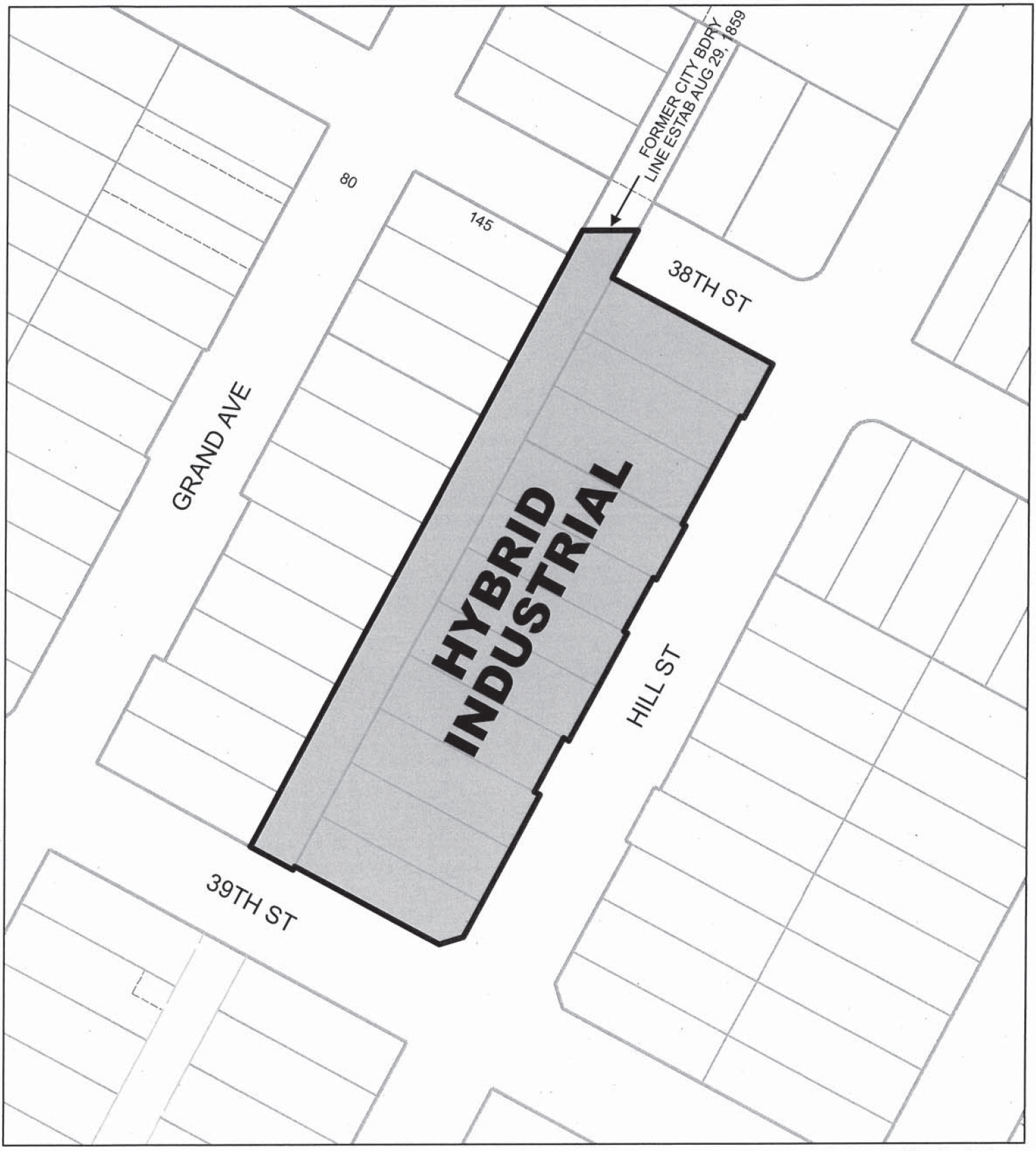
C.M. 117 A 211, 117 A 213	CPC 2008-1553 CPU

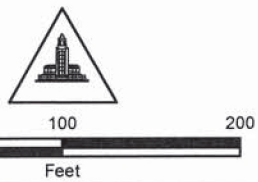
AE/cf

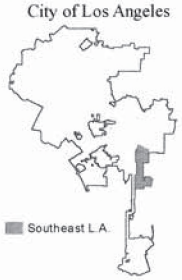
SELA CPU, SA 770

110712

Data Sources: Department of City Planning, Bureau of Engineering







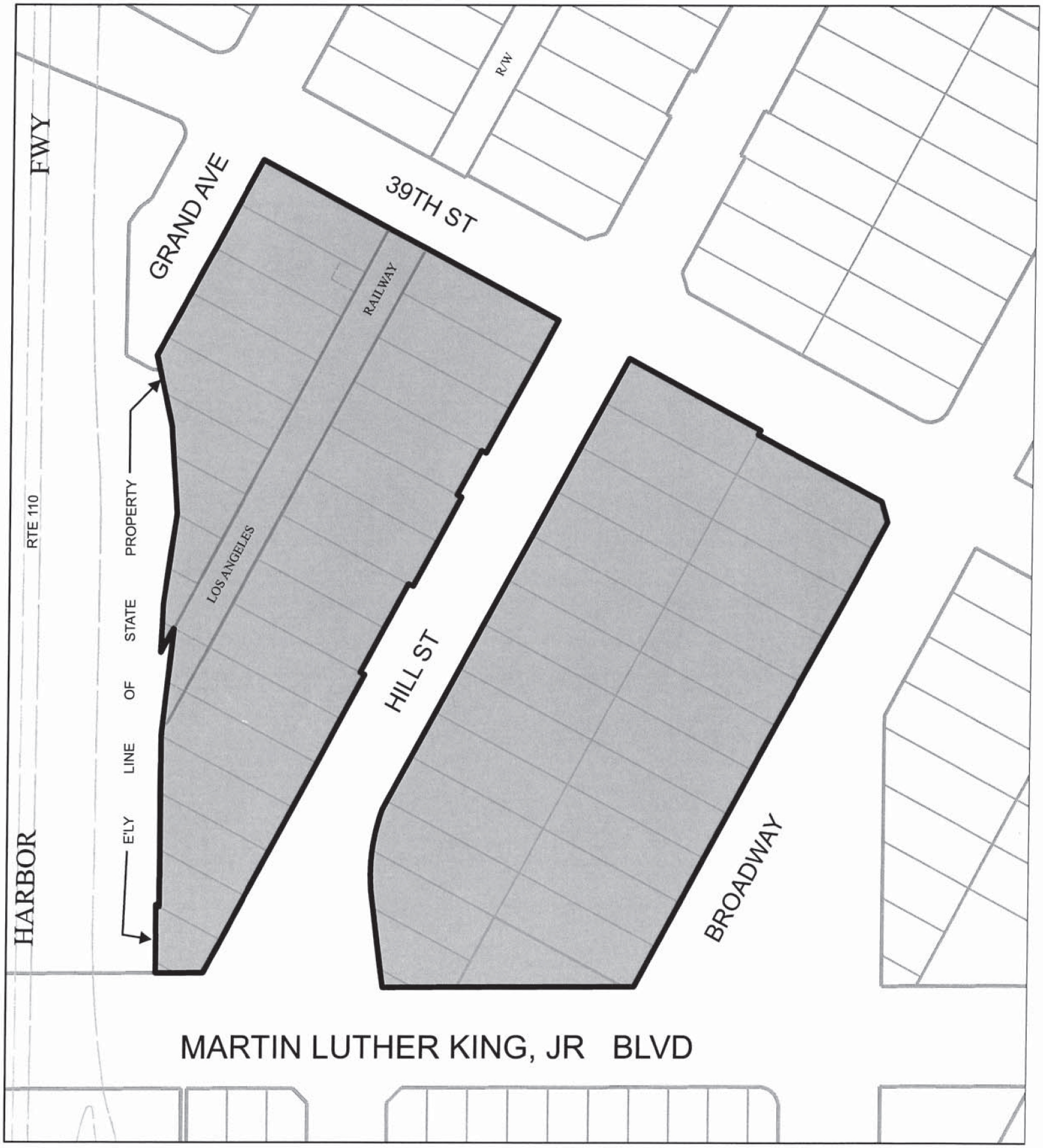
C.M. 117 A 203	CPC 2008-1553 CPU

AE/

SELA CPU, SA 781

070213

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

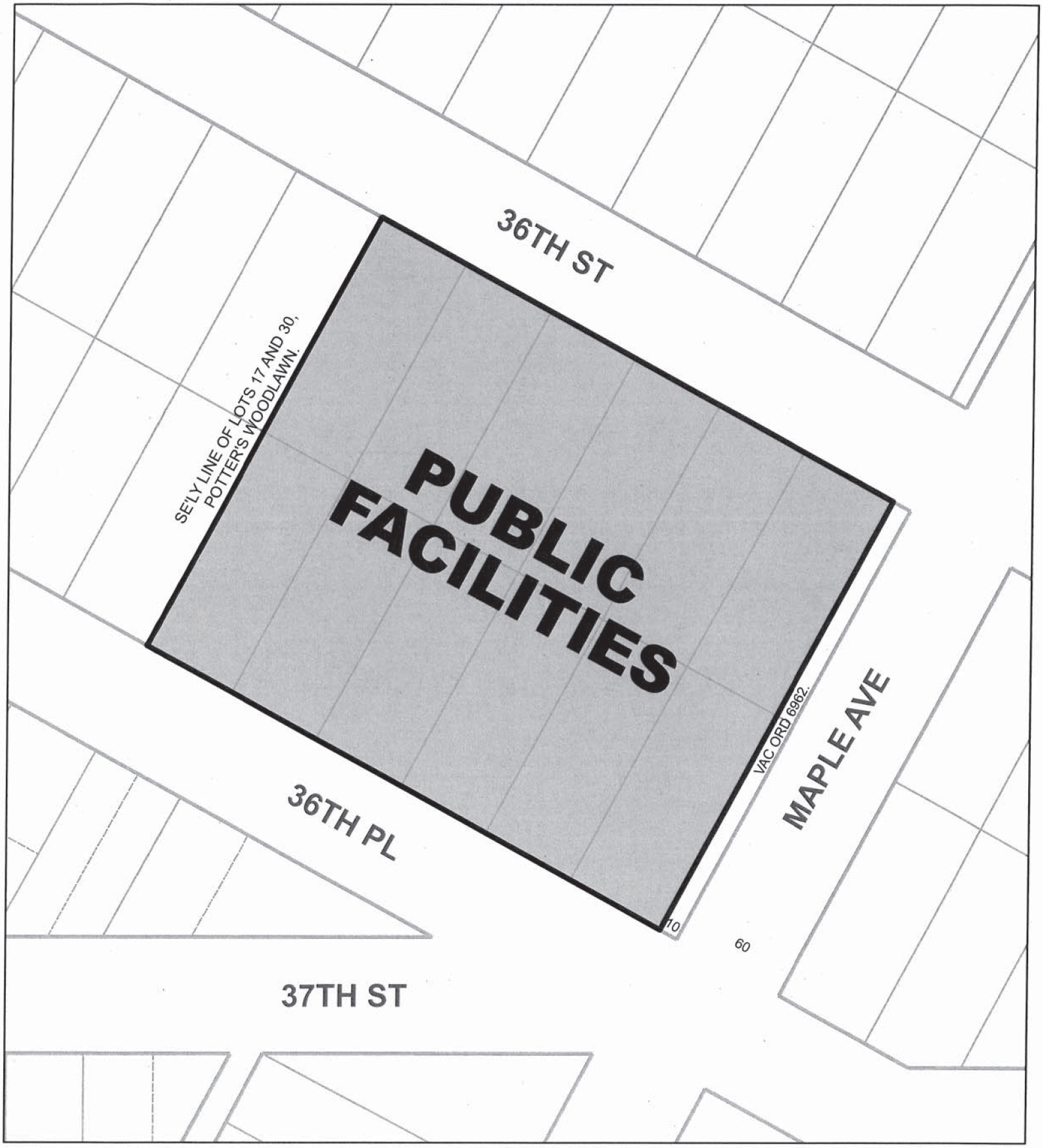
C.M. 115.5 A 201, 117 A 201, 115.5 A 203, 117 A 203	CPC 2008-1553 CPU

AE/

SELA CPU, SA 785

020613

Data Sources: Department of City Planning, Bureau of Engineering



0 20 40 80

Feet

City of Los Angeles



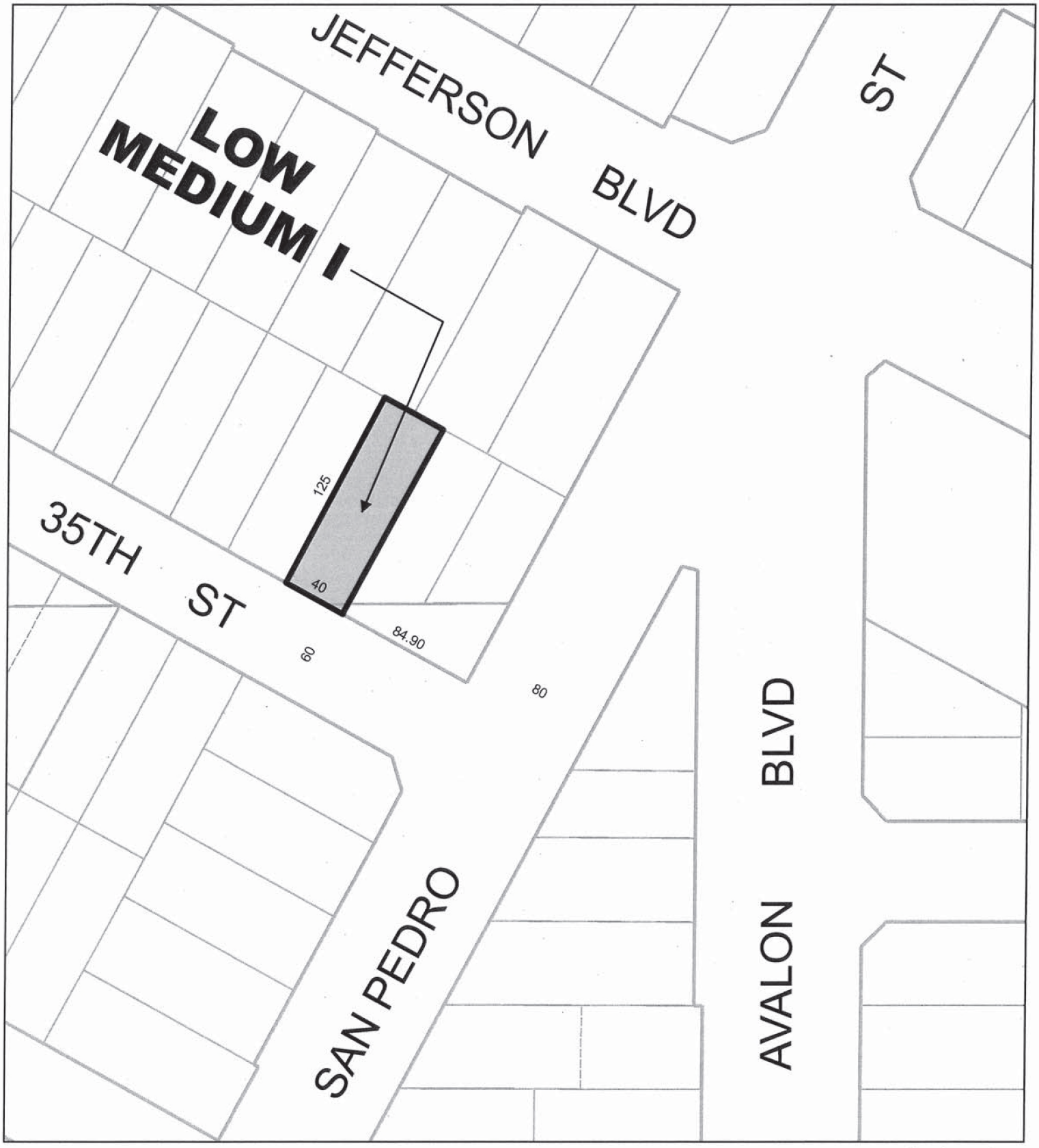
C.M. 117 A 205	CPC 2008-1553 CPU

AE/LH

SELA CPU, SA 790

110712

Data Sources: Department of City Planning, Bureau of Engineering



0 37.5 75 150

Feet

City of Los Angeles

Southeast L.A.

C.M. 117 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 820

103112

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 62.5 125 250

Feet

City of Los Angeles

Southeast L.A.

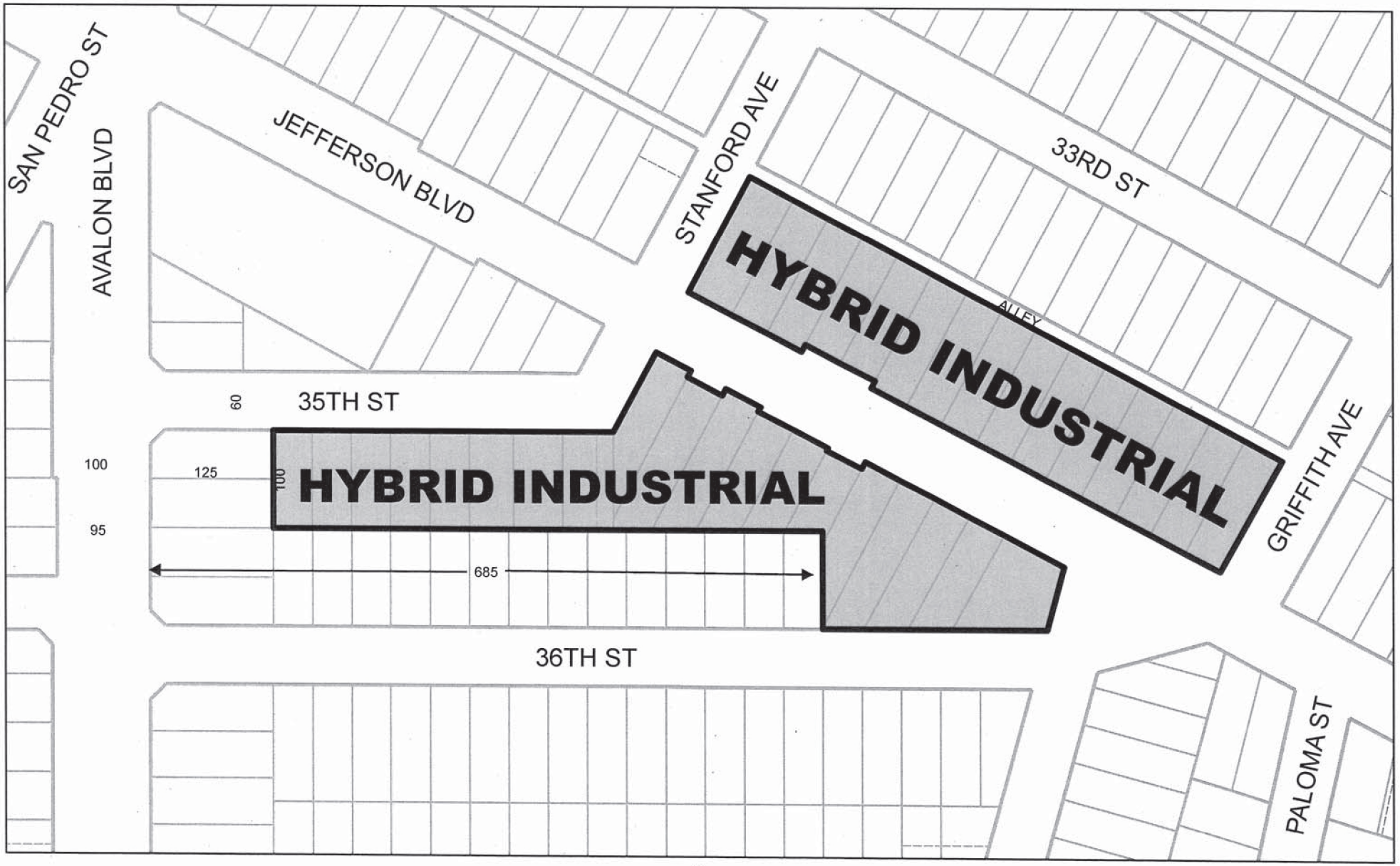
C.M. 117 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 830

013113

Data Sources: Department of City Planning, Bureau of Engineering



0 60 120 240

Feet

C.M. 117 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 840

111312

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 55 110 220

Feet

City of Los Angeles

Southeast L A

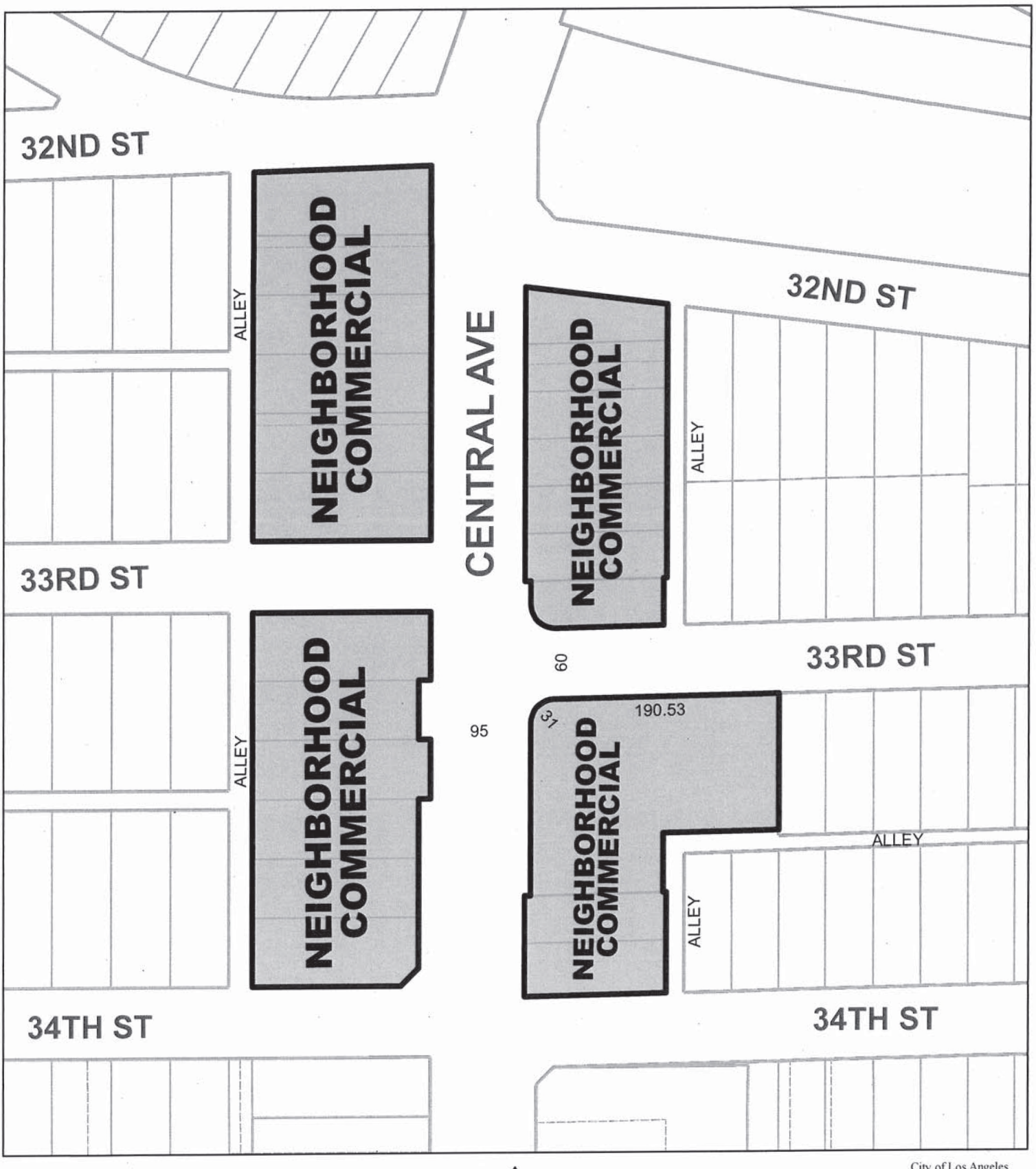
C.M. 117 A 209, 117 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 850

110712

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

City of Los Angeles

Southeast L A

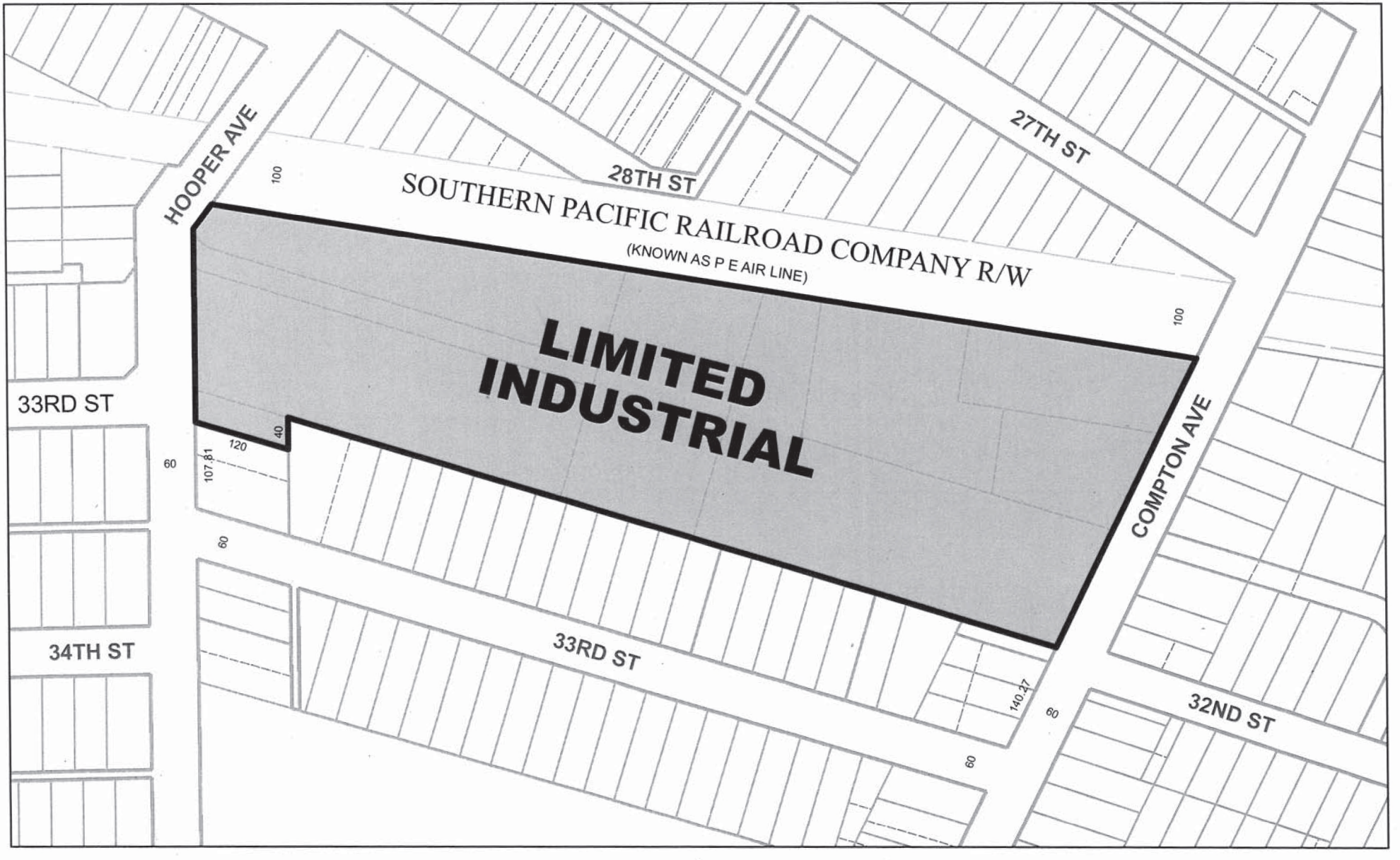
C.M. 117 A 209	CPC 2008-1553 CPU

AE/

SELA CPU, SA 860

110712

Data Sources: Department of City Planning, Bureau of Engineering



City of Los Angeles

Southeast L.A.

C.M. 117 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 870

121912

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

0 85 170 340

Feet

C.M. 117 A 211	CPC 2008-1553 CPU

AE/

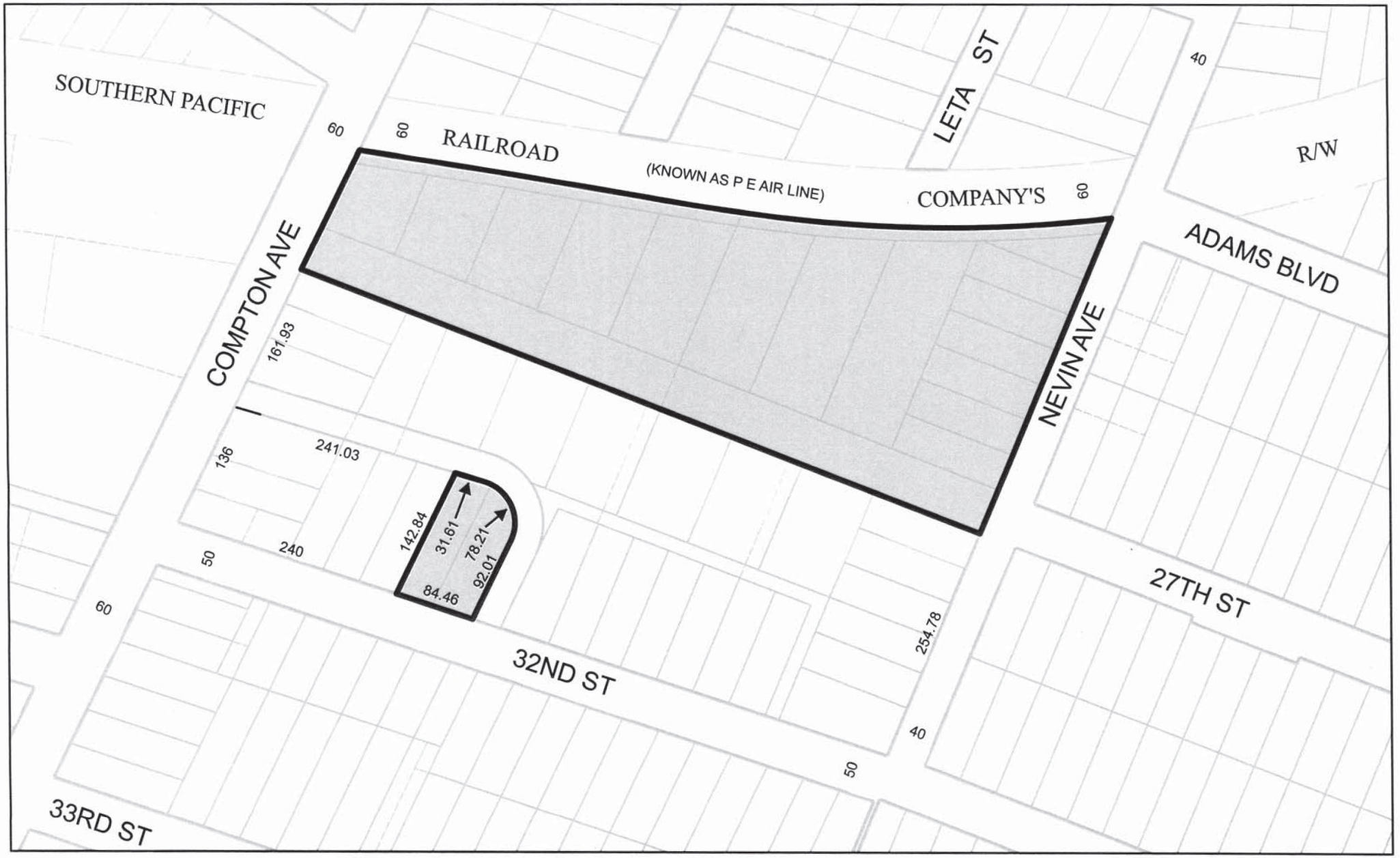
SELA CPU, SA 875

121912

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

0 50 100 200

Feet

City of Los Angeles

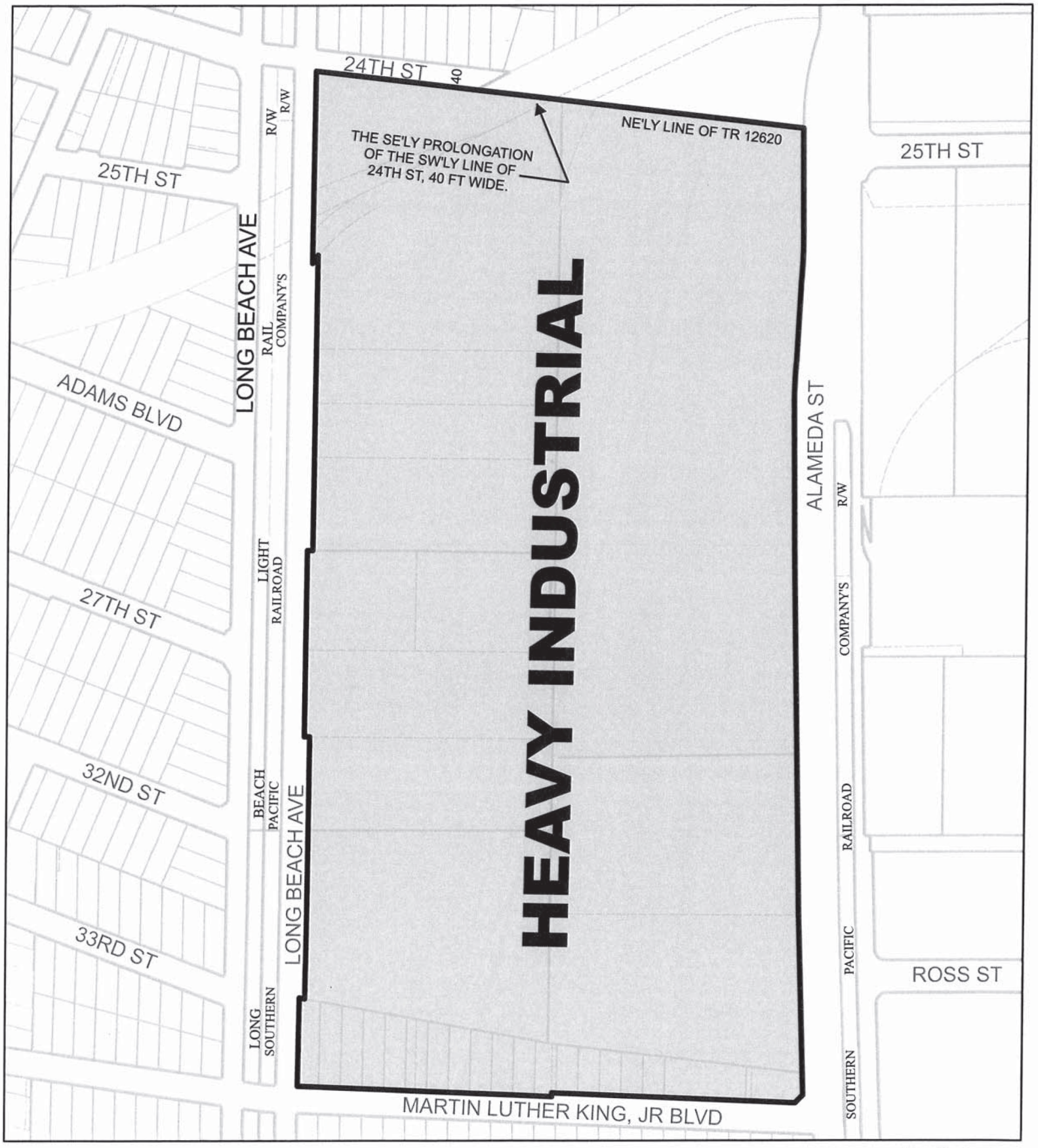
Southeast L.A.

C.M. 115.5 A 211, 117 A 211, 115.5 A 213, 117 A 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 880

Data Sources: Department of City Planning, Bureau of Engineering



0 130 260 520

Feet

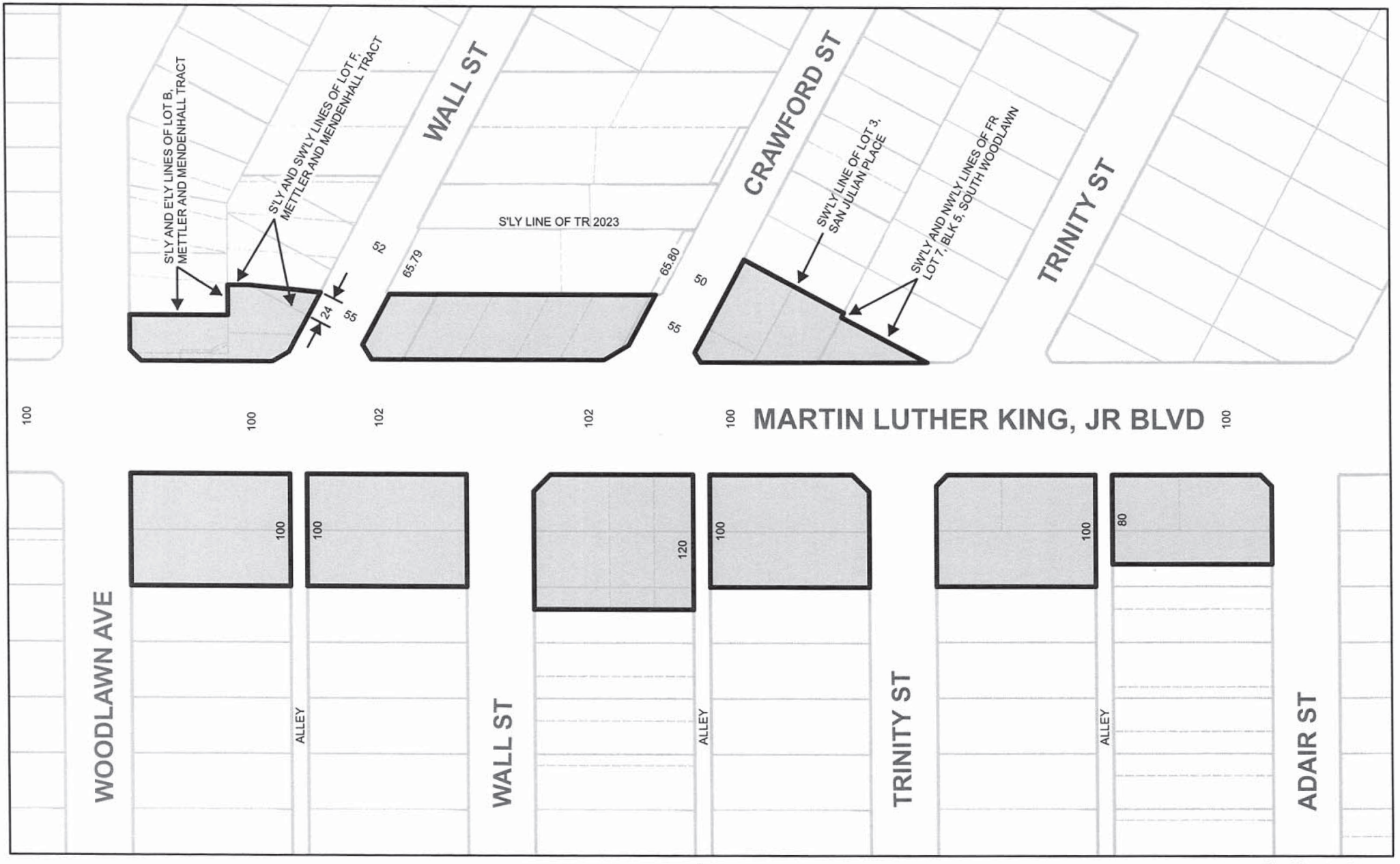
C.M. 117 A 213, 115.5 A 213 117 A 215, 115.5 A 215	CPC 2008-1553 CPU

AE/ SELA CPU, SA 890 010213

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles




S'LY AND E'LY LINES OF LOT B, METTLER AND MENDENHALL TRACT
S'LY AND SW'LY LINES OF LOT F, METTLER AND MENDENHALL TRACT
WALL ST
S'LY LINE OF TR 2023
CRAWFORD ST
SW'LY LINE OF LOT 3, SAN JULIAN PLACE
SW'LY AND NW'LY LINES OF FR LOT 7, BLK 5, SOUTH WOODLAWN
TRINITY ST
MARTIN LUTHER KING, JR BLVD
WOODLAWN AVE
ALLEY
WALL ST
ALLEY
TRINITY ST
ALLEY
ADAIR ST
NEIGHBORHOOD COMMERCIAL
0 62.5 125 250
Feet
City of Los Angeles
Southeast L.A.
C.M. 115.5 A 205
CPC 2008-1553 CPU
Data Sources: Department of City Planning, Bureau of Engineering
AE/
SELA CPU, SA 900
121912



NEIGHBORHOOD COMMERCIAL

0 62.5 125 250

Feet

C.M. 115.5 A 205, 117 A 205, 117 A 207	CPC 2008-1553 CPU

AE/

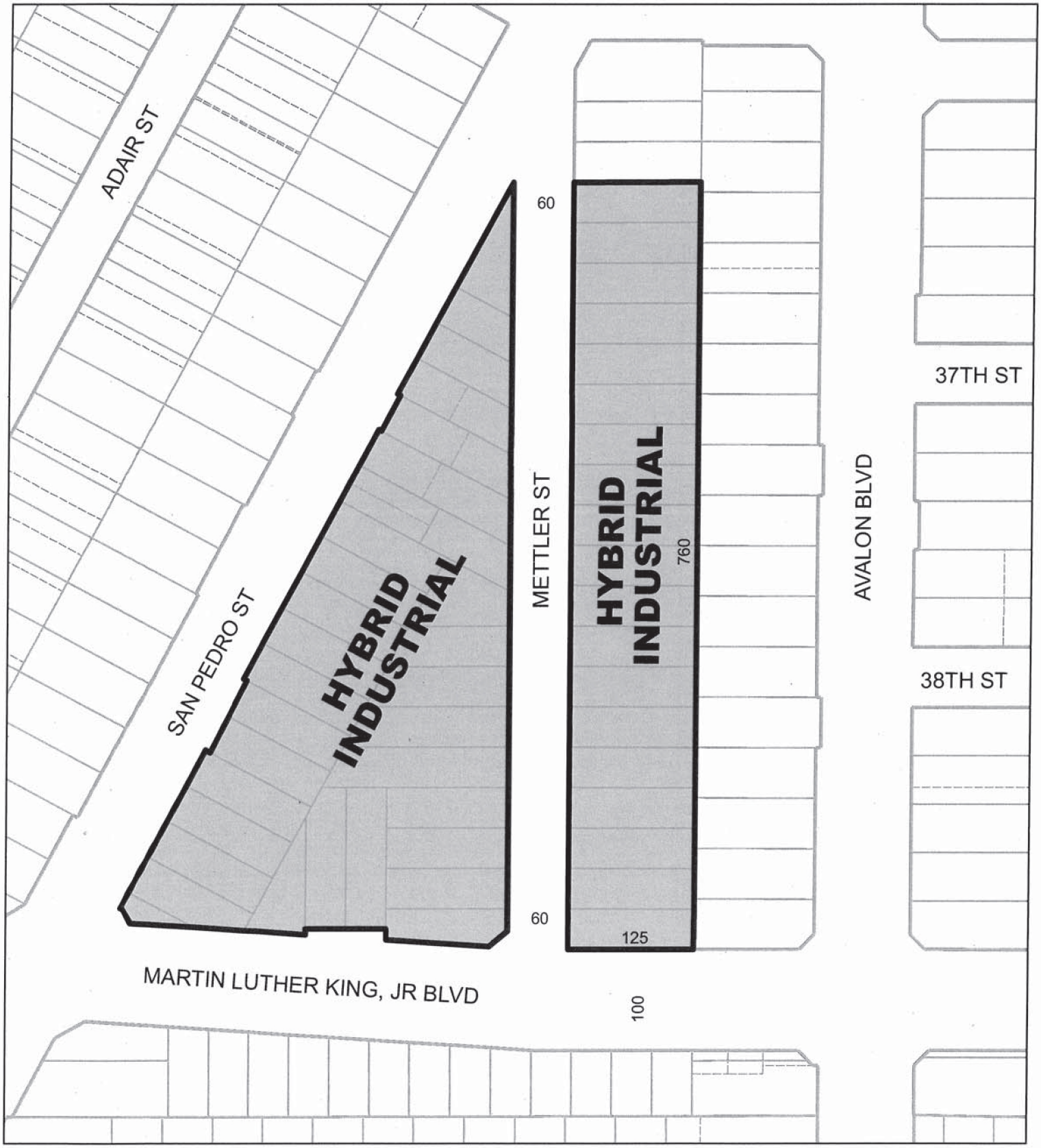
SELA CPU, SA 905

020613

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



0 55 110 220

Feet

City of Los Angeles

Southeast L.A.

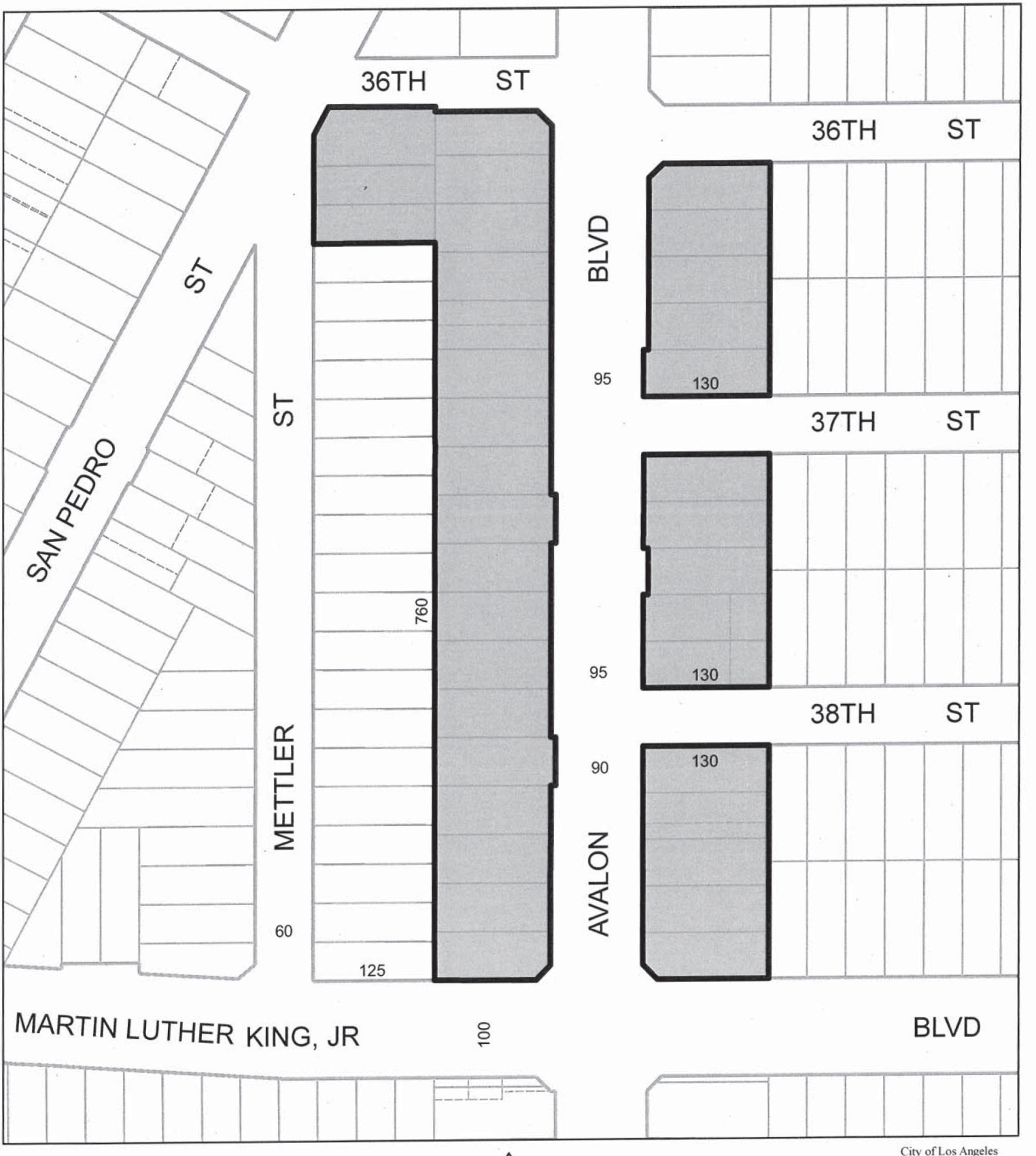
C.M. 11.5 A 205, 115.5 A 207, 117 A 207	CPC 2008-1553 CPU

AE/

SELA CPU, SA 910

020613

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 62.5 125 250

Feet

C.M. 115.5 A 207, 117 A 207	CPC 2008-1553 CPU

AE/

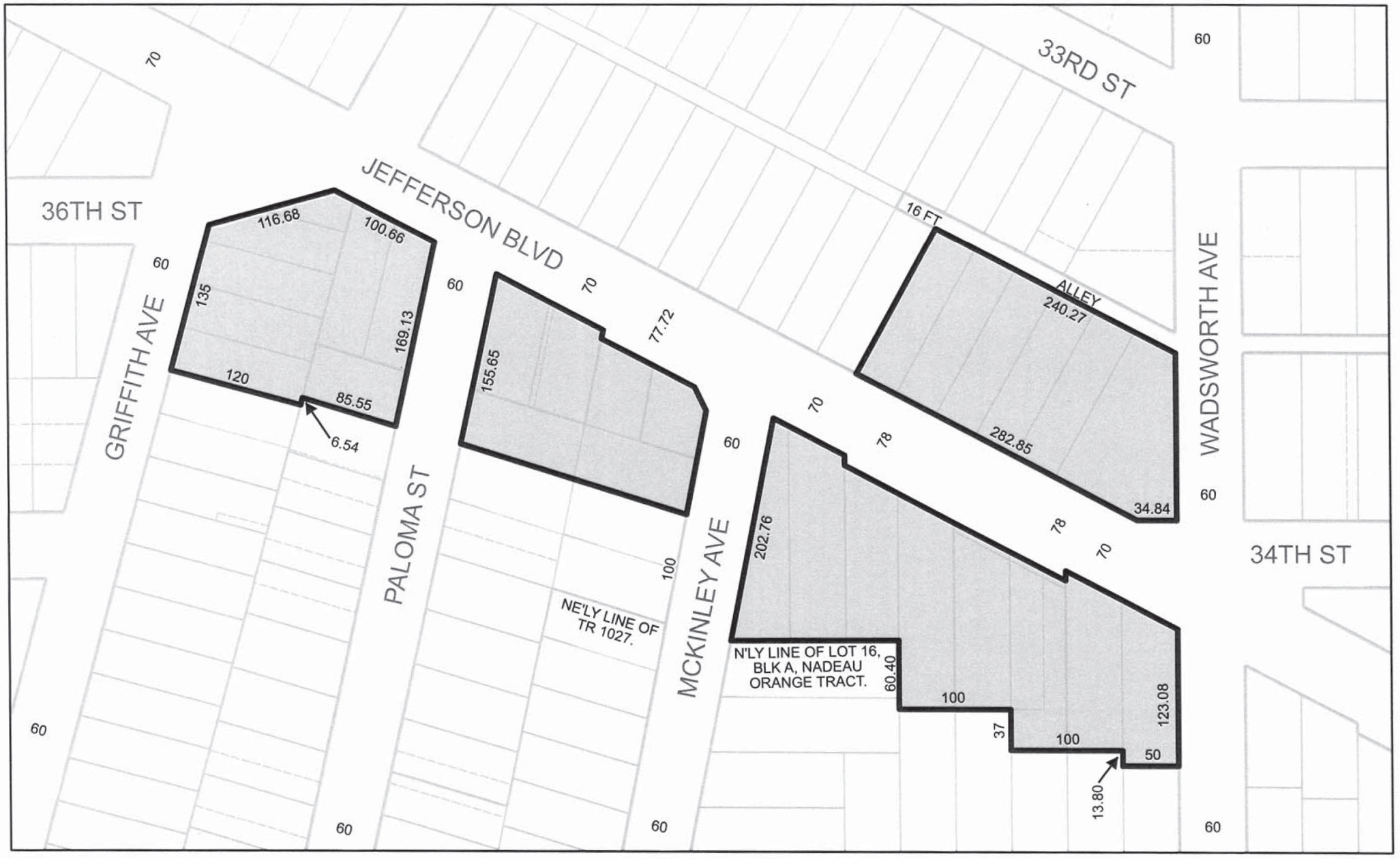
SELA CPU, SA 920

020613

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 50 100 200
Feet

C.M. 115.5 A 209, 117 A 207, 117 A 209	CPC 2008-1553 CPU

AE/cf

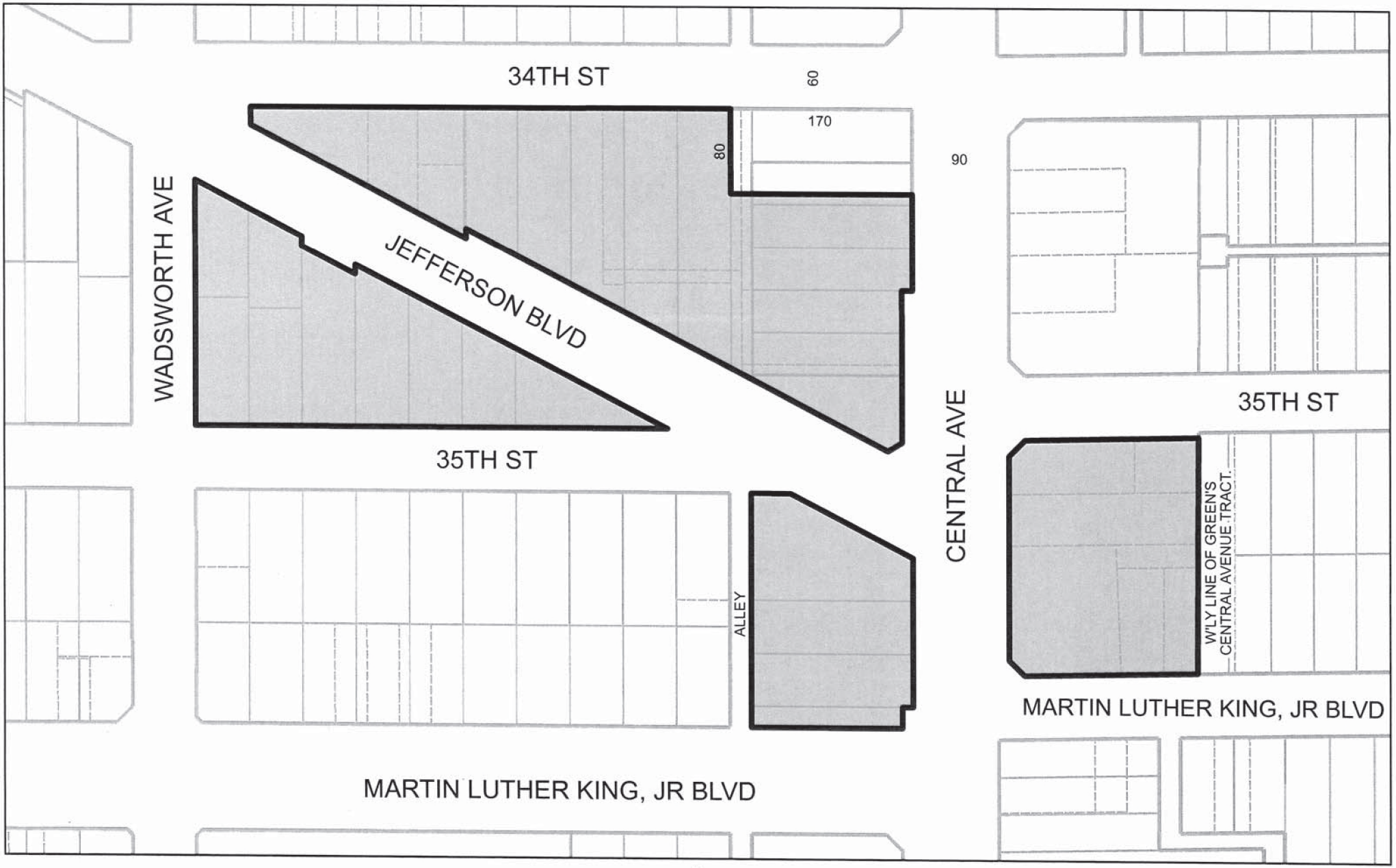
SELA CPU, SA 930

111312

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



COMMUNITY COMMERCIAL

0 50 100 200
Feet

C.M. 115.5 A 209, 117 A 209	CPC 2008-1553 CPU

AE/cf

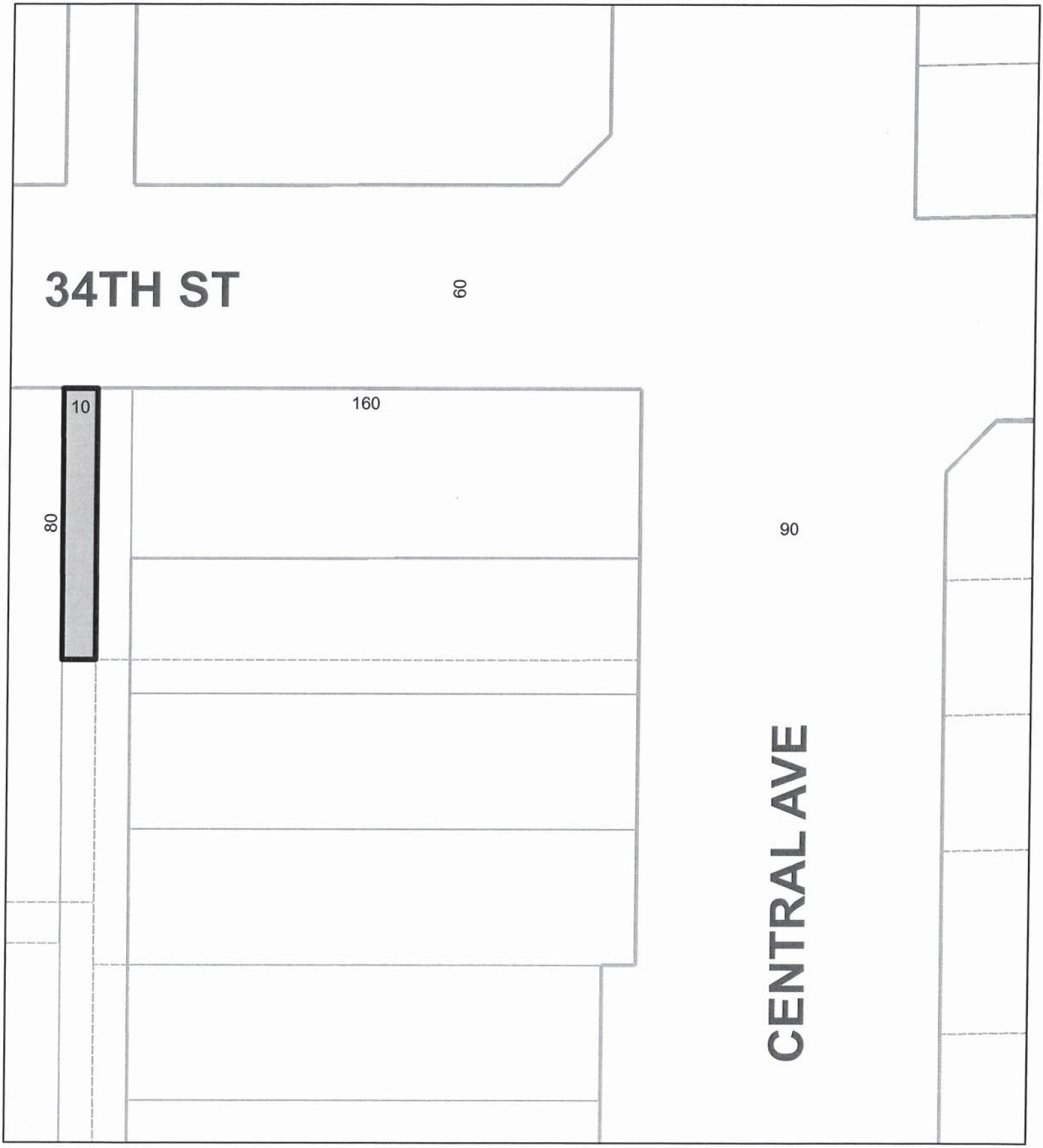
SELA CPU, SA 940

121912

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



PUBLIC FACILITIES

0 15 30 60

Feet

City of Los Angeles

Southeast L.A.

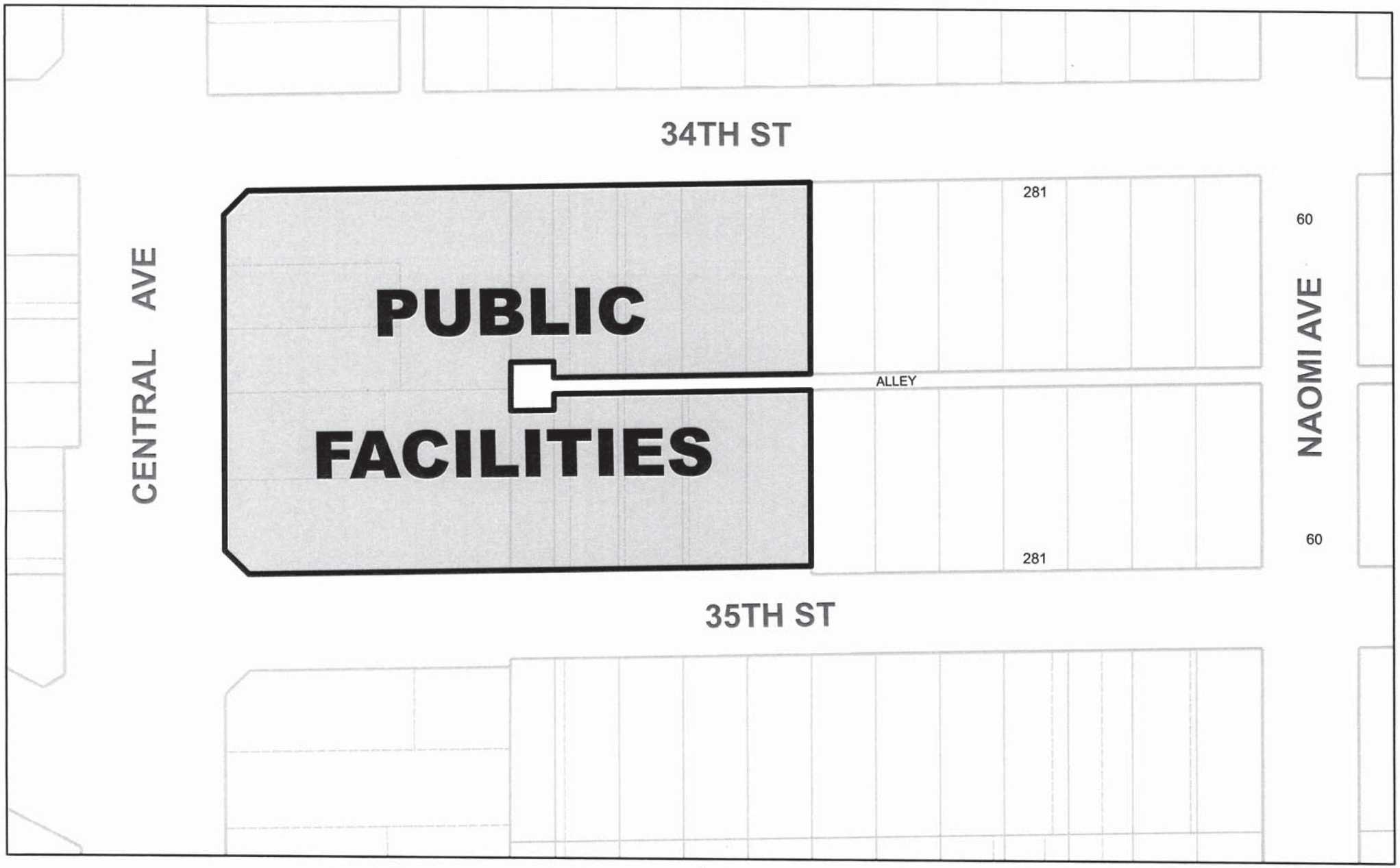
C.M. 115.5 A 209, 117 A 209	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 941

103012

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

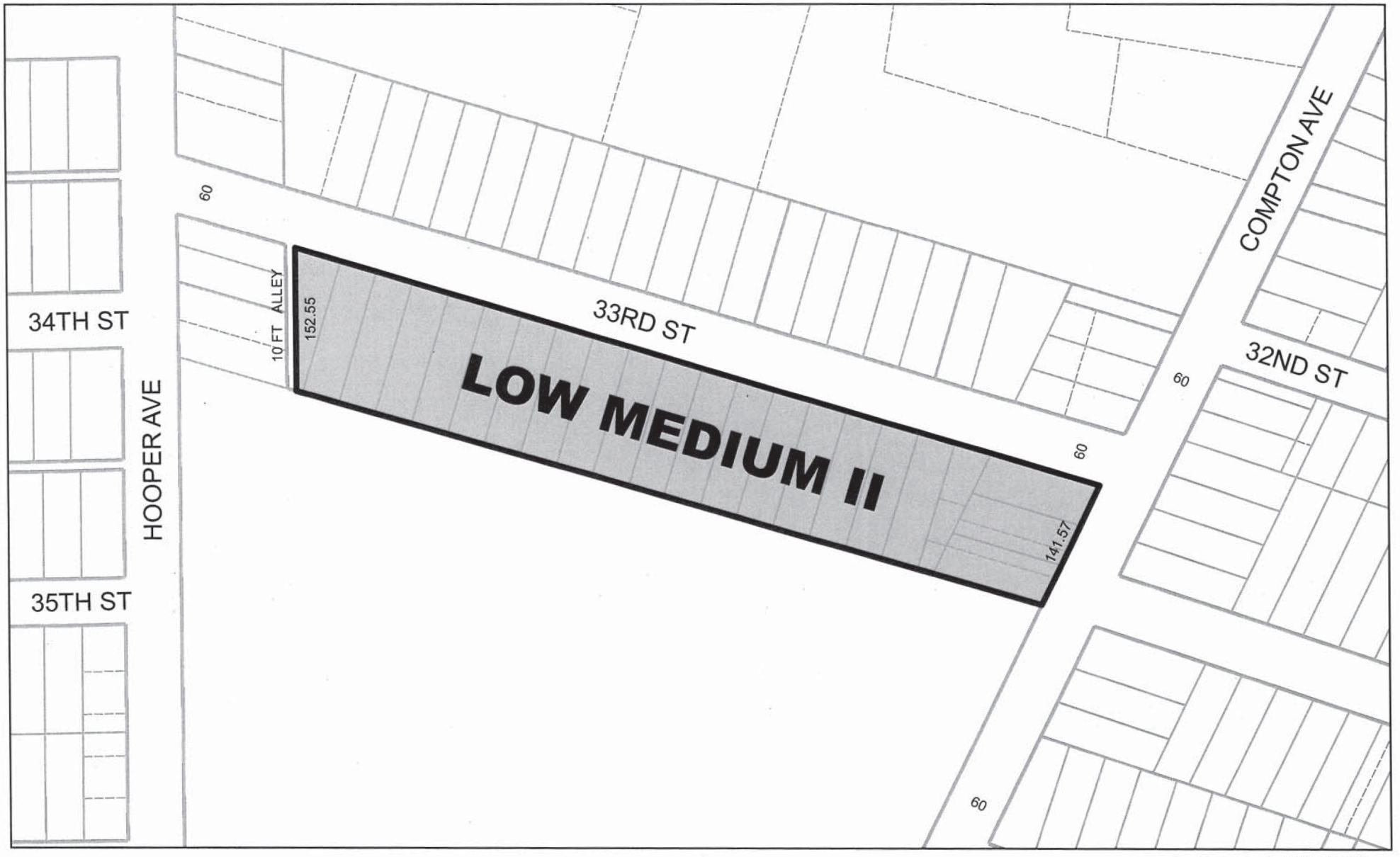
C.M. 115.5 A 209, 117 A 209	CPC 2008-1553 CPU

AE/ Cf

SELA CPU, SA 950

Data Sources: Department of City Planning, Bureau of Engineering





0 75 150 300

Feet

City of Los Angeles

Southeast L.A.

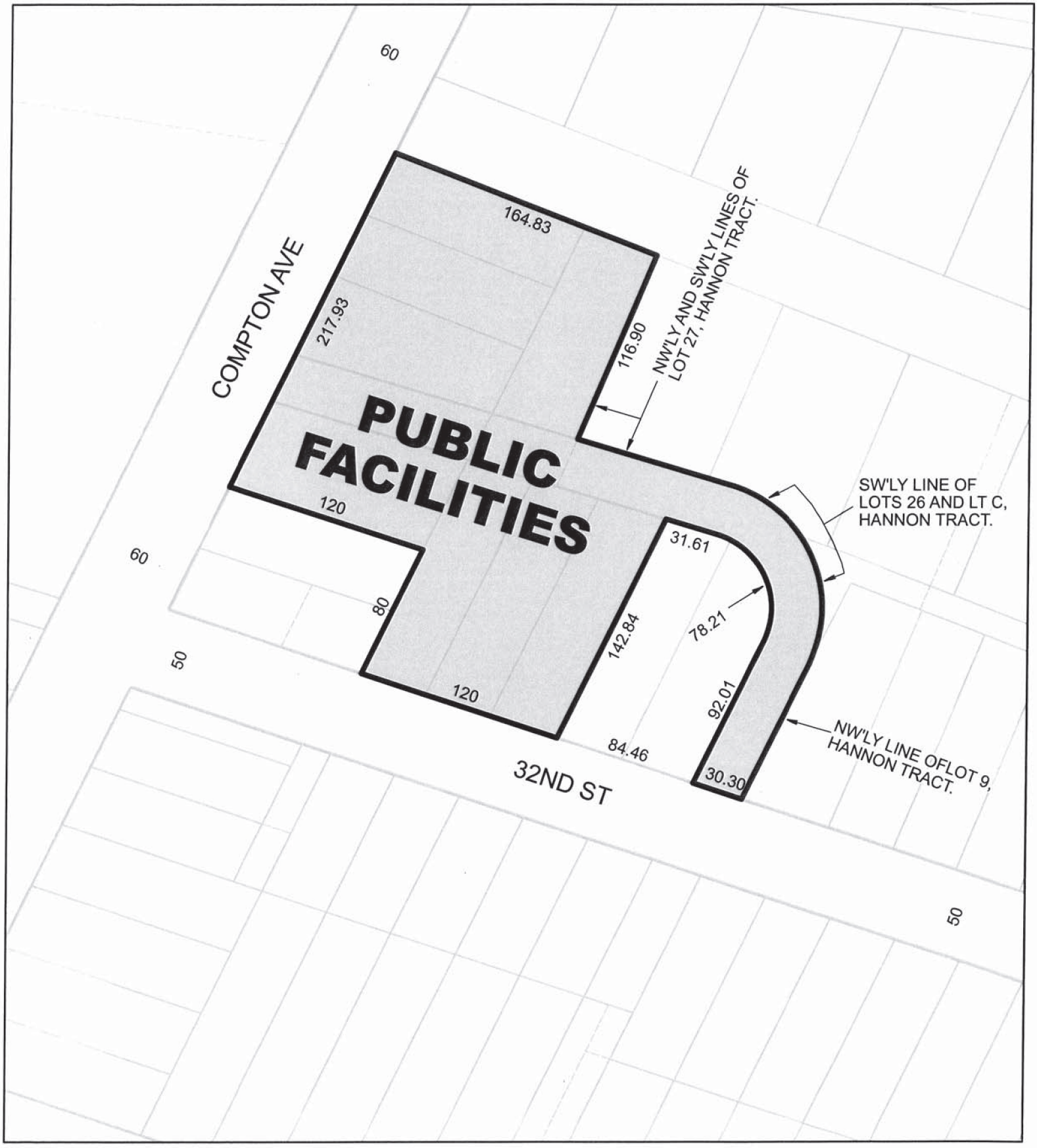
C.M. 115.5 A 211, 117 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 960

111612

Data Sources: Department of City Planning, Bureau of Engineering



0 35 70 140

Feet

C.M. 117 A 211, 117 A 213, 115.5 A 213	CPC 2008-1553 CPU

AE/CF

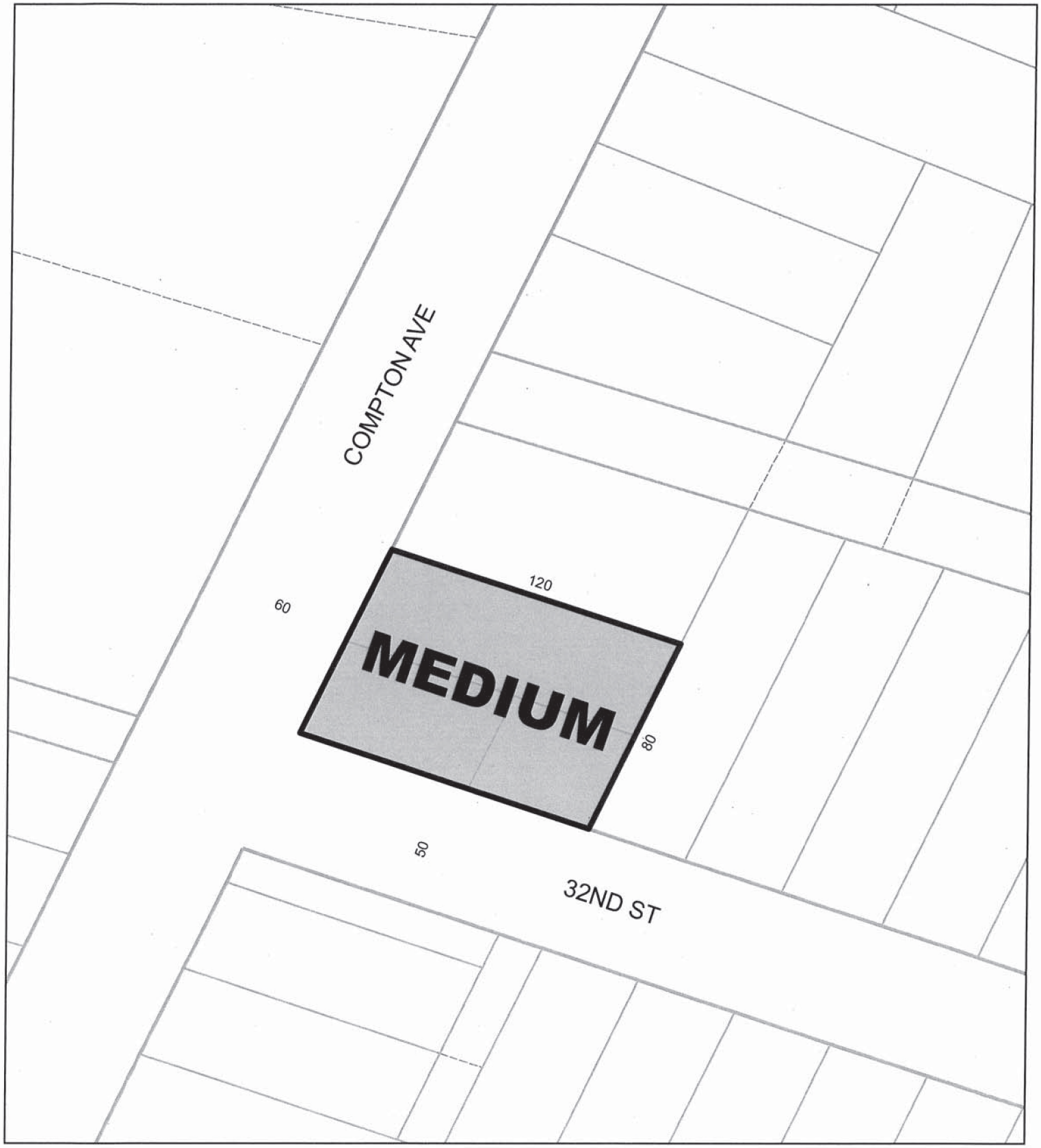
SELA CPU, SA 965

110712

City of Los Angeles

Southeast L.A.

Data Sources: Department of City Planning, Bureau of Engineering



0 25 50 100

Feet

City of Los Angeles

Southeast L.A.

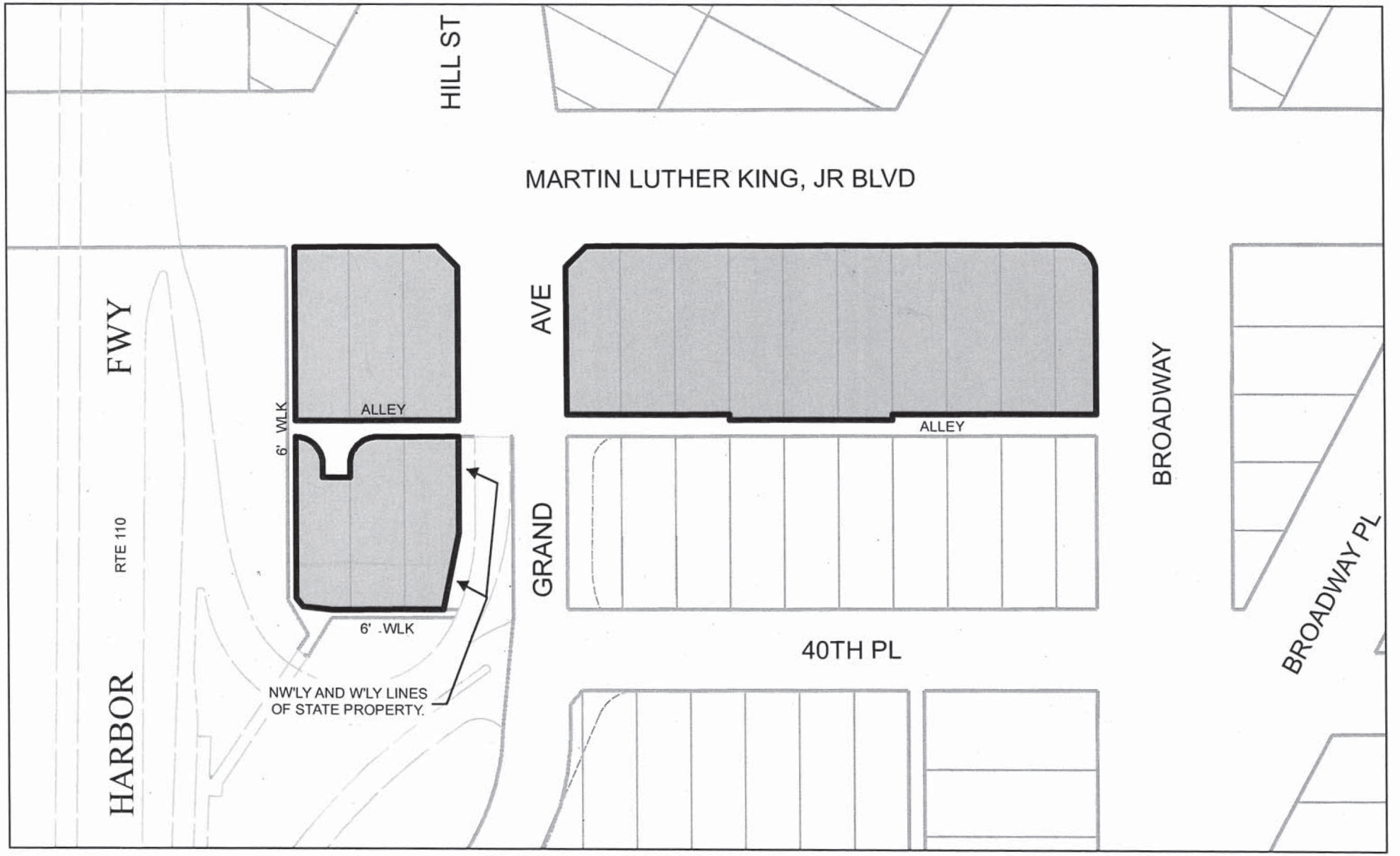
C.M. 117 A 211	CPC 2008-1553 CPU

AE/

SELA CPU, SA 970

110712

Data Sources: Department of City Planning, Bureau of Engineering



LIMITED INDUSTRIAL

0 37.5 75 150

Feet

C.M. 115.5 A 203, 115.5 A 201	CPC 2008-1553 CPU

AE/

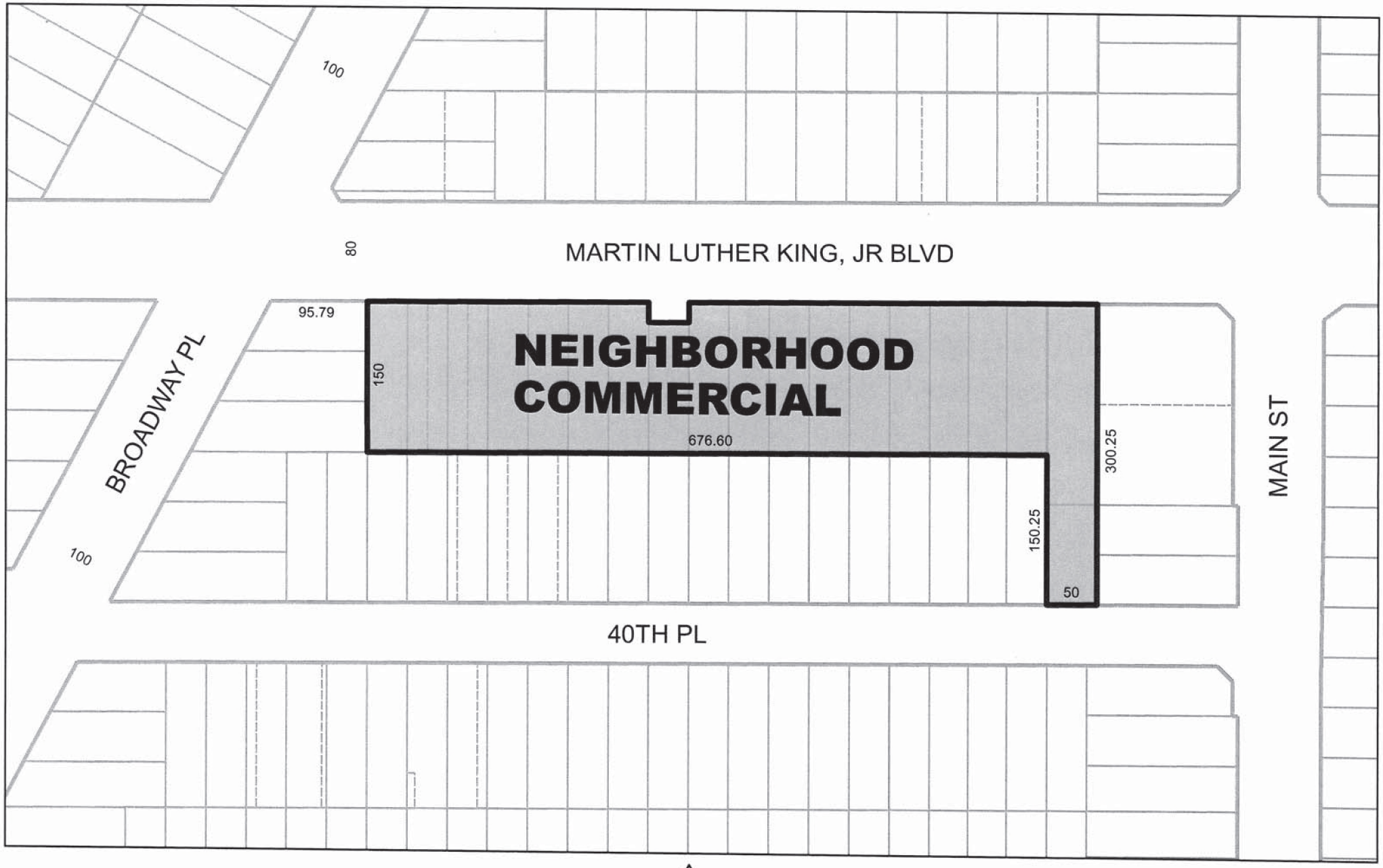
SELA CPU, SA 1010

111312

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles

Southeast L.A.



0 65 130 260

Feet

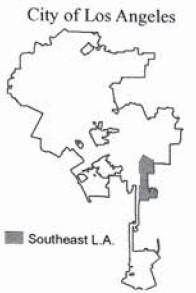
C.M. 115.5 A 203	CPC 2008-1553 CPU

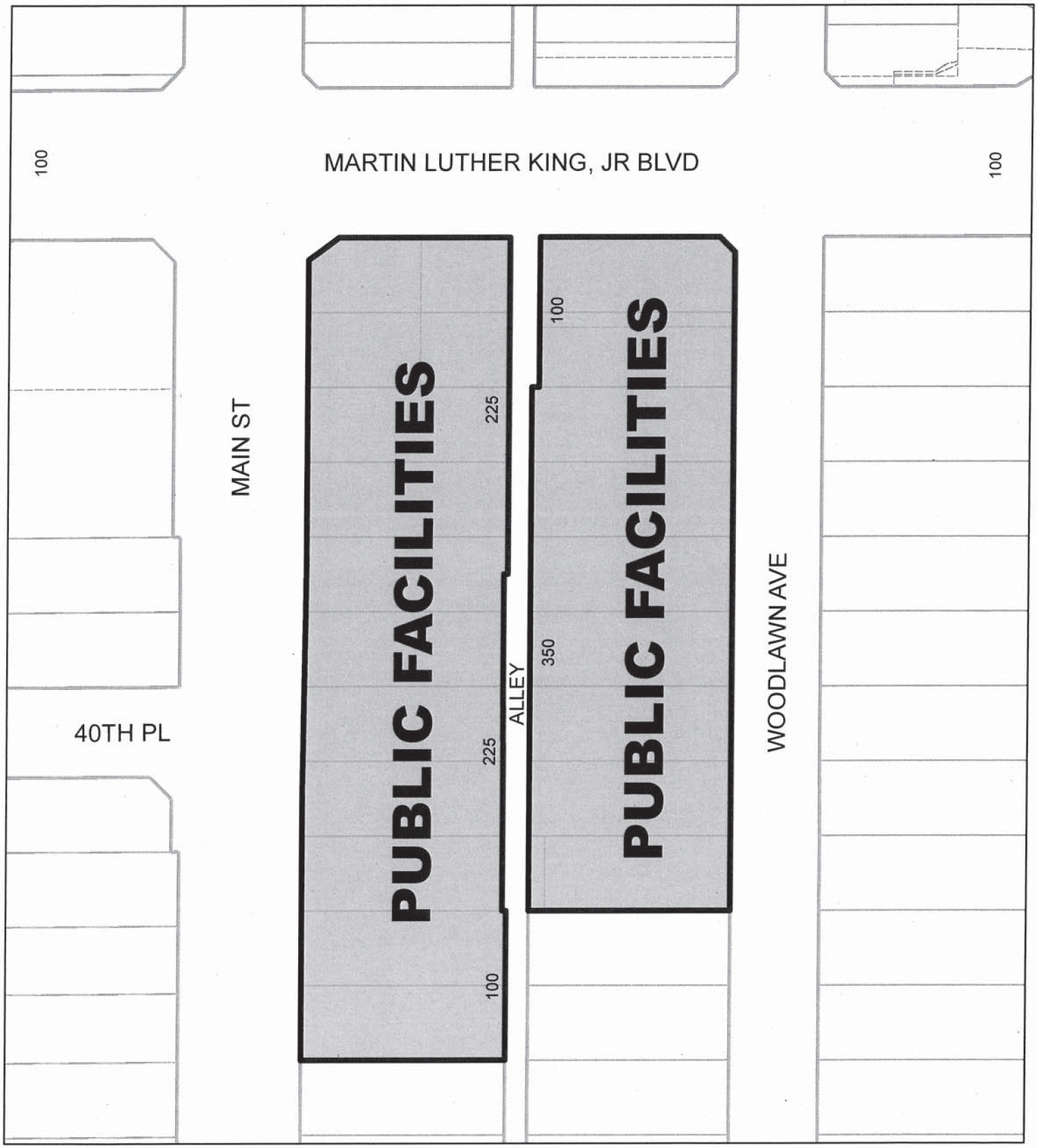
AE/

SELA CPU, SA 1020

121912

Data Sources: Department of City Planning, Bureau of Engineering





0 50 100 200

Feet

City of Los Angeles

Southeast L.A.

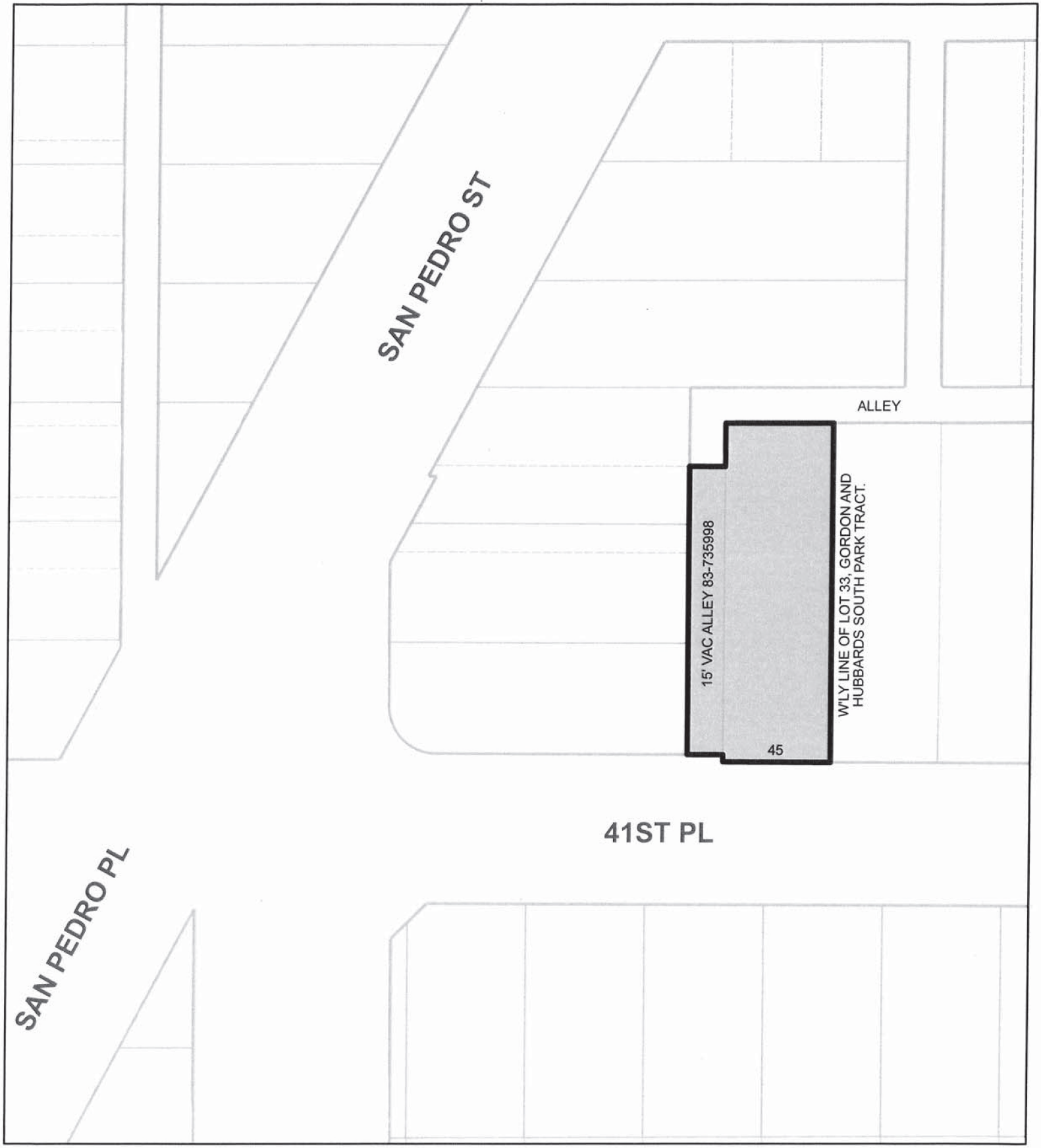
C.M. 115.5 A 203, 115.5 A 205	CPC 2008-1553 CPU

AE/

SELA CPU, SA 1030

120412

Data Sources: Department of City Planning, Bureau of Engineering



NEIGHBORHOOD COMMERCIAL

0 25 50 100
Feet

City of Los Angeles



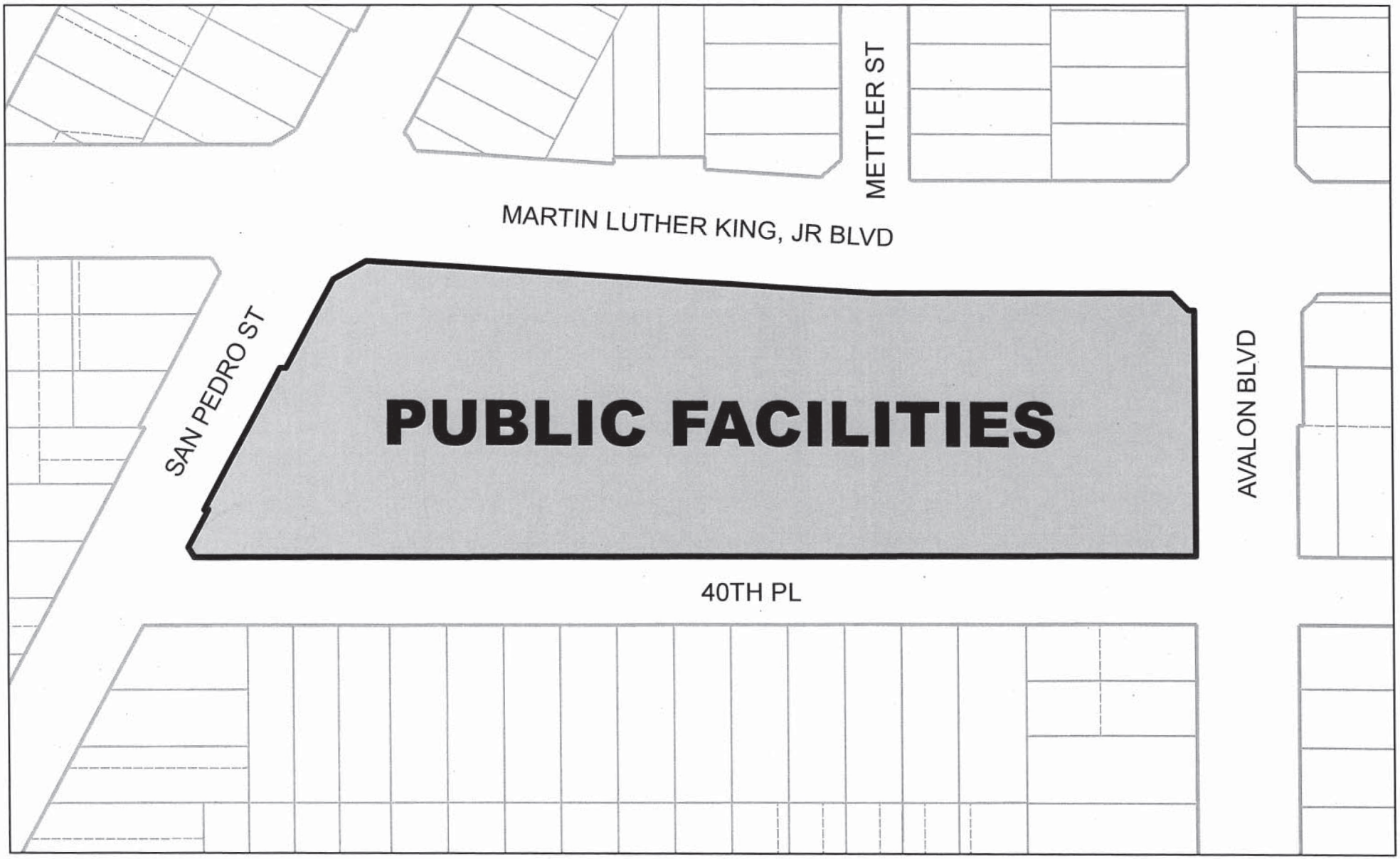
C.M. 114 A 205, 115.5 A 205	CPC 2008-1553 CPU

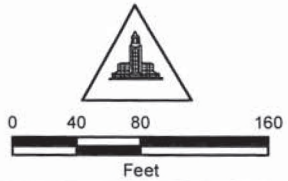
AE/ cf

SELA CPU, SA 1051

010213

Data Sources: Department of City Planning, Bureau of Engineering





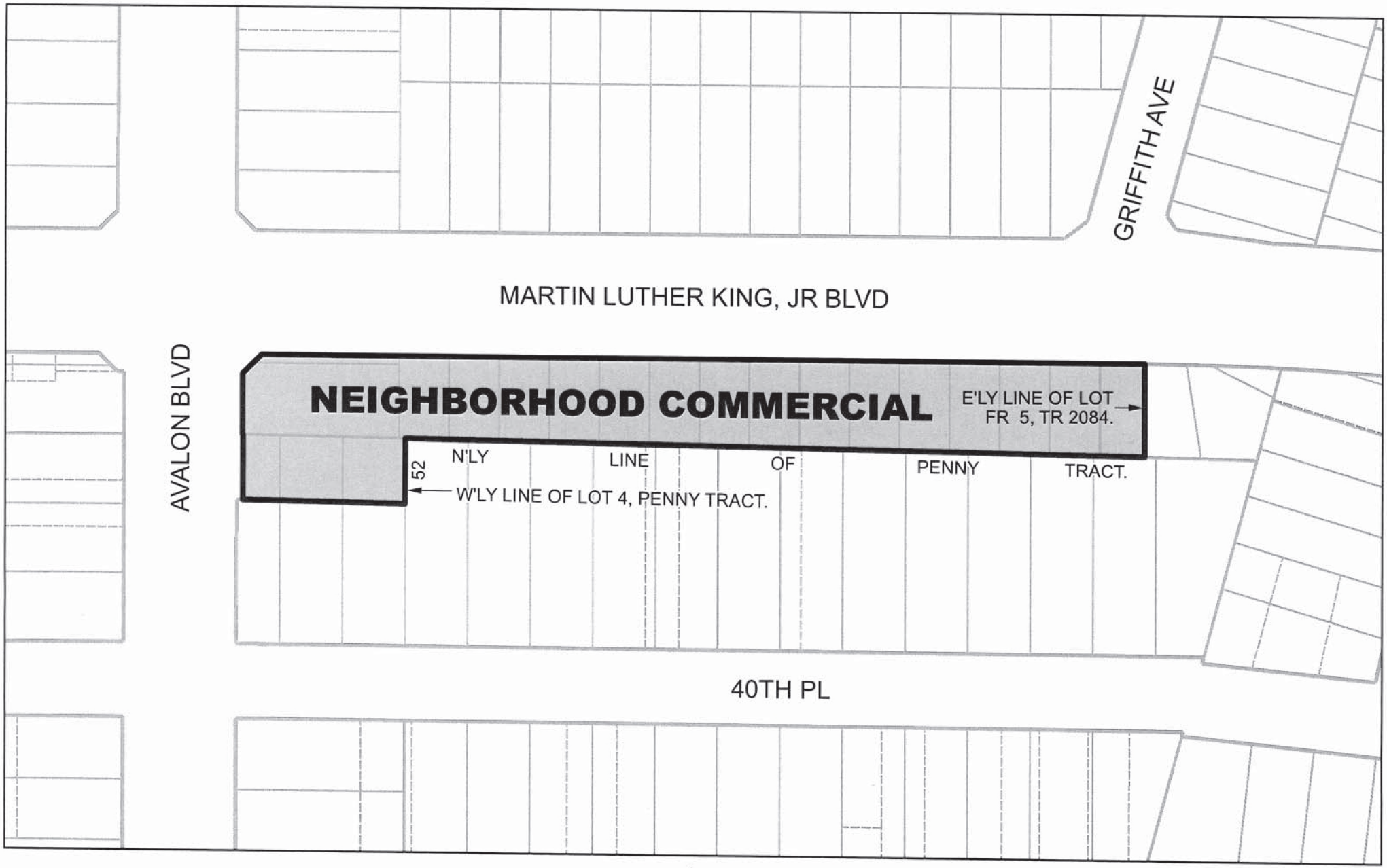


C.M. 115.5 A 205, 115.5 A 207	CPC 2008-1553 CPU

AE/ [illegible]

SELA CPU, SA 1060

Data Sources: Department of City Planning, Bureau of Engineering



0 50 100 200

Feet

C.M. 115.5 A 207	CPC 2008-1553 CPU

LH/cf

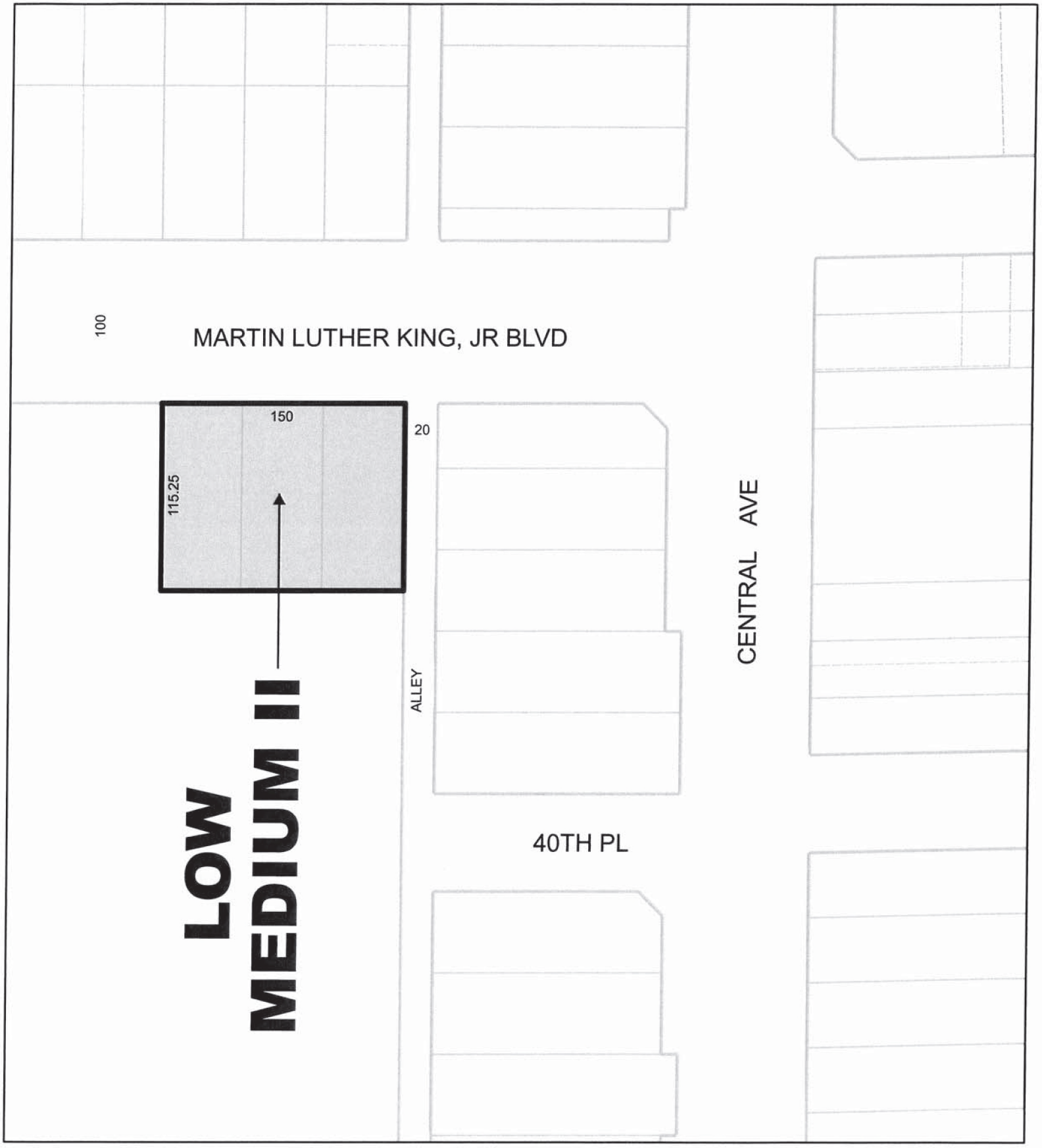
SELA CPU, SA 1070

012717

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





0 35 70 140

Feet

C.M. 115.5 A 209	CPC 2008-1553 CPU

AE/*cf*

SELA CPU, SA 1090

102412

City of Los Angeles



Data Sources: Department of City Planning, Bureau of Engineering



COMMUNITY COMMERCIAL

0 50 100 200

Feet

C.M. 115.5 A 209	CPC 2008-1553 CPU

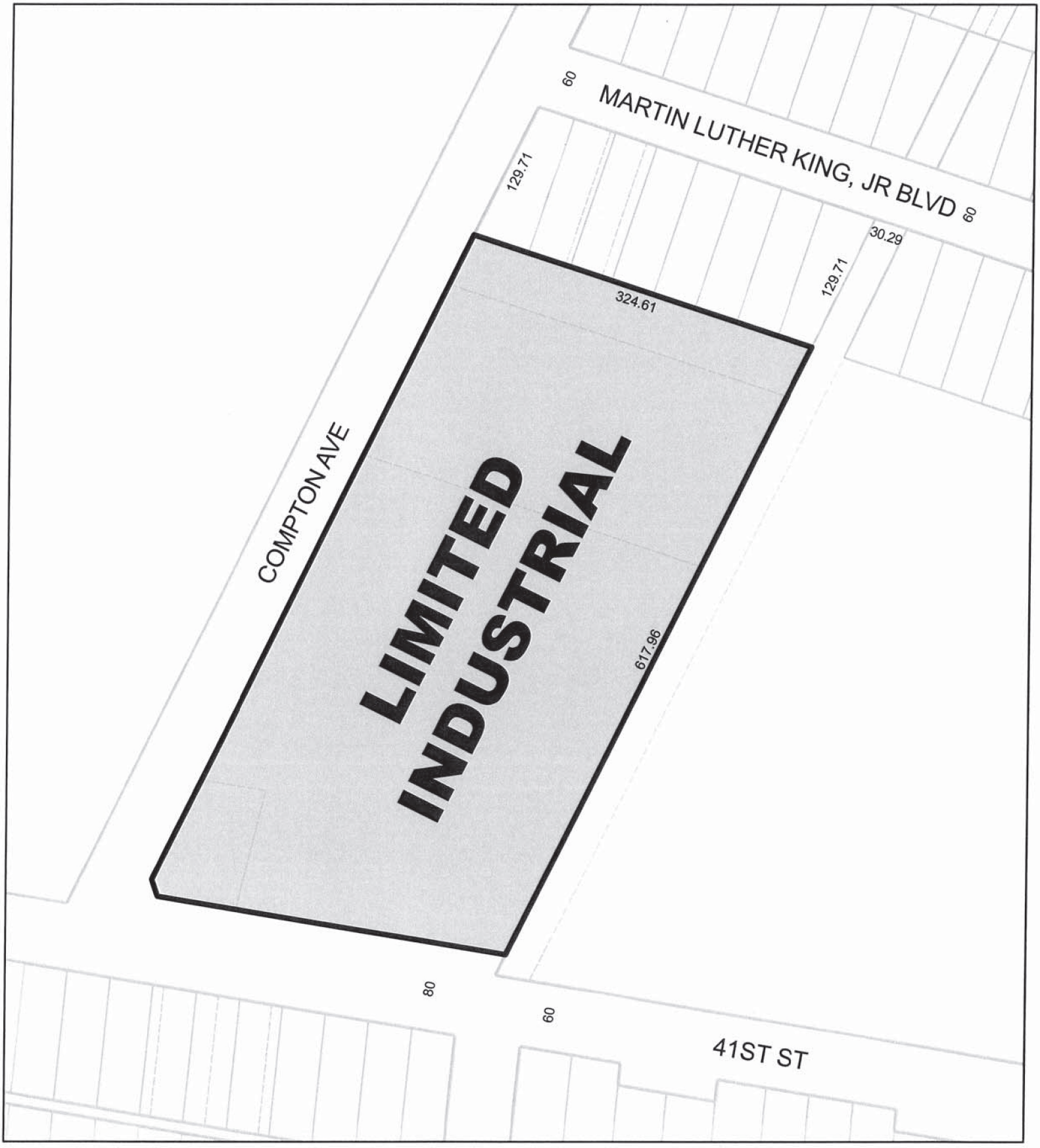
AE/ RPB

SELA CPU, SA 1100

020613

Data Sources: Department of City Planning, Bureau of Engineering





0 62.5 125 250

Feet

City of Los Angeles

Southeast L.A.

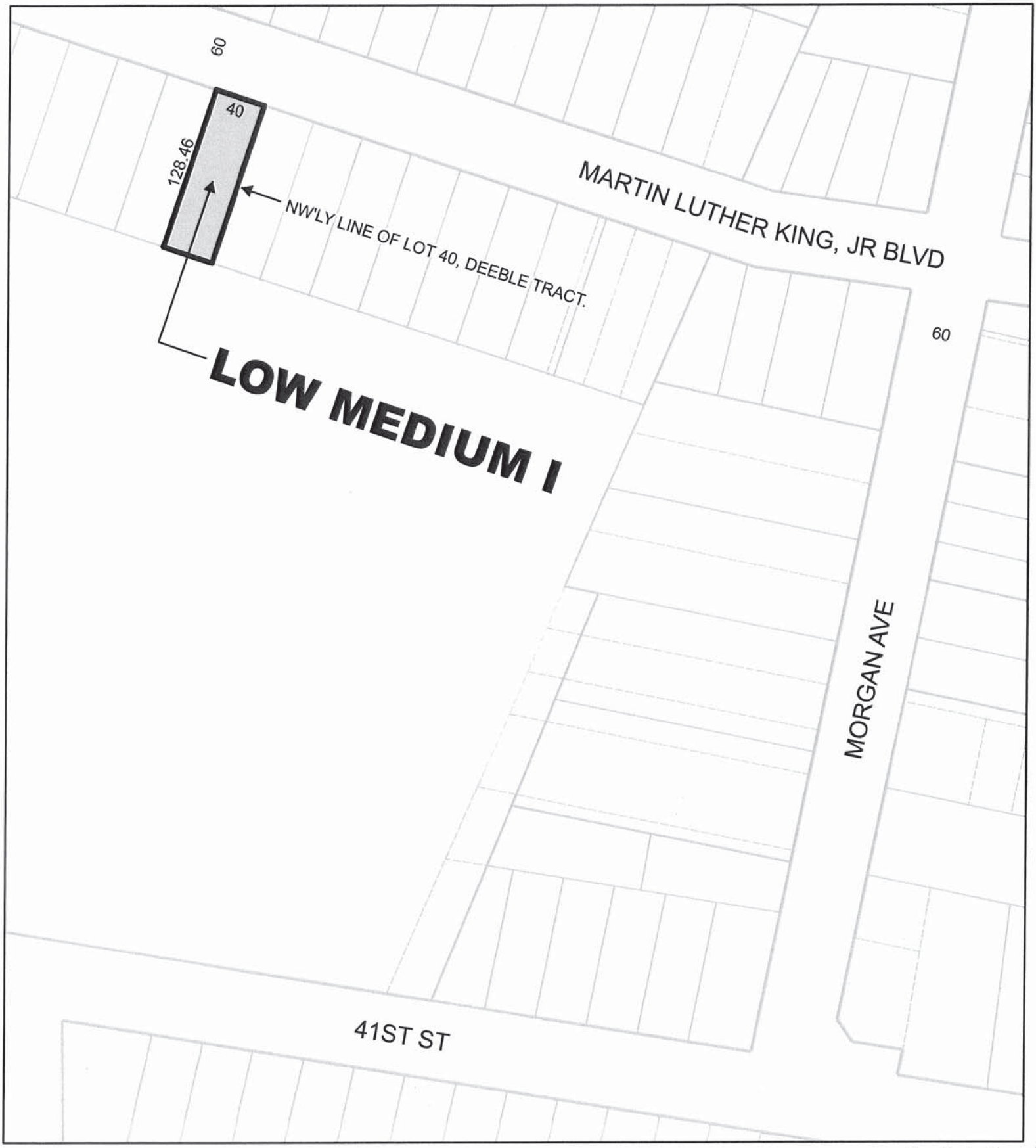
C.M. 115.5 A 211	CPC 2008-1553 CPU

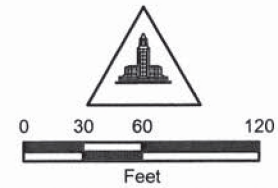
AE/cf

SELA CPU, SA 1110

121812

Data Sources: Department of City Planning, Bureau of Engineering







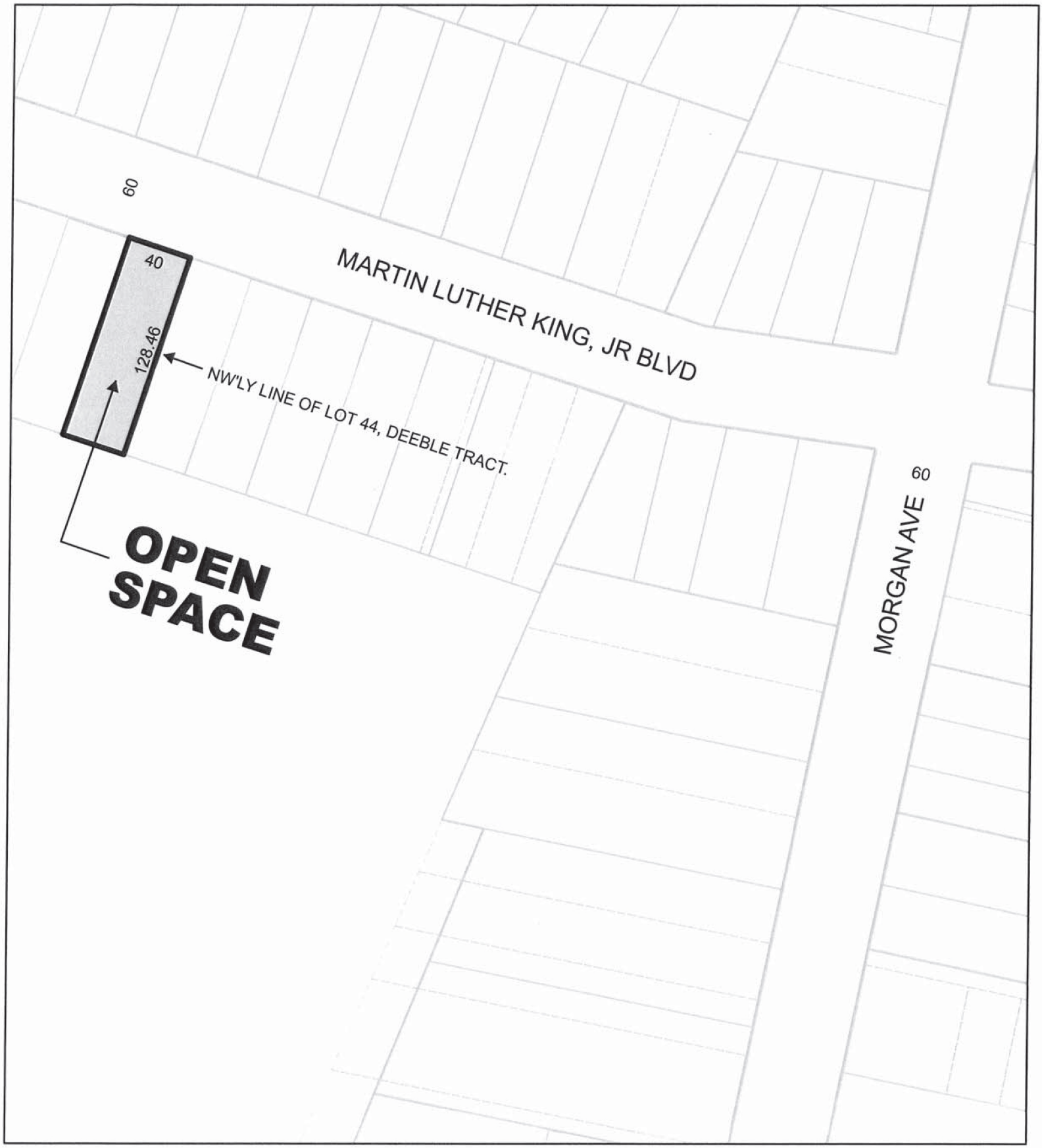
C.M. 115.5 A 213	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 1120

102412

Data Sources: Department of City Planning, Bureau of Engineering



0 35 70 140

Feet

C.M. 115.5 A 213	CPC 2008-1553 CPU

AE/cf

SELA CPU, SA 1130

102412

Data Sources: Department of City Planning, Bureau of Engineering

City of Los Angeles





HYBRID INDUSTRIAL

0 50 100 200
Feet

City of Los Angeles

Southeast L.A.

C.M. 114 A 213, 115.5 A 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 1150

010813

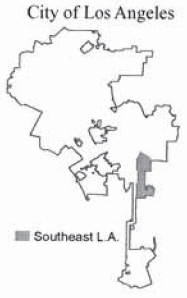
Data Sources: Department of City Planning, Bureau of Engineering





0 25 50 100

Feet



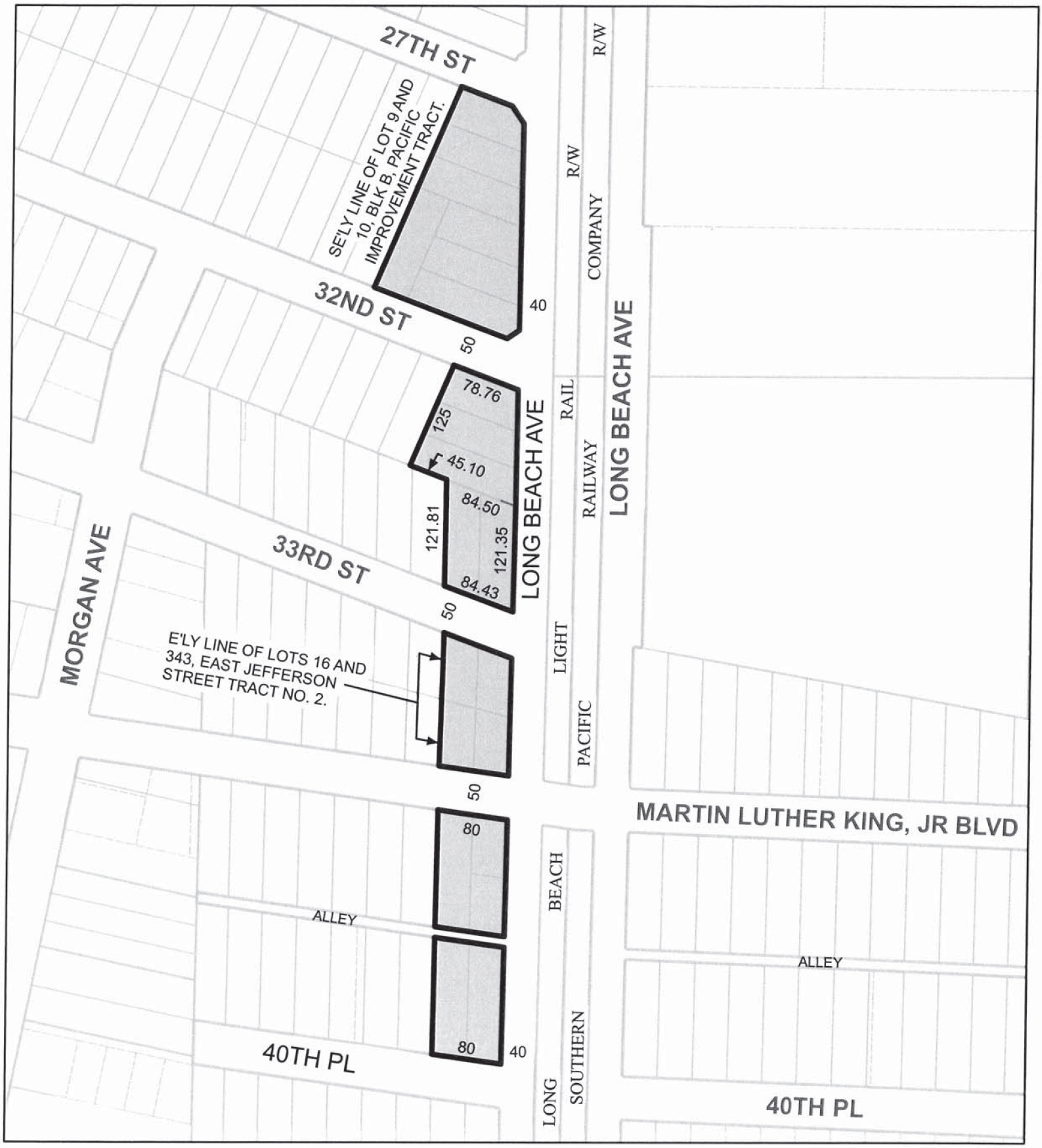
C.M. 114 A 213, 115.5 A 213	CPC 2008-1553 CPU

AE/CF

SELA CPU, SA 1151

010813

Data Sources: Department of City Planning, Bureau of Engineering



HYBRID INDUSTRIAL

0 75 150 300

Feet

City of Los Angeles

Southeast L.A.

C.M. 115.5 A 213	CPC 2008-1553 CPU

AE/

SELA CPU, SA 1160

122612

Data Sources: Department of City Planning, Bureau of Engineering