

**DRAFT**

# **BOYLE HEIGHTS COMMUNITY PLAN**

October 2017



City of Los Angeles  
Department of City Planning

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# TABLE OF CONTENTS

<b>CHAPTER 1</b>	<b>INTRODUCTION</b>	
1.1	Executive Summary . . . . .	4
1.2	How to Use the Plan . . . . .	5
	1.2.3 Reader’s Guide . . . . .	6
	1.2.4 Relationship to Other Plans . . . . .	7
	1.2.5 Plan Organization . . . . .	9
1.3	Community Profile in Brief . . . . .	10
	1.3.1 Vision and Guiding Principles . . . . .	10
	1.3.2 Trends and Projections . . . . .	10
1.4	Proposed General Plan Designations . . . . .	13
<b>CHAPTER 2</b>	<b>LAND USE &amp; URBAN FORM</b>	
2.1	Introduction . . . . .	16
2.2	Land Use and Urban Form Goals and Policies . . . . .	17
	2.2.1 Housing and Complete Neighborhoods . . . . .	17
	2.2.2 Community Centers and Corridors . . . . .	19
	2.2.3 Jobs and Economic Development . . . . .	21
	2.2.3 Urban Form . . . . .	23
	2.2.4 Cultural & Historic Resources . . . . .	26
	2.2.5 Wellness and Sustainability . . . . .	28
<b>CHAPTER 3</b>	<b>MOBILITY &amp; CONNECTIVITY</b>	
3.1	Introduction . . . . .	30
3.2	Mobility and Connectivity Goals and Policies . . . . .	31
	3.2.1 Street Network and Pedestrian Safety . . . . .	31
	3.2.2 Smart Parking Strategies . . . . .	33
	3.2.3 Goods Movement . . . . .	33
<b>CHAPTER 4</b>	<b>PUBLIC REALM AND OPEN SPACE</b>	
4.1	Introduction . . . . .	34
4.2	Public Realm and Open Space Goals and Policies . . . . .	35
	4.2.1 Parks, Plazas, and Neighborhood Green Spaces . . . . .	35
	4.2.2 Community Connections to the LA River . . . . .	36
<b>CHAPTER 5</b>	<b>IMPLEMENTATION - <i>PREPARING FOR FUTURE RELEASE</i></b>	
<b>APPENDICES</b>	Appendices provide summaries, further explanation, background, and thought processes on topics relevant to plan development. - <i>PREPARING FOR FUTURE RELEASE</i>	
	Appendix A Relationship to other Plans and Special Districts	
	Appendix B Historic Development Periods, Community Background, Existing Land Uses	
	Appendix C Community Engagement Process, Public Participation, Issues/Opportunities	
	Appendix D Zoning Approach (Form and Use Districts)	
	Appendix E Plan Broadside/Pamphlet	

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# 01

## INTRODUCTION

### EXECUTIVE SUMMARY

The plan outlines comprehensive policies that support citywide objectives while addressing issues and opportunities unique to Boyle Heights that are supportive of the production of new and the preservation of existing affordable housing; environmental justice; economic vitality; and urban design principles that promote safe, walkable, and vibrant neighborhoods. Looking ahead towards the year 2040 Boyle Heights is envisioned as a historic and cultural treasure with a diverse local economy that contributes positively to the regional economy while providing opportunities for its current residents and future generations.

In keeping with this overall vision, this plan sets thoughtful direction and guidance and is intended to ensure that future anticipated growth and development through 2040 result in an equitable and sustainable future for Boyle Heights. To that end, the Boyle Heights Plan provides an approximate allocation of land to accommodate the various needs of the community including housing, employment and the provision of goods and services. It also promotes urban design standards that are embedded in new zones and encourage well-designed development along corridors and in transit nodes. These urban design principles encourage new development that is contextual, complementary to the existing built environment, and promotes green

design principles that ensure a healthy and resilient community.

At the core of the Boyle Heights Community Plan are the goals and policies guiding land use and urban form. As an overall policy approach, the plan encourages increased provision of residential uses in multi-story buildings along the corridors while preserving ground floor areas for community-serving commercial uses. Additionally, the plan seeks to preserve the form and character of Boyle Heights' residential neighborhoods, while allowing for limited small-scale neighborhood commercial uses, such as corner markets, daycares, and community services. Moreover, the plan promotes the continued viability of the community's industrial districts for employment and economic development, while ensuring greater compatibility with and sensitivity to adjacent residential neighborhoods and the Los Angeles River. Goals and policies that support public realm improvements that improve access to public spaces are encouraged; and an overall policy approach to embedding healthy planning design and sustainable building practices are also prioritized in the policy sections and implementation chapter.

## HOW TO USE THE PLAN

The Boyle Heights Community Plan is intended for use by all members of the community, including residents, neighborhood councils, business owners, developers, and public officials. The Plan is organized to allow the user to easily find information most relevant to his or her interest, without perusing the entire document. However, it is important to note that the Plan's policies, guidelines, and implementation programs were not created in isolation, but rather, developed collectively to address community issues in a comprehensive manner.

Plan policies describe strategies for achieving desired outcomes in the plan area; however, not all plan policies can be achieved in any given action, and in relation to any decision, some goals may be more compelling than others. On a decision-by-decision basis, taking into consideration factual circumstances, it is up to the decision makers to decide how to best implement the adopted policies of the general plan in any way which best serves the public health, safety, and general welfare.

For **residents, neighborhood councils, and community members**, the Community Plan identifies the type and scale of land uses and development permitted, and outlines the policies and visions that will guide decisions about future development and infrastructure projects. For **businesses**, the Community Plan provides policies that support and enhance commercial and industrial land uses, as well as policies to enhance connectivity and access from surrounding neighborhoods to local businesses. For **developers**, the Community Plan provides information on land use patterns, and serves as a guiding document for where future development should be located and how it should function within the community. For **public officials**, the Community Plan is a part of the citywide General Plan, which is the basis for land use decisions by the Director of Planning, City Planning Commissions, other boards and commissions, and the City Council. For **public agencies**, the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning and land use decisions.

## READER'S 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 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, unless expressly indicated as mandatory by an asterisk (\*). Compliance with the land use General Plan Land Use Map is mandatory.

### **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. LU.1).

### **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 Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1). Policies with corresponding program(s) are followed by an implementation program number (e.g., P1).

### **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 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

## RELATIONSHIP TO OTHER PLANS

### 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. State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, including the Boyle Heights Community Plan, comprise the City's land use element. In addition, the City has adopted the "Framework Element," discussed below.

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 in Appendix A are advanced at the community-level via Community Plans.

The Boyle Heights Community Plan carries out the General Plan and Framework Element's guiding

principles and policies through its general plan designations and proposed zoning. The Boyle Heights Community Plan provides a more detailed expression of the community's vision statement and lays the foundation for the Community Plan's goals, policies, and implementation programs.

### Relationship to the Mobility Plan

The Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City's General Plan Circulation Element, Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets. The City's transportation system will continue to evolve to fit the context of the time and situation. Today, we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Boyle Heights Community Plan provides the opportunity for a more a focused transportation discussion at a community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Boyle Heights Community Plan.

### Relationship to Other Agency Plans

A variety of agencies and organizations influence development and land use decision-making in the CPA, such as the following: CRA/LA (Adelante Eastside Redevelopment Project Area) and the Los Angeles County Metropolitan Transportation Authority (Metro), and other agency's plans as introduced by state or local entities. 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, development entitlements, and other actions pertaining to the City's physical development. Relevant agencies and plans in the Boyle Heights Community Plan Area are described in more detail for reference in Appendix A.

## **PLAN ORGANIZATION**

The Boyle Heights Community Plan is organized into five chapters. Each chapter is further organized into sections that deal with specific topics and provide policies for each section as described below. The Appendices follow after Chapter 5, and provide more explanation, background, and other important information relevant to the update process and development of the plan.

### **Chapter 1 Introduction**

This chapter includes an executive summary that highlights the general approach to the plan update, and brings forth the vision statement and overarching principles guiding the plan. A brief overview of how to use the plan and a reader's guide is outlined and an introduction to the community's physical setting, and its proposed land uses is discussed as well as a high level overview of population, housing, and employment trends and projections.

### **Chapter 2 Land Use and Urban Form**

This chapter outlines goals and policies that address form, urban design, and land use for residential, commercial, and industrial development; historic preservation; diversity of housing choices; environmental justice; and visual connections in proximity to the Los Angeles River.

### **Chapter 3 Mobility and Connectivity**

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

### **Chapter 4 Public Realm and Open Space**

This chapter defines goals and policies that ensure that the public realm and open spaces function as public spaces for people. Additionally, promoting the use, maintenance and development of new open space opportunities is emphasized. Policies supporting sustainable best practices and street lighting also included, as well as green pathways to the Los Angeles River are included- also see Urban Form Goals and Policies in Chapter 2.

### **Chapter 5 Implementation Programs**

This chapter describes how the Community Plan will be implemented. Selected policies in chapters 3, 4 and 5 are implemented by one or more programs. This chapter describes these implementation programs and identifies the responsible City department or agency.

## COMMUNITY PROFILE IN BRIEF

Boyle Heights is situated at the eastern boundary of the City of Los Angeles and is surrounded by the communities of Lincoln Heights and El Sereno to the north, the unincorporated community of East Los Angeles to the east, the City of Vernon to the south, and the Los Angeles River and Downtown Los Angeles to the west. The Community Plan Area is one of three located within the City's East Los Angeles Planning Region. The Boyle Heights Community Plan Area lies within Council District 14 and is served by the Boyle Heights Neighborhood Council. The topography of Boyle Heights is generally flat and the street grid system is oriented for east/west travel. The major east/west arterials are Marengo Avenue, Avenida Cesar Chavez, First Street, Fourth Street, and Whittier, Olympic and Washington Boulevards. These streets provide through regional access from downtown to the outlying communities beyond East Los Angeles such as Monterey Park, Whittier, Montebello, Commerce, and Vernon. The major north/south arterials are Soto Street, Lorena Street and Indiana Street. Evergreen Avenue also provides north/south access but is narrow at the southern portion of Boyle Heights and ends at the northern border of Boyle Heights. Boyle Heights is historically known for its cultural diversity - having been a destination for Mexican, Jewish, Japanese, and Russian immigrants. The 2010 Census estimates a population of approximately 85,000 people. Boyle Heights is approximately six square miles and it contains a mix of residential, commercial, industrial, open space and public facility land uses. Please see Appendix B for more background information on the area's rich cultural history and land use development patterns.

### Vision Statement and Guiding Principles

"This community was built by generations of immigrants, fostering a sense of pride in the work ethic, rich cultural identity, and community activism of those who call it home. Boyle Heights is a historic and cultural treasure with a diverse local economy that has the potential to bring prosperity and

opportunity to residents of today and to future generations. Building upon its distinctive, pedestrian friendly, traditional neighborhood character, this community envisions a plan that is supportive of environmental quality, economic vitality, and urban design that promotes safe and walkable neighborhoods".

This vision is an overall theme guiding the plan, as well as principles that were developed by way of listening to multiple community stakeholders (please see Appendix C - Public Participation Process). Some of the key principles guiding the overall direction of the plan pertain to providing economic opportunity that facilitates a range of employment choices and local entrepreneurship, as well as strong commercial corridors that provide for neighborhood-serving uses. Maximizing the benefits of public transit, while preserving an affordable range of housing choices that foster a thriving, healthy, and sustainable community is also a key principle that guides this plan. An outline of other guiding principles can be found in Appendix C. The Vision statement and principles guiding the plan have shaped the goals and policies that guide the plan. In addition, updating the plan also includes studying trends and projections for population growth, and this information is analyzed to accommodate reasonably expected growth until through the year 2040. Below are some informational graphics that explain the development trends and growth projections for Boyle Heights.

### Trends and Projections

The State of California requires that cities 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 must then accommodate, or create the

“capacity” for, these projected levels of population, housing, and employment through its Community Plans. This section describes the Boyle Heights Community Plan’s population, housing, and employment projections and the methods used to estimate the reasonably expected development or capacity created by the proposed plan, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, available in Appendix A.

*Population, Housing, and Employment*

SCAG’s 2040 demographic and socioeconomic forecasts for Los Angeles are based on historic and

recent growth trends. The Department of City Planning (DCP) refines allocations of the population and housing within the City’s 35 communities so that projected growth is directed to community centers, nodes and corridors, consistent with the Framework Element and other City policies. The Boyle Heights Community Plan is designed to accommodate the 2040 population, housing, and employment projections based on assumptions about the amount of development that can reasonably be expected to occur during the life of the plan, given the general plan’s designations and policies. Estimates for population, housing units and employment in the Boyle Heights Community Plan are shown in **Table 1-1** below:

**Table 1-1. Population, Housing, and Employment**

	Existing Conditions <sup>[1]</sup>	2040 SCAG Projections <sup>[2]</sup>	Proposed Plan Capacity
<b>Population</b> (persons)	86,000	93,000	<i>These values are currently being refined and will be published in the Draft EIR.</i>
<b>Housing</b> (dwelling units)	23,000	27,000	
<b>Employment</b> (jobs)	26,000	34,000	

<sup>[1]</sup> Interpolated data from SCAG 2016 RTP. Numbers have straight line interpolation from 2012 base year to 2016.

<sup>[2]</sup> Department of City Planning, Adjusted SCAG projection.

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan’s capacity to absorb any projected increase in population, housing, and employment. A more detailed discussion of population, housing, and employment projections and capacity is included in the Environmental Impact Report (EIR) for the Boyle Heights 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 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 Boyle Heights Community Plan 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.

*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. See Appendix A for more detail about relevant laws.

# PROPOSED GENERAL PLAN DESIGNATIONS



Proposed General Plan Designations	Approximate Sum of Acres
Low Residential	22
Neighborhood Residential	1,081
Neighborhood District	140
Community Center	309
Innovation District	277
Industrial	470
Open Space	141
Public Facility	177
Freeway	393
Grand Total	3,010

*These values are currently being refined and will be published in the Draft EIR.*

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# 02

## LAND USE & URBAN FORM

### INTRODUCTION

*Overarching Vision: An environment where all members of the community prosper.*

Outlined in this chapter are policies and goals that address form, urban design, and land use. While preserving the past and planning for the future, this section addresses historical patterns and evolving land use trends. This chapter provides guidance and overall policy direction that promote the following:

- a diversity of affordable housing opportunities and choices,
- a network of community hubs that provide critical economic opportunities for local small businesses to thrive and inspire new entrepreneurs,
- a consideration for urban design principles that promote appropriate massing and scale, walkability, and overall healthy design throughout the entire plan area,
- a clean industrial area with emerging industries that provide for workforce training and opportunity, and
- a consideration for strategic partnerships with multi-level jurisdictions that result in good planning

To this end, the plan encourages increased provision of residential uses in multi-story buildings along the corridors while preserving ground floor spaces for neighborhood serving commercial uses. It also seeks to preserve the compact urban form and character of Boyle Heights' residential neighborhoods, while allowing for limited neighborhood commercial and institutional uses, such as corner markets and community services within multi-family neighborhoods, consistent with the historic character and development pattern. Moreover, the plan promotes the continued viability of the community's industrial areas for uses providing employment and economic development where appropriate, while ensuring greater compatibility and sensitivity to adjacent residential neighborhoods and the Los Angeles River. Open space, public facilities, and the public realm are addressed in Chapter 4 Public Realm and Open Space, and Chapter 5 Implementation.

# LAND USE AND URBAN FORM GOALS AND POLICIES

## HOUSING & COMPLETE NEIGHBORHOODS

### LU Goal 1

**New housing development incorporates units that are affordable to and occupied by persons and families with income levels that reflect those of the Boyle Heights community.**

#### LU Policy 1.1

Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

#### LU Policy 1.2

Encourage the provision of affordable housing incentives that are financially feasible for both nonprofit and market-rate development projects.

#### LU Policy 1.3

Utilize public land and funding for the construction of new housing for extremely-low, very-low, and low-income households.

### LU Goal 2

**Neighborhoods continue to provide affordable and stable housing to existing and future residents.**

#### LU Policy 2.1

Discourage projects or renovations that decrease the number of existing residential units on site.

#### LU Policy 2.2

Encourage preservation or one-for-one replacement when demolition or removal of affordable units or rent stabilized units is proposed, consistent with State and local "no net loss" provisions.

#### LU Policy 2.3

Prioritize preservation and maintenance of the existing multifamily housing stock as the foundation of the community's affordable housing supply.

#### LU Policy 2.4

Support landlords in their efforts to operate and maintain affordable housing units in good condition.

#### LU Policy 2.5

Support well-designed projects that modify, reconfigure, or add-on to existing properties in order to accommodate additional housing units.

#### LU Policy 2.6

Retain and maintain in good condition the stable affordable housing units provided by garden-style apartment complexes; any redevelopment proposals should replace affordable units on a one-for-one basis.

### LU Goal 3

**Residential developments support the diverse housing needs of the Boyle Heights community.**

#### LU Policy 3.1

Promote the development of affordable family housing, both rental and ownership, with three or more bedrooms to accommodate larger households and multigenerational living.

#### LU Policy 3.2

Encourage larger housing developments to incorporate a mix of units that include designs that accommodate families, independent adults, seniors, and persons with disabilities.

#### LU Policy 3.3

Encourage amenities for children, such as outdoor play areas and childcare facilities, in multifamily housing developments.

LU Policy 3.4

Encourage new housing for seniors located within short walking distance of public transportation, neighborhood shops and amenities, and health care facilities.

LU Policy 3.5

Expand opportunities for property ownership to lower and moderate income households by supporting the creation of smaller lots and homes for sale.

**LU Goal 4**

**New housing opportunities are maximized near transit while also reinforcing neighborhood character.**

LU Policy 4.1

Permit greater development scale and intensity around transit in return for high quality housing that is affordable to the surrounding community.

LU Policy 4.2

Encourage higher concentrations of housing around transit where residents can take advantage of access to commercial amenities and a variety of mobility options.

**LU Goal 5**

**Neighborhoods provide residents with convenient access to the array of uses needed to support the day-to-day needs of families.**

LU Policy 5.1

Ensure that all neighborhoods include the educational, recreational and social facilities necessary for each stage of life within comfortable walking distance of residents.

LU Policy 5.2

Enable community use of existing facilities at school sites through joint use partnerships between the relevant City departments and the Los Angeles Unified School District.

LU Policy 5.3

Allow for the establishment of small-scale, pedestrian-oriented businesses, such as corner shops, eating establishments, and personal services at appropriate locations within residential neighborhoods as an integral component of the cultural and economic character of neighborhoods.

LU Policy 5.4

Ensure that small businesses located within residential neighborhoods are providing a positive service to the community, enhancing the health and well-being of residents, and operating as good neighbors.

LU Policy 5.5

Support the provision of appropriately scaled childcare, community care and eldercare facilities that enable neighborhoods to serve all members of the community.

LU Policy 5.6

Encourage the siting of neighborhood facilities (e.g., libraries, parks, schools, and auditoriums) together as shared-use facilities.

LU Policy 5.7

Ensure that neighborhood facilities are designed to be outwardly facing, highly visible and welcoming to the community.

## COMMUNITY CENTERS AND CORRIDORS

### LU Goal 6

**Community centers served by transit are vibrant, mixed use, pedestrian-oriented places that accommodate growth and support a high concentration of commercial activity, community facilities and housing.**

#### LU Policy 6.1

Promote development around transit stations that maximizes each site's value to the community by providing a concentrated mix of housing, neighborhood-serving commercial uses, and community amenities.

#### LU Policy 6.2

Encourage development to take advantage of high pedestrian volumes around transit stations by providing commercial tenant spaces along the full length of a building's ground floor frontage.

#### LU Policy 6.3

Maximize the benefits of transit by concentrating higher density housing and jobs within several blocks of a major transit station.

#### LU Policy 6.4

Promote the evolution of the area surrounding the Soto Metro Station as the Boyle Heights' primary community center, supporting greater concentrations of commercial and residential uses and larger scaled development.

#### LU Policy 6.5

Encourage and support mobile street vending in plazas and along streets surrounding major transit stations as part of the existing vibrant pedestrian environment.

### LU Goal 7

**Community Corridors are prioritized for development that provides opportunities for local businesses and neighborhood-serving uses on the ground floor and offices and housing on upper floors.**

#### LU Policy 7.1

Accommodate additional housing capacity along key commercial corridors while prioritizing ground floor areas for commercial uses and amenities that benefit the immediate neighborhood.

#### LU Policy 7.2

Encourage small- and moderate-sized commercial establishments along corridors.

#### LU Policy 7.3

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed with amenities for the community, including but not limited to:

- shared workspace
- afterschool programming
- adult education center
- fitness center
- daycare center
- cooking facilities
- community office space

### LU Goal 8

**Design and activation of ground floor spaces along corridors supports community life by providing a pleasant and engaging setting for pedestrians.**

#### LU Policy 8.1

Encourage projects to dedicate ground floor space to uses that activate the street, such as small-scale retail, dining, and neighborhood services.

LU Policy 8.2

Design ground floor spaces to allow and encourage uses to spill out into open spaces with features such as outdoor seating and retail displays.

LU Policy 8.3

Encourage smaller individual tenant spaces that accommodate a greater number and diversity of businesses over larger spaces that serve a single tenant.

LU Policy 8.4

Discourage the introduction of new uses on corridors that detract from a healthy and active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

**LU Goal 9**

**Parking accommodations that support vibrant, walkable streets and promote the use of public transit.**

LU Policy 9.1

Prohibit vehicle parking and surface parking along the primary street frontage of all new development within Community Centers and along corridors.

LU Policy 9.2

Reduce parking requirements for uses within walking distance of transit stations and bus stops.

LU Policy 9.3

Eliminate parking requirements for changes of use in existing commercial buildings.

LU Policy 9.4

Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements for new uses.

LU Policy 9.5

Encourage electric vehicle charging stations to be provided in public and private parking facilities.

(See Mobility and Connectivity Chapter for Goals and Policies addressing parking management.)

## **JOBS & ECONOMIC DEVELOPMENT**

### **LU Goal 10**

**The character and culture of Boyle Heights is represented through its thriving community of local entrepreneurs and small businesses.**

#### **LU Policy 10.1**

Maximize opportunities for small and local business along corridors by limiting the sizes of new commercial tenant spaces to help maintain affordability.

#### **LU Policy 10.2**

Encourage mixed-use and commercial developments to provide retail spaces that are suitable for community-serving small businesses.

#### **LU Policy 10.3**

Develop programs and strategies that provide support to established commercial tenants facing closure due to rent increases.

#### **LU Policy 10.4**

Develop programs and strategies to assist local entrepreneurs in need of capital funding to establish small businesses in the community.

#### **LU Policy 10.5**

Recognize the important role street vending plays in city life as a viable enterprise and source of income for many people while providing affordable merchandise and fresh food items in a manner that enhances street life.

#### **LU Policy 10.6**

Develop outreach programs that provide assistance to street vendors in obtaining a Los Angeles County Public Health Permit and meeting ongoing compliance requirements

#### **LU Policy 10.7**

Support Street Vending through the provision of cleaning, preparation, and disposal facilities at locations where street food vending is encouraged.

### **LU Goal 11**

**Land supporting manufacturing and distribution activities is preserved to serve as a source of local jobs and enhance economic vitality.**

#### **LU Policy 11.1**

Maintain existing industrial land for traditional and emerging industries that provide high quality employment to the local workforce and the region.

#### **LU Policy 11.2**

Ensure that industrial districts continue to provide the necessary space, facilities, and infrastructure that enable regionally important warehousing and distribution activities to function productively.

#### **LU Policy 11.3**

Support the continued use and function of industrial districts for wholesale to ensure that goods are moved and distributed efficiently amongst businesses throughout the region.

#### **LU Policy 11.4**

Attract and sustain uses involved in textile manufacturing in support of the region's fashion and textile industry.

#### **LU Policy 11.5**

Leverage uses engaged in food and beverage processing and distribution to anchor a local network of uses involved in food production, preparation, and sales.

#### **LU Policy 11.6**

Ensure districts maintain a balance between larger facilities and buildings with small footprints to accommodate opportunities for both larger industries as well as small-scale spaces suitable for small business development.

LU Policy 11.7

Discourage uses that detract from the productivity of industrial districts, such as single use residential development and large-format commercial developments.

LU Policy 11.8

Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without access to the Countywide Significant Truck Arterial Network.

**LU Goal 12**

**Boyle Heights, particularly the industrial district along the Los Angeles River, is a desirable place for innovative industries to locate.**

LU Policy 12.1

Encourage new businesses involved in clean technology and biotechnology to locate along or near the Los Angeles River to take advantage of the existing warehouse and industrial space in close proximity to transit.

LU Policy 12.2

Develop programs and strategies that assist with establishing small business involved in clean technology, life sciences, and healthcare in Boyle Heights.

LU Policy 12.3

Encourage uses involved in innovating urban agricultural practices, such as vertical and hydroponic farming, to locate in existing warehouse and industrial space near the Los Angeles River.

LU Policy 12.4

Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in an environment that fosters innovation, economic development, and local employment opportunities.

LU Policy 12.5

Study the potential impacts to local economic development and job creation of allowing a limited mix of residential uses and commercial amenities in the industrial district along the Los Angeles River.

Policy 12.6

Discourage uses in the industrial district along the Los Angeles River that detract from the area's ability to attract and retain jobs.

**LU Goal 13**

**A local workforce that is equipped with the education and training to contribute to and benefit from the growth of innovative industries locating in Boyle Heights.**

LU Policy 13.1

Encourage new industries locating in Boyle Heights to engage the local workforce when looking for skilled employees in technology, environmentally sustainable design, science, mathematics, and medicine.

LU Policy 13.2

Pursue and strengthen partnerships between local employers and schools to align curriculums with desired skill sets for careers in technology, science, environmental sustainability, mathematics, and healthcare.

LU Policy 13.3

Encourage employers to offer internship and apprenticeship opportunities available to the local workforce.

LU Policy 13.4

Encourage local school boards to develop programs in consultation with local businesses, major employers, and universities to prepare students for the future job market.

## URBAN FORM

### LU Goal 14

**New development reinforces the distinct physical character and cultural context of Boyle Heights.**

#### LU Policy 14.1

Encourage new buildings to employ the latest design technology available while taking inspiration from the surrounding context with respect to massing, articulation, materials, and architectural features.

### LU Goal 15

**Buildings are designed and oriented in a manner that enhances the pedestrian experience throughout Boyle Heights.**

#### LU Policy 15.1

Require buildings along corridors to be built up to the sidewalk in a manner that creates a well-defined space that supports pedestrian activity and enhanced streetscapes.

#### LU Policy 15.2

Require building facades along corridors to provide frequent entrance spacing and a high degree of transparency to promote activity and engagement. Discourage blank walls along the ground floor when along the public right-of-way.

#### LU Policy 15.3

Pursue opportunities to extend pedestrian life beyond the sidewalk by providing arcades and paseos that feature active ground floors and enhanced streetscapes.

#### LU Policy 15.4

Avoid the placement of utilities, storage facilities, and refuse collection along building facades that front public streets, wherever possible and ensure these appurtenances are well integrated into the building design and fully screened from view.

#### LU Policy 15.6

Encourage well-lit and active building facades to support a safe street environment as a preferred alternative to defensive design features.

#### LU Policy 15.7

Discourage vehicle entries along street segments with high pedestrian volumes and ensure that vehicle entries are designed to minimize disturbances to pedestrian movement.

### LU Goal 16

**Community Centers provide a compact urban setting where larger scaled buildings exhibit a strong ground floor presence to support a pedestrian friendly public realm.**

#### LU Policy 16.1

Ensure that large buildings employ design techniques and architectural features that communicate a building's structure and scale in a manner that is relatable and proportional to a person viewing the building from the street.

#### LU Policy 16.2

Ensure that larger buildings are designed to visually communicate a distinct bottom, middle, and top by employing changes in massing and building materials.

#### LU Policy 16.3

Encourage building forms to celebrate corner sites with prominent corner entryways and distinctive architectural features.

#### LU Policy 16.4

Strengthen the pedestrian network in blocks throughout Community Centers by requiring large developments to provide mid-block building breaks that provide pedestrian connections to existing streets or alleys.



LU Policy 16.5

Accommodate pedestrian access through large sites through the provision of a series of interconnected plazas, courtyards, walkways, and paseos.

LU Policy 16.6

Encourage developments to integrate existing alleys into the pedestrian network by providing active building facades along alleyways that run through or adjacent to new development.

**LU Goal 17**

**Residential buildings are designed to contribute to the social life of the surrounding neighborhood.**

LU Policy 17.1

Encourage residential buildings to include porches and balconies that engage with the surrounding neighborhood.

LU Policy 17.2

Promote front yard designs that enable their use as outdoor living spaces that balance residential privacy and neighborhood sociability.

LU Policy 17.3

Ensure residential infill projects are sensitive to prevailing neighborhood character by preserving lower scale front yard elevations while utilizing rear yard areas for building additions and accessory structures.

LU Policy 17.4

Support residential projects that adhere to the design and layout characteristics exemplified by traditional bungalow court and courtyard apartment style architecture.

LU Policy 17.5

Ensure that apartment buildings include prominent ground floor entrances that contribute to the social character and pedestrian-oriented environment of the surrounding neighborhood.

LU Policy 17.6

Ensure that existing examples of garden-style apartments endure as healthy living environments by proactively upgrading aging structures and utilities, and enhancing landscaped areas and shared facilities.

LU Policy 17.7

Provide welcoming facades on residential buildings that present prominent entryways that embrace the street.

**LU Goal 18**

**Industrial sites are designed to facilitate productivity and ensure safety.**

LU Policy 18.1

Ensure that buildings in industrial districts are designed for adaptability, accessibility, and permanence to enable future uses to occupy buildings with minimal retrofitting.

LU Policy 18.2

Provide frequent maintenance and proactive upgrades to industrial area roads and utility infrastructure to keep pace with advancing industry standards.

LU Policy 18.3

Ensure that industrial districts maintain a coherent form and orientation that reinforces the street by minimizing building setbacks along primary streets.

LU Policy 18.4

Encourage large industrial buildings that exceed the prevailing height and scale to be designed with thoughtful architecture that distinguish the building as an attractive landmark that can be appreciated by the surrounding community.

**LU Goal 19****Development along the Los Angeles River supports an accessible and activated riverfront setting.**

## LU Policy 19.1

Encourage buildings located on river-fronting or railroad-adjacent properties to include frontages along the riverside while also preserving and enhancing views toward the river.

## LU Policy 19.2

Provide active and engaging building facades along safe pedestrian paths of travel leading to the riverside.

## LU Policy 19.3

Incorporate paseos and passageways in projects located on large blocks along the river to enhance visual and physical connections leading to the riverside.

## LU Policy 19.4

Promote the development of vacant and underutilized land along the riverside into a network of pocket parks, pedestrian promenades and bicycle paths.

## LU Policy 19.5

Ensure that public access to the riverside is provided in the form of paseos or passageways at regular intervals on large sites located between Mission Road and the Los Angeles River.

## CULTURAL AND HISTORIC RESOURCES

### LU Goal 20

**Neighborhoods that exhibit a distinctive historic character are enhanced through both the preservation of existing resources and the incorporation of new buildings that reinforce the qualities of the local setting.**

#### LU Policy 20.1

Consult the findings from the Historic Resources Survey Report developed through the Survey LA program for the Boyle Heights Community Plan Area to prioritize the preservation and restoration of identified historic resources.

#### LU Policy 20.2

Provide design standards that guide new development in areas with an identified historic character to ensure that new development is compatible with the prevailing character.

#### LU Policy 20.3

Promote the preservation of remaining examples of bungalow courtyard architecture and encourage the development of new bungalow courtyards as an efficient and attractive housing typology.

#### LU Policy 20.4

Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community through educational and informational programs.

#### LU Policy 20.5

Protect individually significant historic resources and districts in Boyle Heights from demolition or adverse alteration.

### LU Goal 21

**Art enriches the public realm by encouraging people to connect with the cultural, historic, and social context of the community.**

#### LU Policy 21.1

Support efforts to preserve and restore the rich inventory of murals found throughout Boyle Heights.

#### LU Policy 21.2

Encourage mural work by local artists to animate blank building surfaces along alleyways and side streets.

#### LU Policy 21.3

Encourage new development to incorporate public art along building facades and in outdoor areas.

#### LU Policy 21.4

Grant opportunities to local artists when commissioning artwork for both the public realm and private projects.

#### LU Policy 21.5

Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping and shade structures.

### LU Goal 22

**Artistic, historic, and cultural resources are preserved for the education and enjoyment of existing residents and future generations.**

#### LU Policy 22.1

Encourage the restoration and adaptive reuse of underused historically and culturally significant buildings. Support the repurposing of such buildings for new uses that provide benefits to the community while reinforcing the unique historical and cultural context of each structure.

#### LU Policy 22.2

Support the continuous maintenance of Evergreen and Odd Fellows Cemeteries as historic and culturally significant resources.

LU Policy 22.3

Protect existing, significant garden apartment developments, as feasible, by proactively upgrading structures and utilities and maintaining landscaped open spaces in keeping with original character.

**LU Goal 23**

**Vibrant commercial districts and public places that exhibit a strong cultural identity are reinforced through improved urban design and activation.**

LU Policy 23.1

Reinforce the historic and cultural identity of Cesar E. Chavez Avenue with building form, facade and design standards that contribute to the existing character.

LU Policy 23.2

Promote the restoration and reuse of the existing stock of early 19th Century brick commercial buildings in order to uphold the historic and cultural character of Cesar E. Chavez Avenue.

LU Policy 23.3

Ensure that the area surrounding Mariachi Plaza continues to function as a vibrant cultural and community hub where local music and art are strongly expressed in the public realm and by local businesses.

LU Policy 23.4

Encourage new development around Mariachi Plaza that reinforces the site's status as an important social and cultural resource for the community of Boyle Heights.

LU Policy 23.5

Reinforce the important role that El Mercado has played in fostering local commerce and culture.

LU Policy 23.6

Promote greater integration and improved permeability between the indoor marketplace of El Mercado and surrounding streets.

LU Policy 23.7

Encourage future projects to build upon the commercial and cultural activity centered at El Mercado.

LU Policy 23.8

Pursue opportunities for the development of centralized parking structures and prioritize excess surface parking lots for public space.

**LU Goal 24**

**The restored historic Sears building and surrounding sites are redeveloped with a dynamic mix of housing and community-serving uses.**

LU Policy 24.1

Support the adaptive reuse of the historic Sears building in a manner that preserves the architectural integrity of the structure as a landmark while incorporating uses that provide employment and economic benefits to the community.

LU Policy 24.2

Encourage the infill of surface parking areas surrounding the Sears building in a manner that provides active ground floors of buildings along Olympic Boulevard and Soto Street along with pedestrian linkages that break up large blocks and serve to integrate the site into the surrounding urban fabric.

LU Policy 24.3

Ensure that future infill development around the Sears building reinforces its physical status as a popular landmark.

## WELLNESS AND SUSTAINABILITY

### LU Goal 25

**Residents are empowered to access, grow and eat healthy food provided locally.**

#### LU Policy 25.1

Encourage corner shops located within neighborhoods to maintain a well-stocked selection of fresh produce and healthy foods.

#### LU Policy 25.2

Attract full-service grocery stores and encourage stores to sell fresh, nutritious and affordable foods.

#### LU Policy 25.3

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

#### LU Policy 25.4

Encourage farmers' markets in plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

#### LU Policy 25.5

Pursue opportunities within neighborhoods to provide permanent community gardens by considering sites on vacant or underutilized land, surface parking lots, and alleyways.

#### LU Policy 25.6

Encourage development to provide community gardens as a portion of their outdoor amenity space requirements.

#### LU Policy 25.7

Promote the use of front yards, parkways and open space for urban agriculture.

### LU Goal 26

**New development is designed to minimize impacts to the environment and enhance the health and wellbeing of residents.**

#### LU Policy 26.1

Design and rehabilitate buildings to respond to the environmental climate of Boyle Heights through their orientation, massing, and construction.

#### LU Policy 26.2

Encourage projects to include Leadership in Energy and Environmental Design (LEED) Standards.

#### LU Policy 26.3

Encourage building designs to minimize exposure to poor air quality by incorporating air filtration technology and landscaping designed to help filter carbon and particulate matter, especially when located adjacent to a freeway.

#### LU Policy 26.4

Encourage paved areas such as, driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase infiltration and reduce runoff.

#### LU Policy 26.5

Encourage all landscaping to include native, drought-resistant plants that encourage biodiversity.

#### LU Policy 26.6

Encourage the creation of green roofs to reduce heat gain, provide building insulation, and absorb harmful pollution particulates.

### LU Goal 27

**Industrial and Heavy Commercial land uses are sited and designed in a manner that prioritizes the health and safety of local residents.**

#### LU Policy 27.1

Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU Policy 27.2

Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous chemical or petroleum compounds near residential uses and schools, and discourage any further expansion of existing facilities.

LU Policy 27.3

Encourage upgrades to street and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU Policy 27.4

Promote efforts that ensure businesses in Boyle Heights have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs.

LU Policy 27.5

Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial districts and residential neighborhoods.

LU Policy 27.6

Continue to accommodate a range of heavy commercial and light industrial uses while also encouraging buffer uses, such as neighborhood services and amenities, to locate along streets that serve as boundaries between industrial districts and residential neighborhoods.

# 03

## MOBILITY & CONNECTIVITY

### INTRODUCTION

#### *Overarching Vision: Safe Streets for People*

The goals and policies outlined in this chapter are intended to achieve a comprehensive street network that prioritizes pedestrian safety and the greening of corridors to better connect residents neighborhood-serving uses. The Citywide Mobility Plan 2035, Complete Streets Design Guide, Planning a Healthy City Design Guide, and the Vision Zero Action Plan also serve as a technical platform to collectively inform this chapter (See \*Appendix for other important urban design guide documents). This chapter builds on these established Citywide mobility policies and urban design principles, and has been crafted to help evaluate decisions that pertain to the area's unique pedestrian-oriented street grid (also See Chapter 4: Public Realm and Open Space).

As framed in the Plan for a Healthy Los Angeles Health Atlas and Mobility Plan 2035 Street Networks, the Community Plan area is nested within one of the busiest and most polluted freeway interchanges in the nation which services local and regional mobility hubs, with key routes that connect to Downtown, neighboring cities and other counties in the Southern California Region. In addition to presenting high levels of traffic congestion, this multi-layered physical infrastructure and urban built

environment comprised of freeways, truck routes, and rail has added pressure to the local network of north-south connecting streets, such as Soto Street, Mission Road, Lorena Street, and Indiana Street; and east-west connecting streets, such as Marengo Avenue, Cesar E. Chavez Avenue, 1st Street, 4th Street, Whittier Boulevard, and Olympic Boulevard. These pressures have increased traffic accidents involving pedestrians and bicyclists as identified in the High Injury Network data base for the City (See Appendix for data source to HIN network).

Consequently, this chapter includes a strong emphasis on recommendations for complete and green streets. Drawing from both a regional and local connectivity context, this chapter provides direction to strengthen local street networks and other linkages that provide safe and effective service routes for the diversity of roadway users, including pedestrians of all ages and walking abilities, bicyclists, transit users, motorists, and trucks. The following goals and policies should be considered when evaluating land use decisions and prioritizing public realm improvements.

# MOBILITY & CONNECTIVITY GOALS AND POLICIES

## STREET NETWORK AND PEDESTRIAN SAFETY

### MC Goal 1

**An integrated street and transit network that provides safe and efficient mobility options for all people.**

#### MC Policy 1.1

Promote the establishment of Mobility Hubs at major transit stations and intersections in Boyle Heights to increase mobility options for residents and employees and to enhance first mile/last mile connections.

#### MC Policy 1.2

Improve the function of Soto Street as the community's primary multimodal north-south corridor and promote implementation of transit hubs at intersections with major east-west corridors.

#### MC Policy 1.3

Ensure that major destinations within the community are sufficiently equipped with bicycle parking, bus shelters, safe pedestrian crossings, and wayfinding signage.

#### MC Policy 1.4

Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes.

#### MC Policy 1.5

Improve the travel experience for bus riders by ensuring bus stops provide sufficient shelter and seating, and are equipped with real-time passenger information display systems.

#### MC Policy 1.6

Encourage the development of dedicated bus lanes on Soto Street and Whittier Boulevard in order to improve transit reliability and efficiency.

#### MC Policy 1.7

Redesign and improve streets in Boyle Heights with the primary objective of improving pedestrian and bicycle safety and mobility.

#### MC Policy 1.8

Prioritize locations on the High Injury Network, as designated by LADOT, for safety improvements in order to achieve high-impact reductions in injuries and fatalities.

#### MC Policy 1.9

Maximize pedestrian and bicycle safety around schools.

#### MC Policy 1.10

Employ traffic calming measures along Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in areas where residential uses predominate.



**MC Goal 2**

**A street network that offers safe and pleasant walking environment for all people.**

MC Policy 2.1

Prioritize the safe and comfortable movement of pedestrians at major intersections and along corridors by implementing improvements such as:

- Leading Pedestrian Intervals,
- Scramble crosswalks,
- Right turn limitations for vehicles on red lights,
- Raised pedestrian crossings, and
- Pedestrian crossing facilities at midblock locations.

MC Policy 2.2

Accommodate sidewalk widening through the reduction of vehicular lanes along street segments with high pedestrian volumes, as feasible.

MC Policy 2.3

Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

MC Policy 2.4

Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.

**MC Goal 3**

**Alleyways are reconceived as attractive and convenient routes for pedestrians and cyclists to move safely and leisurely through blocks.**

MC Policy 3.1

Prioritize improvements to alleyways that provide convenient linkages between neighborhoods, corridors, schools, and parks.

MC Policy 3.2

Improve prioritized alleyways with permeable walking surfaces and streetscape amenities such as, pedestrian lighting, seating areas, landscaping, and public art.

**MC Goal 4**

**A comprehensive bicycle network that allows riders to travel safely and comfortably throughout Boyle Heights and to adjacent communities.**

MC Policy 4.2

Prioritize the completion of a comprehensive bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in Boyle Heights.

MC Policy 4.1

As a component of a comprehensive bicycle lane network, promote implementation of dedicated bicycle signals at key intersections.

MC Policy 4.3

Ensure that bicycle parking and storage facilities are provided at public facilities and transit centers.

MC Policy 4.4

Encourage residential uses and employers to provide bicycle amenities such as storage, repair stations, and showers to encourage cycling as a convenient and desirable form of transportation.

## **SMART PARKING STRATIGES**

### **MC Goal5**

**A parking strategy that efficiently manages parking resources and serves the needs of businesses and residents while encouraging non-vehicular travel.**

#### **MC Policy 5.1**

In consultation with local businesses, support the creation of parking management districts in areas of high demand to coordinate the use of shared parking facilities among multiple uses.

#### **MC Policy 5.2**

Support the development of City-owned and other surface parking lots into parking structures where appropriate.

#### **MC Policy 5.3**

Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

(See Land Use and Urban Form Chapter for additional Goals and Policies addressing parking.)

## **GOODS MOVEMENT**

### **MC Goal 6**

**An efficient goods movement system that accommodates the needs of residents and local businesses without impacting quality of life.**

#### **MC Policy 6.1**

Encourage the creation of loading zones in commercial districts to reduce conflicts between other users of the street.

#### **MC Policy 6.2**

Preserve truck access in industrial areas and along the Countywide Significant Truck Arterial Network when not in direct conflict with the safety of pedestrians and cyclists.

#### **MC Policy 6.3**

Discourage the use of the Soto Street north of 8th Street by freight vehicles.

# 04

## PUBLIC REALM & OPEN SPACE

### INTRODUCTION

*Overarching Vision: Public Space that encourages gathering and social interaction.*

The City's Sustainability Plan calls for a city that is environmentally healthy, economically prosperous, and equitable in opportunity for current and future generations. Drawing from the Plan for a Healthy Los Angeles, Open Space and Recreation Elements, this chapter envisions a resilient and interconnected system of public spaces that foster social and cultural interaction and support active lifestyles that elevate health and quality of life in Boyle Heights.

Open and green spaces can take many forms and each community uses public space in unique ways. Boyle Heights provides many rich examples of the distinct ways the community has adapted public space to suit its needs and desires, such as musicians using plazas as performance spaces, street vendors using sidewalks for commerce, and residents using parks as outdoor living rooms for celebrations and family picnics. While Boyle Heights includes many of Los Angeles' greatest individual examples of public spaces, including Mariachi Plaza and Hollenbeck Park, this plan recognizes that the community's streets are among the most critical public places. Streets provide more than physical connections to places, they are where public life is showcased on an

everyday basis and this chapter includes policies that encourage streets that facilitate the social life of the community while at the same time satisfying many other demands, including travel and commerce. Streets are encouraged to function as essential places within the community for the public life and socialization that defines community.

The streets in Boyle Heights form a walkable street grid that can facilitate a comprehensive network of public spaces that includes parks, plazas, the riverside, cemeteries, paseos, alleyways, all connected by active, green streets. Each public space is encouraged to be seen as both a destination and a connection, ensuring that great places can be sought out or enjoyed en route to another destination as part of comprehensive network of public spaces. Key to the success of public spaces is ensuring that the vision is grounded in the values of the community which prizes organic place-making and distinct ways of using public space. In conjunction with Chapter 3 Mobility and Connectivity, this chapter provides guidance on the essential planning elements that enhance public spaces and uses, as identified in the following goals and policies.

# **PUBLIC REALM AND OPEN SPACE GOALS AND POLICIES**

## **PARKS, PLAZAS, AND NEIGHBORHOOD OPEN SPACE**

### **PR Goal 1**

**Parks and green spaces provide each neighborhood with scenic natural settings for recreation, relaxation and social gathering.**

#### PR Policy 1.1

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, shaded tree groves for relaxation, and picnic areas for gathering.

#### PR Policy 1.2

Encourage new development to contribute to the creation of public and semi open space.

#### PR Policy 1.3

Improve the safety, visibility and accessibility of parks and open spaces by ensuring that perimeters are free of obstructions like landscaping and fencing and that adequate lighting is provided at night.

#### PR Policy 1.4

Coordinate with local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

#### PR Policy 1.5

Ensure that parks and open spaces are adequately equipped with basic public amenities such as drinking fountains and restrooms that are maintained in good condition.

#### PR Policy 1.6

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites, for parks and open space.

#### PR Policy 1.7

Explore ways to connect neighborhoods divided by freeways through the development of freeway cap parks and pedestrian improvements to freeway underpasses, as feasible.

### **PR Goal 2**

**Streets and plazas play a central role in community life by providing safe and desirable public spaces for socializing and gathering.**

#### PR Policy 2.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, landscaping, and opportunities for street vending into the streetscape.

#### PR Policy 2.2

Provide more opportunities for “outdoor living rooms” along streets in the form of plazas and paseos that are designed to encourage social activity.

#### PR Policy 2.3

Prioritize space at major intersections for civic plazas that function as highly accessible focal points in the community.

#### PR Policy 2.4

Design plazas as communal gathering places that provide opportunities for markets, music, art and community events.

#### PR Policy 2.5

Encourage new development to provide publicly accessible outdoor amenity space that is designed to transition seamlessly into the public realm.

## **COMMUNITY CONNECTIONS TO THE LOS ANGELES RIVER**

### **PR Goal 3**

**Cemeteries serve as safe and accessible places within neighborhoods where the public can go for reflection and respite.**

#### **PR Policy 3.1**

Improve the accessibility of cemeteries as part of the community's open spaces network where the public can visit and appreciate a peaceful park-like setting.

#### **PR Policy 3.2**

Support the use of cemeteries for cultural events and holiday celebrations.

#### **PR Policy 3.3**

Enhance the recreational path around Evergreen Cemetery with improved lighting and consider extending the path along the access roads within the cemetery grounds.

### **PR Goal 4**

**The Los Angeles Riverside serves as a natural and recreational public amenity that is well-connected to surrounding neighborhoods.**

#### **PR Policy 4.1**

Promote the creation of network of linked public spaces along the riverside made up of a series of gateways, plazas, paseos, and pedestrian paths.

#### **PR Policy 4.2**

Design riverside spaces using pervious paving and native, drought-tolerant, and watershed friendly landscaping to encourage biodiversity and maximize water recapture.

#### **PR Policy 4.3**

Utilize bridges spanning the Los Angeles River as gateways and opportunities for placemaking.

#### **PR Policy 4.4**

Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the river. (Also see Mobility and Connectivity Chapter).

#### **PR Policy 4.5**

Encourage underutilized alleys and decommissioned rail spurs to be repurposed as pedestrian pathways and public spaces.

Draft Boyle Heights Community Plan - October 2017

City of Los Angeles  
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