

CENTRAL CITY NORTH

Community Plan

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CENTRAL CITY NORTH
ACTIVITY LOG

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CENTRAL CITY NORTH Community

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Central City North Community Plan Area contains 2005 acres which is approximately less than one percent of the land in the City of Los Angeles. The plan area is adjacent to downtown Los Angeles and bounded by the Los Angeles River to the east, the City of Vernon to the south, Alameda Street, Cesar Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west, and Stadium Way, Lilac Terrace, and North Broadway to the north. The plan area is surrounded by the communities of Silverlake-Echo Park, Central City, Boyle Heights, and Northeast Los Angeles.

Central City North consists of a combination of grid and curvilinear streets and includes both the industrial district east of Alameda Street from the Santa Ana Freeway south to the City of Vernon and the largely commercial and residential Chinatown district north of the Hollywood Freeway.

Nearly all of the housing is low-rise multi-family at a net density of 39 units per acre. It is located west of the Pasadena Freeway and just southeast of the Hollywood-Pasadena Freeway interchange.

The low-rise commercial district that comprises Chinatown consists of a mix of low rise buildings with pedestrian oriented storefronts along segments of Hill Street and Broadway.

Industrial development north of the 101 Freeway surrounds the Chinatown commercial district. The entire area south of the 101 Freeway between Alameda Street and the Los Angeles River (and railroad lines) is a major industrial district, consisting of a variety of different industrial activities.

The Alameda Corridor has traditionally been a center of commercial and transit activity in this planning area, with rail lines extending from Union Station to the harbor area. Cottage and light industry have adjoined the corridor, with limited residential areas to accommodate the work force. In recent years the area has seen an increase in the conversion of industrial buildings to artists-in-residence and studios.

Central City North is not only the birthplace of Los Angeles, but the symbolic cultural centers for three of the regions most prominent ethnic groups. The plan area encompasses Chinatown, parts of Little Tokyo, and

parts of the original Mexican pueblo. Ironically, the majority of each of the major ethnic populations that settled Central City North now live outside the plan area, yet each regards the original locations as the heart of their heritage in Los Angeles. The 1990 Census indicates that 33% of the population is Asian, 32% is Latino, 20% is African American, 10% is Anglo, 5% is other.

The area is comprised of seven subareas, each with its own identity, described as follows:

- P **Figueroa Terrace** is bounded by Stadium Way, Lilac Terrace, Marview Avenue, Sunset Boulevard, and the Pasadena Freeway. This neighborhood is characterized by high to medium density multi-family residential, especially along Figueroa Terrace. The majority of these have been built in the last decade and can be seen from the Hollywood Freeway. The former Metropolitan Water District headquarters building is also located in this part of Central City North along Sunset Boulevard.

- P **Alpine Hill** is bounded by Yale street, the Pasadena Freeway, and Cesar Chavez Avenue. This small section of Central City North is predominantly low and medium density residential apartments with small scale commercial along Cesar Chavez Avenue. The Community Redevelopment Agency manages several apartment complexes for low income residents in this area.

- P **Chinatown** is bounded by N. Main Street, Bernard Street, the Pasadena Freeway, Yale Street, and Cesar Chavez Avenue. Predominantly commercial, this section is the commercial hub of Central City North. Asian restaurants and businesses dominate the major arteries of Broadway, Spring street, and hill Street. There are residential complexes mixed in with commercial along the western boundaries of this neighborhood. An MTA Blue Line Station is planned for the area near the intersection of N. Spring Street and College Street and is part of the Angels Walk Pedestrian District Plan. The Community Redevelopment Agency also has a majority of their projects in this area both residential and large commercial uses.

- P **North Industrial** is bounded by Bernard Street, N. Main Street, Elysian Park, and the Los Angeles River. This area is the site of the large Cornfield/Bullring site formerly a Southern Pacific Railroad yard. The MTA also owns large tracts of land in this area for future light rail uses. There are some residential uses west of the Cornfield site along Broadway, but the majority of the land uses are industrial and warehousing.

- P **Government Support** is bounded by Ducommon Street, the Los Angeles River, N. Main Street, and Alameda Street. City and County uses dominate this neighborhood. The Mens Central jail , Piper Technical Center, DWP yards and the Alameda District Plan are all a part of this area. The William Mead Housing complex is located off Main Street and is the only housing component in this area.

- P **Artists-in-Residence District** is bounded by First Street, the Los Angeles River, Sixth Street, and Alameda Street. This area located just outside Little Tokyo boundaries, is primarily made up of old warehouses now converted to artists lofts and studios. An MTA Red Line Station is also planned for this area at Santa Fe and Third Street and is part of the Angels Walk Pedestrian District Plan. The Central City North Community plan encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas.

- P **South Industrial** is bounded by the City of Vernon, the Los Angeles River, Third Street, and Alameda Street. Industrial uses dominate this section of Central City North with large warehouses, truck and railroad yards. The Alameda Corridor terminates in this area and will serve to connect the Ports of Los Angeles and Long Beach with downtown Los Angeles.

SPECIAL BOUNDARIES

**Community
Redevelopment
Agency: Chinatown
Project Area**

The Chinatown Project Area covers 303 acres north of the Los Angeles Civic Center, west of El Pueblo State Park and Union Station, and south of Dodger Stadium. The Los Angeles City Council created the project area in 1980 to address the need for affordable housing for the area's senior citizens

and to develop public parking to assist the ailing retail businesses. A primary goal of the Chinatown Redevelopment Plan is to stimulate the production of affordable housing and to maintain the area's prominence as the focal point of commerce and culture for the Chinese population of Southern California. A common thread uniting all redevelopment activities that benefit both the residents and businesses is the goal to preserve Chinatown's unique and historic character.

**Alameda District
Specific Plan**

The Alameda District Specific Plan, adopted in 1996, is located just east of Chinatown and north of the Civic Center. The Specific Plan area is approximately 70 acres in size and consists of two components: the 52 acre Union Station property and the 18 acre United States Postal Service Terminal Annex property. The Central City North Community Plan designates the area as a Regional Center, and the Specific Plan rezoned the area with a special ADP zone. Cesar E. Chavez Avenue bisects the two properties. The build out phase of the project consists of approximately 10,862,000 square feet of commercial office, government office, hotel and conference center, entertainment, residential, retail, and museum development. The build out will be completed in two phases, and developed over a period of two decades. The Alameda District Specific Plan, adopted in 1996, is located just east of Chinatown and north of the Civic Center. The Specific Plan area is approximately 70 acres in size and consists of two components: the 52 acre Union Station property and the 18 acre United States Postal Service Terminal Annex property. The Central City North Community Plan designates the area as a Regional Center, and the Specific Plan rezoned the area with a special ADP zone. Cesar E. Chavez Avenue bisects the two properties. The build out phase of the project consists of approximately 10,862,000 square feet of commercial office, government

office, hotel and conference center, entertainment, residential, retail, and museum development. The build out will be completed in two phases, and developed over a period of two decades.

Artists-in-Residence District

Artists-in-Residence occupy a large area of Central City North between the Santa Ana Freeway and the Santa Monica Freeway and between Alameda

Street and the Los Angeles River. The largest concentration of artists is located in the area between First Street and Palmetto Street and Alameda Street and the Los Angeles River identified as the Artist-in-Residence District. The purpose of the boundaries is to identify the presence of the artists as a distinct and integral part of the Central City North Community. Although a large population of artists are located within these boundaries, they are not restricted to the boundary.

Alameda Corridor Project

The Alameda Corridor Project runs from the ports of Long Beach and Los Angeles 20 miles north to downtown Los Angeles primarily along Alameda

Street and Southern Pacific right-of-way. The project extends through or borders the cities of Vernon, Huntington Park, South Gate, Lynwood, Compton, Carson, Los Angeles, and the County of Los Angeles. The purpose of the project is to facilitate access to the ports through the year 2020 while mitigating potentially adverse impacts such as traffic congestion, air pollution, vehicle delays at grade crossings, and noise in residential areas. The northern end of the Alameda Corridor Project will affect Central City North by creating grade separations such as bridges and fly-over structures along Washington Boulevard at Santa Fe Avenue. Primary roadwork along Alameda Street will involve re-striping/re-paving of the street. Detailed information can be found in the Consolidated Transportation Corridor Washington Boulevard and Santa Fe Avenue Grade Separation Report prepared by the engineering firm of Daniel, Mann, Johnson, and Mendenhall with Moffatt and Nichols Engineers. The report was prepared for the Port of Los Angeles, Port of Long Beach, and the Alameda Corridor Transportation Authority.

Alameda East Redevelopment Study Area

The Community Redevelopment Agency has established this area as a study area for potential inclusion into its redevelopment plans. The area is generally bounded by Fourth and Fifth Streets on the north, the City boundary (25th Street) on the south, Alameda Street on the west, and the Los Angeles River on the east. The study area involves an assessment of existing conditions and the potential to redevelop the Alameda East area as a “modern” industrial area. Many deficiencies exist in the Alameda East study area which makes the area less than desirable for “modern” industrial activity. These deficiencies include the physical condition of the streets, loading and unloading activities, and parking conditions. Other difficulties include poor design of intersections, the presence of dead end streets, and the lack of continuous north/south corridors.

Cornfield/Bullring Site

This area is designated in the plan text as a major opportunity site. The site contains approximately 55 acres owned by the Southern Pacific Transportation company and the Metropolitan Transit Authority. The site is

located adjacent to Chinatown and Elysian Park as well as the Lincoln Heights community to the north. The Cornfield/Bullring site was once used for freight rail car storage and maintenance. Railroad tracks occupy approximately two-thirds of the site. Due to the size of this property and its location adjacent to Downtown Los Angeles and Union Station, the development of this property could have a significant impact on land development within the broader Central City community.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan, Government Code Section 65351 reads “During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate”.

Drafting of the first community plan involved members of the community who helped to identify and define the needs, desires, resources, and the unique nature of the community. Subsequent changes in the plan have served to broaden the community participation that took place with the formation of the original plan. Community participation helps to update the plan as to what changes have taken place since its adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning land use issues and opportunities facing the Central City North community.

RESIDENTIAL

ISSUES

- P New multi-family residential projects that are out of scale and incompatible with the character of existing residential neighborhoods.
- P Lack of usable open space in new multi-family apartment projects.
- P Cumulative effects of permitted development which exceeds infrastructure capacity.
- P The high cost of new housing which makes it more difficult for low, and very low income families to find affordable housing.
- P Compatibility between residential and commercial uses.

OPPORTUNITIES

- P Access and proximity to employment throughout the plan area.
- P Potential for residential and mixed-use development along commercial corridors.
- P Potential for artists-in-residence buildings to locate within industrially zoned areas of the plan.
- P Potential for appropriately scaled new housing in proximity to new transit facilities.
- P The Community Redevelopment Agency has established the Chinatown Redevelopment Project Area which provides housing for low and very low income families, and the elderly.
- P The Community Redevelopment Agency is working to adopt the Alameda East Redevelopment Project which will promote artist-in-residence opportunities to an area north of Sixth Street within the proposed project area.

COMMERCIAL

ISSUES

- P Lack of continuity of complementary uses and cohesiveness along commercial frontages.
- P Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial depths.
- P Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- P Inadequate transition between commercial and residential uses.
- P Continued decline of the Chinatown commercial community due to businesses relocating to other areas of Southern California.
- P Poor integration of the different communities in Central City North with each other and the neighboring community plan areas.
- P Attract and draw visitors to all portions of Central City North in order to stimulate economic growth.

OPPORTUNITIES

- P Complement unique existing development to reinforce desirable design characteristics, especially in the Chinatown area.
- P Establish appropriate transitions between commercial (mixed-use) and adjoining uses, especially residential.
- P Create pedestrian friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage

at ground level.

- P Establish commercial centers around proposed station stops that reflect the ethnic and cultural heritage of the community.
- P Proximity to the central business district and its large day time population and the potential for commercial revenue.
- P The Community Redevelopment Agency has established the Chinatown Redevelopment Area Project which provides low interest loans and grants to businesses in the community.

INDUSTRIAL

ISSUES

- P Lack of adequate access to industrial areas due to outdated street design and circulation patterns.
- P Intrusion of commercial and residential uses into previously industrial areas.
- P Outdated warehouse and industrial facilities that can no longer accommodate modern technology.

OPPORTUNITIES

- P The completion of the Alameda Corridor Project to improve access to and from the Ports of Los Angeles and Long Beach.
- P The establishment of the Alameda East Redevelopment Area by the Community Redevelopment Agency in order to address the blighted conditions Of some of the industrial areas.

TRANSPORTATION

ISSUES

- P Light rail and subway lines proposed to serve the plan area may increase density around station stops.
- P The Alameda District Specific Plan envisions Union Station and its surrounding areas as the transportation hub of Southern California.
- P The Angels Walk Pedestrian District Plan proposed by MTA will link Chinatown, Union Station, and Little Tokyo/Loft District with the rest of Central City.
- P The Alameda Corridor Project will create a direct link between the Ports of Los Angeles and Long Beach with its terminus in Central City North.

OPPORTUNITIES

- P Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- P Potential to determine the intensity and density of development in proximity to station stops.
- P Potential to incorporate needed facilities conveniently near station stops such as child care, senior housing, and the artists-in-residence district.
- P Potential to reflect and enhance community identity with themes for each station stop.

**MAJOR
OPPORTUNITY SITES**

ISSUES

- P Costs to remove existing hazardous wastes and make the site suitable for human habitation.
- P Safety of population due to proximity to trains and large trailer trucks.
- P Inconsistent incremental development which does not address the site as a whole.
- P Development constraints created by lot configuration, street patterns, and train tracks.
- P Proximity to nearby residential uses and potential conflicts.
- P Removal of industrial designation creates a possible loss of industrial areas in Central City North.

OPPORTUNITIES

- P New manufacturing uses that generate employment for the local work force.
- P Location of a large industrial area adjacent to the commercial and business center of downtown Los Angeles.
- P Potential development of the Cornfield/Bullring site or Union Station as a sports arena/stadium complex.
- P Joint public and private development around station stops.

**NEIGHBORHOOD
CHARACTER**

ISSUES

- P Scale, density, and character of buildings that complement surrounding uses.
- P Impact of street parking from new apartment buildings.

- P Effects of residential development on commercial corridors.
- P New hillside buildings may block views or present an unsightly view from below.
- P The need to preserve and rehabilitate historic areas with sensitivity to the character of the established neighborhood.
- P Facilities should be restored and/or developed to serve area residents, generate interest in the community, and enhance cultural tourism.
- P The area needs to be restored as a livable community for its diverse residents and as the historical center of Los Angeles, to serve as a resource for tourists and city residents.

OPPORTUNITIES

- P Potential development of large parcels as well as areas adjacent to station stops provide opportunities to reflect and enhance community identity.
- P Provide incentives for artists-in-residence to locate into the Central City North area and develop an artists enclave.
- P The local community in conjunction with the city should establish a Chinese historical and cultural center in Chinatown.
- P Greater input by the community regarding MTA stations in Chinatown and Little Tokyo.
- P Establish guidelines that would require all new buildings in Chinatown to reflect architectural elements reminiscent of traditional Asian architecture.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

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

State of California law requires that the Land Use Element be prepared as part of the City's General Plan, and that the Land Use element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

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

The Central City North Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan map, footnotes, and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the city of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions by the 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, infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards, and the allocation of fiscal resources are guided by the Plan.

The Community Plans are intended to promote an arrangement of land

uses, streets, and services which will encourage and contribute to health, safety, welfare and convenience of the people who live and work in the community. The Plans are also intended to guide development in order to create a healthful and pleasant environment. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

The General Plan and the Community Plans clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the city can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the city government and private sector to meet its objectives.

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

**PURPOSE OF THE
CENTRAL CITY
NORTH COMMUNITY
PLAN**

The last update of the Central City North Community Plan was the AB283 Plan Consistency program completed in 1988. Since that time, new issues have emerged, and new community objectives regarding the management

of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents, and property, and business owners.

This Community Plan was developed in the context of promoting a vision of the Central City North area as a community that:

- P Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- P Improves the function, design, and economic vitality of the commercial corridors.
- P Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- P Maximizes the development opportunities of future transit systems while minimizing any adverse impacts.

P Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Central City North area.

**ORGANIZATION AND
CONTENT OF THE
CENTRAL CITY
NORTH COMMUNITY
PLAN**

This Plan sets forth goals, objectives, policies, and implementation programs that pertain to Central City North. Broader issues, goals, objectives, and policies, are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire Plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

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

**RELATIONSHIP TO
OTHER GENERAL
PLAN ELEMENTS**

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Central City North Community Plan, which is a portion of the City's Land Use Element must be consistent with other elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st century. It is based on a directed growth strategy which targets residential growth along boulevards, corridors, and clustered development around community centers and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long range development strategy.

The General Plan Framework provides the following projections to the year 2010 for the Central City North area:

Population (2010) Projection:	38,839
Employment (2010) Projection:	41,855
Housing (2010) Projection:	7,481

The above population, employment and housing numbers are provided as a reference during the Community Plan Update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and the community level. Population, jobs, and housing could grow more quickly, or slowly than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or build out estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a Service System element, a Cultural element, and a Major Public Facilities Area element. All the provisions and requirements of the General Plan elements apply to the Central City North Community Plan.

Neighborhood Plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within a community or district plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

PLAN MONITORING

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

PLAN CONSISTENCY

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities and the commercial and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations.

For each plan category, the Plan permits all identified corresponding zones. Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Central City North Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as programs in Chapter III of the

Plan which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may site other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision maker to make a finding of conformance with applicable design standards for discretionary projects.

Chapter III

LAND USE PLAN POLICIES AND PROGRAMS

Chapter III of the plan text contains goals, objectives, policies, and programs for all appropriate land use issues, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Planning Department has jurisdiction over the goals, objectives, policies, and the initiation and direct implementation of the programs contained in Chapter III.

RESIDENTIAL

The residential community of Central City North is predominately concentrated in the area west of Chinatown. Of the 2005 acres that comprise Central City North, approximately 93 acres or 5% is currently zoned and planned for residential uses. All of the residential is planned for multi-family dwelling units although single family residences can be found in a few scattered locations. There are approximately 4,043 dwelling units and nearly all of the housing is low-rise multi-family at a net density of 39 units per acre. The residential areas are located west of the Pasadena Freeway and just southeast of the Hollywood-Pasadena Freeway Interchange. The William Mead Housing Project, operated by the City Housing Authority, is also located in Central City North with over 400 units located just east of Chinatown and north of Union Station. Central City North is also home to a large concentration of artists-in-residence who occupy the industrial warehouses and lofts just east of Alameda Street and Little Tokyo.

The Community Redevelopment Agency plays a significant role in the housing needs of Central City North. Since 1980, the Agency has assisted in the completion of 860 dwelling units offering a variety of choices to families with children, the elderly, and home ownership opportunities. The majority of units are restricted to very low, low, and moderate income households. In addition, the Community Redevelopment Agency also assists in the rehabilitation of dwelling units through the use of Agency funds.

The housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and socio-economic makeup of the community. Central City North, like many of the older communities of Los Angeles could benefit from housing rehabilitation.

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

PLAN POPULATION AND DWELLING UNIT CAPACITY

RESIDENTIAL LAND USE CATEGORY	DU'S PER NET ACRE MIDPOINT (RANGE)	NET ACRE	NUMBER OF DWELLING UNITS	PERSONS PER DWELLING UNIT (2010)	REASONABLE EXPECTED POPULATION (2010)
LOW MEDIUM II	23.5 (18+-29)	15	353	3.37	1,190
MEDIUM	42 (29+-55)	37	1,554	3.53	5,206
HIGH MEDIUM	82 (55+-109)	47	3,854	3.33	12,834
TOTALS		99	5,761		19,230

GOAL 1

A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

OBJECTIVE 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.

POLICIES

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

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

1-1.2 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter which is supplemented by Urban Design Guidelines and Standards for residential development.

1-1.3 The City should promote neighborhood preservation, particularly in existing low density multi-family neighborhoods.

Program: The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower income multi-

family rental housing. The program is partially funded by the U.S. Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.

Program: The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing and Preservation and Production Department, provides rehabilitation loans to owners of small residential buildings to correct code violations.

Program: The Neighborhood Preservation Program, administered by the Housing Authority of the City of Los Angeles and by the City's Housing Department provides financial resources to rehabilitate single family homes as well as funds to rehabilitate multi-family rental housing.

OBJECTIVE 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

POLICIES

1-2.1 Encourage multiple residential development in commercial zones.

Program: The Plan with the implementation of the General Plan Framework encourages mixed use buildings in commercial zones located within Transit Oriented Districts with additional floor area bonuses.

OBJECTIVE 1-3

To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

POLICIES

1-3.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establishes design standards for residential development to implement this policy.

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: A decision-maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

OBJECTIVE 1-4

To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

POLICIES

1-4.1 Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-4.2 Ensure that new housing opportunities minimize displacement of the existing residents.

Program: A decision-maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing or the demolition of existing housing.

COMMERCIAL

The Central City North commercial district is for the most part concentrated in Chinatown and consists of a mix of low-rise building types with pedestrian oriented storefronts along segments of Hill Street and Broadway. These commercial uses are aimed at the Chinese population that have historically resided in the area. Restaurants, retail businesses, banks, and professional offices, make up an ethnically distinct commercial district that attracts people from the entire region.

The Community Redevelopment Agency also administers several programs in the Chinatown area for commercial businesses. The programs include the Commercial Rehabilitation Loan Program, which is geared towards renovating commercial buildings located in the historic district or containing residential units for seismic retrofit or other building and safety code repairs. The Agency offers two other programs, the Owner Participation Agreement (OPA) and the Disposition and Development Agreement (DDA) both provide technical assistance for the development of commercial space. The Community Redevelopment Agency also provided the funding for the design and construction of a 420 space public parking structure in northern Chinatown.

Major commercial development opportunities exist in several locations of Central City North. The City's General Plan Framework has identified four areas in the Plan for increased commercial development. The areas are located in the Chinatown commercial district, the U. S. Post Office Terminal Annex area, the Union Station and MTA headquarters area, and the area just south of the Hollywood Freeway, east of Alameda Street, and north of First Street. The Terminal Annex and the Union Station locations are part of the Alameda District Specific Plan, which is a separate plan for the area with its own development standards and guidelines.

GOAL 2

A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

OBJECTIVE 2-1

To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

POLICIES

- 2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

Program: The Plan designates certain areas for commercial uses, which effectively limits commercial zones to these areas.

- 2-1.2 Protect commercially planned/zoned areas from encroachment by residential only development.

Program: Provisions of the Zoning Code currently restrict floor area of buildings, including residential buildings, in most commercial zones, to one-half the floor area allowed in residential zones. These provisions effectively discourage residential only developments in commercial zones. It is recommended that future requests to change commercial to residential zoning not be given favorable consideration by decision makers.

- 2-1.3 Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Program: The Community Redevelopment Agency (CRA) and the Community Development Department (CDD) offer low interest loans, grants, and tax incentives to businesses in the community.

- 2-1.4 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Program: Chapter V-Urban Design proposes policies for commercial development which addresses this policy.

OBJECTIVE 2-2

To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

POLICIES

- 2-2.1 Existing pedestrian oriented areas are to be preserved.

Program: The Plan Map identifies specific corridors as part of the Metropolitan Transit Authority's (MTA) Angel's Walk Pedestrian District Plan. The implementation of this plan will insure a pedestrian friendly commercial district.

- 2-2.2 New development needs to add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

- 2-2.3 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Program: The Design Guidelines of this plan addresses this policy.

OBJECTIVE 2-3

To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.

POLICIES

- 2-3.1 New development needs to add to and enhance the existing pedestrian activity.

Program: Development within these areas is subject to the design standards established in the Design Guidelines for pedestrian oriented areas.

- 2-3.2 New development in pedestrian oriented areas shall provide parking at the rear of the property.

Program: The Plan includes Design Guidelines which establishes design standards for pedestrian oriented areas which implements this policy.

- 2-3.3 Identify pedestrian oriented areas as preferred locations for mixed-use projects.

Program: Through this policy and a the General Plan Framework designations, the Plan proposes pedestrian oriented districts as preferred locations for mixed-use projects.

- 2-3.4 Require that the first floor street frontage of structures, including

mixed use projects and parking structures located in pedestrian oriented areas incorporate commercial uses.

Program: The Design Guidelines contained in Chapter V of the Plan addresses this policy .

OBJECTIVE 2-4

To enhance the appearance of commercial districts.

POLICIES

2-4.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Conformance with the Design Guidelines of Chapter V will implement this policy.

2-4.2 Preserve community character, scale, and architectural diversity.

Program: Design Standards for commercial areas included in the Design Guidelines of the Plan implement this policy.

2-4.3 Improve safety and aesthetics of parking areas in commercial areas.

Program: Design standards for parking areas established in the Design guidelines implement this policy.

2-4.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.

Program: The Design Guidelines, includes a section which establishes guidelines for community design and landscaping. These guidelines are intended to serve as a reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and rights-of-way, including street scape and landscaping.

INDUSTRIAL

The Central City North Community Plan has one of the highest concentrations of industrially designated land use plans in the city, occupying some 1180 acres or 60% of the entire Plan. The entire area south of the 101 Freeway between Alameda Street and the Los Angeles river is a major industrial district, consisting of a variety of different industrial activities. Industrial development north of the 101 Freeway surrounds the Chinatown commercial district, including the vacant 55 acre Cornfield/Bullring site. The area around Union Station and just south of the 101 Freeway has seen a transformation of uses from industrial to governmental. Since the adoption of the Public Facility (PF) zone and designation, there has been an incremental loss of industrial land in Central

City North. The area north of The 101 Freeway has lost approximately 106 acres to the PF zone, and the area south of the 101 Freeway has lost nearly 63 acres since the original Plan. With the adoption of the Alameda District Specific Plan, another 52 acres of industrial was redesignated from industrial to commercial, and the Mangrove Estates Project just east of Little Tokyo has also converted 10 acres of industrial to commercial.

The Community Redevelopment Agency has recently determined that there may be a need for designating the entire Plan area south of First Street as Redevelopment Project Areas. This is necessary since the existing industrial lands are in older areas that pose unique problems and disadvantages. Many of the industrial buildings in Central City North lack the design and amenities of the newer industrial park developments in adjacent cities. The industrial sector is characterized by smaller parcels, piecemeal development, and substandard streets, restricting the potential for site expansion required by newer industries.

In spite of these disadvantages, the industrial sector needs to be encouraged and protected. Attempts should be made to attract new employment generating industries.

GOAL 3

Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.

OBJECTIVE 3-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

POLICIES

3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above.

3-1.2 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: Environmental protection standards and health and safety requirements are enforced by other public agencies.

3-1.3 Require that any proposed development be designed to enhance

and be compatible with adjacent development.

Program: Design Guidelines include standards for industrial projects which are in the vicinity of residential uses.

OBJECTIVE 3-2

Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.

POLICIES

3-2.1 Support the existing artists-in-residence in Central City North as a cultural resource for the community.

Program: Support applications to the office of Zoning Administration for joint living and work quarters for artists and artisans in commercial and industrial buildings if all the necessary findings can be made.

OBJECTIVE 3-3

To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

POLICIES

3-3.1 The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.

Program: The Plan retains the existing industrial designations, including large industrially planned parcels.

MAJOR OPPORTUNITY SITES

One area within the community plan has been identified as a major opportunity site. The designation has been applied to an area which will potentially generate significant community wide interest and impacts. Some of the following characteristics were considered in identifying this area as a major opportunity site:

- P The community identity or uniqueness of a parcel;
- P The unimproved acreage of the parcel;
- P The potential buildout created by new development on the parcel;
- P The potential for jobs that new development could bring;

- P The potential for the provision of additional housing opportunities for an individual plan area;
- P The adequacy of the existing and proposed infrastructure;
- P The potential need of a master plan for the parcel to prevent incongruent incremental development;
- P The need for additional public facilities that any new development might generate, i.e. schools, libraries, community centers, police, and fire services.

In August 1991, a Preliminary Concept Plan was prepared for the Cornfield/Bullring site, and was submitted to the Los Angeles Department of City Planning. KDG Development Consulting, in conjunction with Halcyon Ltd. And Tierra Concepts, developed this study to determine the most desirable use for the 55 acre rail yard known as the Cornfield/Bullring. At the commencement of this study, the entire Cornfield/Bullring train yards property was owned by the Southern Pacific Transportation Company. Since that time, the Metropolitan Transit Authority (MTA), has acquired a southern portion of the site for a light rail station and the northern tip of the site (the "Bullring" train yards) for commuter and light rail lines. The entire, original Cornfield/Bullring train yards property was included within this analysis.

The larger portion of the Cornfield/Bullring property, known as the "Cornfield" train yards, is surrounded by North Broadway on the northwest, North Spring Street on the east, and Vignes Street on the south. The remaining six acres known as the "Bullring" train yards, are located north of the Cornfield yards along the west bank of the Los Angeles River. The Bullring yards are bordered by Elysian Park on the west and extended north to the Pasadena Freeway (I-110).

The consultant team developed four land use scenarios for the subject site. The four alternative land use scenarios are structured along the following general concepts: Alternative 1: maximum commercial development scenario; Alternative 2: urban village scenario; Alternative 3: multi-use, community-oriented scenario ; and Alternative 4: School focused scenario.

The site, although currently planned and zoned for industrial uses, has the potential to accommodate significant commercial development or the blending of commercial and residential uses. Another potential scenario would be a combination of lower density office, retail, and residential uses. Any future use for the site should be carefully studied and shared with the adjacent Chinatown community to the west of the site. Due to the size of this property and its location adjacent to Downtown Los Angeles and Union Station, the development of this property could have a significant impact on land development within the broader Central City North community.

**PUBLIC AND
INSTITUTIONAL**

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Central City North Community Plan are to be

LAND USE

developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Central City North Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services, and cost.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further, the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATION AND PARKS FACILITIES

In the Central City North Plan Area, public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks; regional, community, and neighborhood parks.

GOAL 4

Adequate recreation and park facilities which meet the needs of the residents in the Plan Area.

OBJECTIVE 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

POLICIES

4-1.1 Preserve the existing recreational facilities and park space.

Program: The plan assists in preserving such facilities and park space by designating city recreation and park facilities as Open Space, which provides such protection.

OPEN SPACE

GOAL 5

A community with sufficient open space in balance with development to serve the recreational, environmental and health needs of the community and to protect environmental and aesthetic resources.

OBJECTIVE 5-1

To preserve existing open space resources and where possible develop new open space.

POLICIES

5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

Program: The Plan Map designates areas for open space and protects vast open space areas such as Elysian Park from development.

OBJECTIVE 5-2

To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

POLICIES

5-2.1 Ensure that parks are adequately illuminated for safe use at night where appropriate.

Program: Park design, construction, and maintenance is the responsibility of the Department of Recreation and Parks for city owned parks.

SCHOOLS

In the Central City North Plan Area, the public schools are administered by the Los Angeles Unified School District (LAUSD).

The three LAUSD schools in the plan area are the Castelar Elementary School in Chinatown, Ann Street Elementary School serving the William Mead Housing complex, and the Metropolitan Continuation High School located at Seventh and Wilson Streets. Additional schools outside the plan area boundaries that serve residents in Central City North are Utah Street Elementary School and Hollenbeck Junior High School in Boyle Heights, Ninth Street Elementary School in Central City, Belmont High School in Westlake, and Nightingale Junior High School in Lincoln Heights.

GOAL 6

Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.

OBJECTIVE 6-1

To site schools in locations complementary to existing land uses, recreational opportunities and community identity.

POLICIES

- 6-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical transition and buffer between different uses e.g., multiple family residential vs. single family residential.

Program: Require a decision maker involved in a discretionary review for a proposed school to adopt a finding which supports the application of this policy.

- 6-1.2 Encourage cooperation between the Los Angeles Unified School District, and the Los Angeles County Parks and Recreation Department to provide recreation facilities for the community.

Program: The Los Angeles Unified School District, the County's Department of Parks and Recreation, and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

- 6-1.3 Site schools in a manner which complements the existing single family and multiple family residential neighborhoods.

Program: Require a decision maker involved in a discretionary review for a proposed school to adopt a finding which supports the application of this policy.

- 6-1.4 Proximity to noise sources should be avoided whenever possible.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order you comply with CEQA.

- 6-1.5 Expansion of existing schools should be preferred over acquisition of new sites.

Program: The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of new public schools.

LIBRARIES

The Central City North Community Plan area is served by two public libraries. They are the Chinatown Branch Library located in Chinatown at the Castelar Elementary School on West College Street. This 14,000 square foot library maintains a collection of books and materials in four languages (Chinese, English, Vietnamese, and Spanish). The Little Tokyo Branch Library is located just outside the Plan boundaries at Alameda and Third Street. This library is 2,500 square feet and contains books in both English and Japanese. In addition to the neighborhood branch libraries, the

plan area is served by the Central Library in the Downtown Financial District on Fifth Street. The 540,000 square-foot facility contains approximately 2.2 million books and material and is easily accessible from Central City North by way of the Metro Red Line and the DASH bus system.

GOAL 7

Ensure that adequate library facilities are provided for the community's residents.

OBJECTIVE 7-1

To encourage the City's Library Department to provide adequate library service which responds to the needs of the community.

POLICIES

7-1.1 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, transit stations, office buildings, and similarly accessible facilities.

Program: Through the inclusion of this policy in the Plan text, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review and approve site for new libraries.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department (LAPD). There is one Police Station in Central City North, the Chinatown Substation located at Hill and College Street.

GOAL 8

A community with adequate Police facilities and services to protect the Community's residents from criminal activity, reduce the incidence of crime and provide other necessary law enforcement services.

OBJECTIVE 8-1

To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

POLICIES

8-1.1 Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Program: Require a decision-maker to include a finding as to the impact on police protection service demands of the proposed

project or land use change. Currently, the Police Department is consulted with regard to the impacts of plan amendments on law enforcement needs and demands by the plan amendment review process of General Plan Advisory Board, of which the Police Department is a member.

OBJECTIVE 8-2

To increase the community's and the Police Departments ability to minimize crime and provide adequate security.

POLICIES

8-2.1 Support and encourage community based crime prevention efforts (such as Neighborhood Watch and the Senior Lead Officer Program), 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.

Program: Community oriented law enforcement programs is administered by the Los Angeles Police Department.

8-2.2 Insure that landscaping around buildings be placed so as not to impede visibility.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

8-2.3 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police department.

8-2.4 Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility security.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

FIRE PROTECTION

Fire protection services are provided by the Los Angeles Fire Department. There are two Fire Stations in the Central City North Plan Area. Fire Station No. 4 is located on Main Street adjacent to the U.S. Post Office Terminal Annex. Fire Station No. 17 is located on Santa Fe Avenue just south of Seventh Street.

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City departments, other governmental agencies, developers, and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs.

GOAL 9

Protect the community through a comprehensive fire and life safety program.

OBJECTIVE 9-1

Ensure that fire facilities and fire protection services are sufficient for the existing and future population and land uses of Central City North.

POLICIES

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision-maker to include a finding as to the impact on fire service demands for all plan amendments within five years of Plan adoption.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

9-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

Program: The Plan Map identifies general locations for the establishment of fire services facilities in the community.

TRANSPORTATION

A Transportation Improvement and Mitigation Plan (TIMP), was prepared for the Central City North Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan.

The TIMP document provides an implementation program for the circulation needs of the Plan area which consists of recommendations described as follows:

- A. Street Reclassifications
- B. Transit Improvements

- C. Transportation Systems Management (TSM) Strategies.
- D. Transportation Demand Management (TDM) Strategies.
- E. Residential Neighborhood Protection Plan.
- F. Capital Improvements.

The Transportation Improvement and Mitigation Plan establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed Capital Improvements, specifically street widenings, signing, and striping improvements and prohibitions on peak hour parking should be weighed against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

A. STREET RECLASSIFICATIONS

There are streets in the Central City North Community Plan Area that are designated as collector streets but truly function as local streets. These roadways provide only access to abutting land parcels but do not connect directly to arterial roadways. The reason for this designation is to accommodate the heavy truck traffic in the industrial area. Design standards for a typical local street are not adequate for trucks to easily maneuver, hence the use of collector street designations.

This TIMP proposes the use of a new street classification in the Central City North area where the land use generates heavy truck traffic but the functional operation is that of a local. This classification is termed "local industrial". The reclassification of such streets will clarify the operational function of the roadway and will ensure proper design standards to handle the vehicle mix. As defined by LADOT, "local industrial" roadways should be built to collector street standards (curb to curb widths, curb radii, ROW etc.). The reclassification of certain collector streets in the industrial areas as "local industrial roadways" and the widening of such streets to collector street standards should not be implemented in areas where such widening would facilitate additional truck traffic in nearby residential areas." All streets that are designated as collector streets, but do not operate as collectors, should be considered for this redesignation in the industrial area of Central City North.

B. TRANSIT IMPROVEMENTS

Some of the major opportunities within the plan area relate to the proposed development of MetroRail Transit lines. While it is anticipated that within the time frame of the community plan transit lines will be constructed, the automobile will remain one of the principal modes of transportation.

The City of Los Angeles Department of Transportation operates the DASH and Commuter Express bus service in various locations in

Central City North and other areas of the city. The Department of Transportation can lend support and assistance to the Metropolitan Transit Authority (MTA) by evaluating travel needs of residents and making recommendations for modifications and improvements to public transportation service.

The Metro-Red Line subway system links Central City North to the Central City area and beyond to Westlake and Mid-Wilshire. A planned station in the Little Tokyo/Loft District area will eventually connect this area to the rest of the Red Line and East Los Angeles. The proposed extension of the Blue Line Light Rail System will connect Pasadena and Northeast Los Angeles to downtown Los Angeles and the existing line south to Long Beach. A Blue Line station has been proposed for Chinatown and Union Station.

The City Council, in November of 1993, adopted a Land Use-Transportation Policy which provides the framework to guide future development around transit station areas. The Policy includes land use, housing, urban design, ridership strategy, parking and traffic circulation, equity, economic development, and community components.

GOAL 10

Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

OBJECTIVE 10-1

To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.

POLICIES

10-1.1 Coordinate with the MTA to improve local bus service to and within the Central City North community and on a Bus Restructuring Program for the area.

Program: Increase bus service along high-demand routes and corridors in transit-dependent areas to reduce bus overcrowding.

Program: Provide additional express and local bus service along major transit corridors to augment future rail service and reduce congestion along congested corridors.

10-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: The plan includes a Urban Design chapter that outlines design guidelines for transit stops.

10-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit dependent population.

Program: Increase accessibility in areas with high transit dependence, reduce the unit cost of service delivery, and create entrepreneurial opportunities, by developing alternative community based services, expanding existing community based services, and participating in demonstration projects.

Program: Seek maximum opportunities for entrepreneurial services and other private sector initiatives through such strategies as demonstration programs and financial incentives.

C. **TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

GOAL 11

A well maintained, safe, efficient freeway and street network.

OBJECTIVE 11-1

That signalized intersections are integrated with the City's ATSAC system by the year 2010.

POLICIES

11-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

Program: Accelerate installation of ATSAC equipment when funding becomes available.

11-1.2 Support the existing Department of Transportation program to provide separate right and/or left turn lanes on arterial streets, where feasible.

Program: The plan encourages the Department of Transportation to provide separate right turn and/or left turn lanes on arterial streets.

Program: Installation of peak-hour parking restrictions and/or peak-hour turn restrictions and installation of HOV and reversible lanes to existing LADOT program.

- 11-1.3 Accelerate controller replacement to upgrade and improve signal efficiency.

Program: Implement funding when it becomes available.

D. TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although most major street intersections in Central City North are in compliance with the City's policy, the level of trips generated by future development in and surrounding the plan area requires the implementation of a Transportation Demand Management Program (TDM) and other improvements to enhance safety and mobility. A TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

TDM FEATURES

1. Transportation Management Association Formation/Coordination

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Management Programs

The City will continue to participate in local and regional TDM programs being implemented by the City, other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies, and jurisdictions.

3. TDM Ordinance

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Central City North area. This ordinance calls for several measures to be taken in developments to achieve trip reduction targets.

4. Monitoring

The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current citywide TDM ordinance.

5. Bikeways

The City should implement a bikeways development program as specified in the Plan as part of an overall transportation demand management strategy.

6. Telecommuting

The City should encourage large non-residential office developers, those with 1,000 employees or more, to provide teleconferencing facilities. Large residential developers, those with developments containing 500 or more units, are encouraged to incorporate “work centers” for telecommuting into their developments.

7. Land Use Transportation Policy

The City Council, in November 1993, adopted a Land Use Transportation Policy which provides the guidelines for development in the vicinity of transit stations. The policy includes land use, housing, urban design, ridership strategy, economic development, and community facilities components.

GOAL 12

Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.

OBJECTIVE 12-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

POLICIES

- 12-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.)

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT.

- 12-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT.

Program: Implementation of the Smart Shuttle Program by LADOT and expansion of DASH and Cityride services to provide community-based transportation service.

- 12-1.3 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The decision-maker shall include this in approval of

projects.

12-1.4 TDM measures in Central City North should be consistent with adopted City policy.

Program: The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program (TIMP) contains four TDM recommendations:

1. Continue progress in trip reduction through implementation of Clean Air Program (CAP) projects to meet or exceed the projected 2010 Market levels of Ridesharing and transit ridership.
2. Support proactively the regional implementation of market incentives to achieve regional levels of trip reduction mandated by State and Federal Clean Air Acts while protecting the economic future of the City and the region.
3. Encourage regional agencies to consider the following measures when devaluing regional TDM program for work trips:
 - P Develop and implement public education on carpooling and ridesharing;
 - P Expand employer based commute assistance programs;
 - P Encourage businesses to implement telecommuting and alternative work schedules;
 - P Require new developments to include bicycle facilities;
 - P Implement shuttle bus programs to serve transit stations.
4. Encourage regional agencies to consider the following measures when developing regional TDM programs for non-work trips:
 - P Provide public education on TDM;
 - P Develop and adopt appropriate land use measures;
 - P Provide express bus service to major activity centers and shuttle bus service within centers;
 - P Enhance and expand local bus service;
 - P Develop residential based TMO's;
 - P Develop merchant incentives for customers with bus

passes;

- P Provide Park and ride services to centers and special events.

TDM strategies and measures recommended for the Central City North Community plan area include:

Limit Vehicle Trip Generation for New Development.

1. Require new commercial and industrial development projects to limit peak period vehicle trips to 85 percent of that forecasted for the project (i.e., as compared to trip generation rates used to determine project traffic impacts) or to achieve a 1.5 peak period Average Vehicle ridership among employees.
2. Provide development related incentives, such as increased density and/or reduced on-site parking requirements, for projects that exceed minimum trip reduction performance. Properties conditioned with these requirements should be compelled to monitor performance and provide a contingency plan for addressing potential problems, such as spillover parking.

Financial Incentives

3. Offer employers with 25 or more employees an incentive for participating in the Los Angeles Transit Subsidy Ordinance (only firms with 100 or more employees are required to comply), such as reducing the fees for the City's Business Registration License. Alternatively, smaller employers could be required to participate thus increasing the number of employees receiving the subsidy.

Many employees working in Central City North are employed by organizations with fewer than 100 workers. This measure, either in its regulatory or voluntary form, would lower the cost of riding transit for lower wage employees that are more likely to ride transit if costs are reduced.

Communications

4. Develop an access guide to Central City North identifying locations served by transit (particularly regional transit operating out of Union Station), pedestrian paths, and bicycling facilities. The access guide should be made available at worksites and community facilities.

Telecommunications

5. Provide incentives (e.g., increased density, reduced development fees) for developers of new multi-family housing to provide capabilities for use of telecommunications equipment that makes it easier to work at home.

Facility Improvements

6. Provide bicycle storage devices at Union Station for nearby residents and commuters to use when accessing MTA transit services.
7. Designate car/vanpool waiting zones on or adjacent to arterials in employment areas that are out of traffic flows, well lighted, visible, and distinguished from bus stops.
8. Identify and install signs and pavement markings along bicycle routes and lanes on the following roadways.

P Sunset Blvd./Cesar Chavez Blvd._

P First Street (Alameda to Indiana)

P Seventh Street (Spring to Soto)

P Class II bikeways along Olympic Blvd. (Central to Soto)

9. Identify and develop a series of pedestrian paths and trails that are well lighted, visible, and well marked that make walking to activity centers, such as Union Station, convenient and safe.
10. Recommend that LADOT study the feasibility of Commuter Bikeway facilities throughout the plan area and report back to the City Council Transportation Committee on results before implementation, particularly as addition of bike paths might affect the proposed Eastside Light Rail Project and the general flow of vehicular traffic on some of the plan area's narrow streets. Particular attention should be paid to the streets or segments of streets listed in item number 8 of this section (above).

Parking Management

11. Require property owners of new commercial and industrial developments to uncouple leases on parking spaces from that of work space and allow tenants to lease only the parking that they want (versus requiring

NON-MOTORIZED TRANSPORTATION

tenants to take a minimum parking allocation).

The plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan 2035 identifies a bicycle network through the Central City North community. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to compliment other transportation modes.

GOAL 13

A system of safe, efficient and attractive bicycle and pedestrian facilities.

OBJECTIVE 13-1

To promote an adequate system of bikeways for commuter, school, and recreational use.

POLICIES

13-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas, and employment centers.

Program: The Mobility Plan 2035 addresses concerns regarding bicycle use issues.

13-1.2 Identify bicycle facilities along arterials in the community.

Program: Implementation of the Mobility Plan 2035 will administer this objective.

13-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

Program: Implementation of the Mobility Plan 2035 will administer this objective.

13.1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.

Program: Through the inclusion of this policy in the Plan Text, the plan supports the provision of bicycle facilities particularly in pedestrian oriented areas. The plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.

OBJECTIVE 13-2

To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

POLICIES

13-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan 2035 addresses bicycle use issues.

Program: Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary project approval process.

13-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

PARKING

The plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in the Central City North community so that an adequate supply of parking can be provided to meet the demand. City owned parking lots should be located in or near commercial and industrial areas.

GOAL 14

A sufficient system of well designed and convenient on-street parking and off street parking facilities throughout the Plan area.

OBJECTIVE 14-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

POLICIES

14-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto the arterial.

Program: The plan contains an Urban Design chapter which outlines guidelines for parking facilities.

14-1.2 New parking lots and garages shall be developed in accordance with design standards.

**RESIDENTIAL
NEIGHBORHOOD
PROTECTION PLAN**

Program: The plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

Within the Community Plan area, a variety of neighborhood traffic controls could be proposed. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient, and compatible manner. They include stop signs, speed bumps, traffic circles, semi-traffic diverters, right or left turn only lanes, turn restrictions, and it is important to improve traffic flow on arterial streets to encourage commuter traffic to stay on arterial streets and not use local residential streets.

In order for these traffic control measures 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; and (c) regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan requires that residents within the Plan area participate in the plan process, to articulate their priorities and values, respond to proposed plans and designs and offer alternatives of their own.

GOAL 15

Community involvement in determining neighborhood traffic controls.

OBJECTIVE 15-1

To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan’s neighborhoods and artist-in-residence districts.

POLICIES

15-1.1 The City should establish neighborhood traffic control monitoring programs within the community plan area.

Program: Implement neighborhood traffic control monitoring programs to accomplish the following:

- P Ensure that proper devices are installed:
- P Analyze their effectiveness;
- P Study the before and after effects of the control devices;
- P Ensure that undesirable impacts on established residential neighborhoods are minimal; and
- P Examine the need for additional controls.

CAPITAL IMPROVEMENTS

The Central City North Community Plan area is traversed by three major freeways, the Santa Ana Freeway (5), the Pasadena Freeway (110), and the Santa Monica Freeway (10). Routes designated as Boulevards in the east-west direction include segments of Vignes Street.

Roadways are required to be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's standard street dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated transportation infrastructure.

GOAL 16

A system of freeways, and streets that provide a circulation system which is consistent with the Mobility Plan 2035 and that supports existing, approved, and planned land uses while maintaining a desired level of service at intersections where feasible.

OBJECTIVE 16-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development

POLICIES

16-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for Boulevards, Avenues, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the policies of the Mobility Plan.

Program: Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010.

1. Street Widening

The TIMP has identified several street segments for street widening. These locations were selected because they are expected to experience heavy traffic congestion by the Year 2010 and have roadway widths narrower than the city's standards. Substantial improvements could be obtained by widening these segments to their designated standard specifications. However, most of the street segments with less than standard widths cannot feasibly be widened to meet the City standards. To do so may entail the purchase of rights-of-way, demolition of existing structures, or

relocation of major utilities. Therefore, it is recommended for such segments that the eventual roadway widening be accomplished as conditions of approval for individual property development.

Below is a list of substandard street segments in the project area where street widening is recommended, to the extent feasible and consistent with the policies of the Mobility Plan:

P **Alameda Street between Olympic Boulevard and 15th Street**-Right-of-way acquisition is not assumed. The required roadway was assumed to be dedicated when adjacent parcels are developed. The segment which goes under the Santa Monica Freeway, will need restriping to provide two additional lanes (one northbound and one southbound).

P **Olympic Boulevard between Alameda Street and Santa Fe Avenue**-Right-of-way acquisition is not assumed. The required roadway width was assumed to be dedicated when adjacent parcels are developed. The portion of Olympic Boulevard under the Santa Monica Freeway will not be widened.

2. Signing and Striping Improvements

P **First Street - Alameda Street to Mission Road** - For the portion from Alameda Street to Santa Fe Avenue, the improvements include restriping and peak hour prohibition of parking. For the bridge portion over Santa Fe Avenue to Mission Road, the estimates include restriping and labor to operate a reversible lane.

P **Fourth Street - Fourth Place to Mission Road** - For the portion from Fourth Place (Hewitt) to Molino, the improvements include restriping and peak hour prohibition of parking. For the bridge portion from Molino Street to Mission Road, the estimates include restriping and labor to operate a reversible lane.

P **Alameda Street - Alpine Street to Cesar Chavez Avenue** - The improvements include restriping and peak hour parking prohibition.

P **Alameda Street - Olympic Boulevard to 15th Street** - The improvements include restriping and re-signing after roadway widening improvements occur.

P **Alpine - Broadway to Alameda Street** - The improvements include restriping and peak hour parking prohibition.

P **Broadway - Bishop Road to Cesar Chavez Avenue** - The improvements include restriping and peak hour parking prohibition.

- P **Center Street - Commercial Street to Temple Street** - The improvements include restriping and peak hour parking prohibition.
- P **Main Street - College Street to Alameda Street** - The improvements include restriping and peak hour parking prohibition.
- P **Ord Street - Yale Street to Broadway** - The improvements include restriping and peak hour parking prohibition.
- P **Olympic Boulevard - Alameda Street to Santa Fe Avenue** - The improvements include restriping and re-signing when roadway widening improvements occur.
- P **Santa Fe Avenue - Temple Street to First Street** - The improvements include restriping and peak hour parking prohibition.
- P **Santa Fe Avenue - 15th Street to 25th Street** - The improvements include restriping and re-signing when the Alameda Corridor grade separation occurs.
- P **Vignes Street - Alameda Street to Cesar Chavez Avenue** - The improvements include restriping and peak hour parking prohibition.

3. **Traffic Signal Improvements**

The cost for traffic signal improvements are included in the Engineer's Estimate for each roadway segment. For segments where only restriping was involved, the cost of relocating detector loops was applied to the estimate. If roadway widening was involved, then a larger cost was applied to account for signal equipment relocation.

4. **Reversible Lane Operations**

Implementation of reversible lane operation on a bridge or tunnel were identified on the following roadway segments:

- P First Street - Alameda Street to Mission Road;
- P Fourth Street - Fourth Place to Mission Road;
- P Olympic Boulevard - Alameda Street to Santa Fe Avenue.

Reversible lane operation will better utilize the unused capacity on these roadway segments. The cost for implementing reversible lane operation is minor relative to the high cost of widening a bridge or tunnel.

HISTORIC AND CULTURAL RESOURCES

This section provides a basis to preserve, enhance, and maintain sites and structures which have been deemed architecturally and historically significant.

The Central City North Plan area encompasses Chinatown, parts of Little Tokyo and El Pueblo (beginning just east of Olvera Street), symbolic cultural centers of three prominent ethnic groups in the city, and the birthplace of Los Angeles. A large artists community also resides in the plan area just east of Alameda Street along the Los Angeles River. Central City North was historically the major industrial center of Los Angeles and today is a major center for railroad yards and point of distribution for goods received by the Ports of Los Angeles and Long Beach.

The pueblo of Los Angeles was established in 1781 under a charter from the King of Spain. When settlers arrived to find Yang Na, the local indigenous name for the area, they stopped at a location today called "La Plazita", in the heart of the planning area. After Mexico gained independence from Spain in 1822, Los Angeles continued to grow, but the "Plazita" remained the heart of the town. Following the Mexican War the city became part of the United States, and the coming of the Americans which brought radical changes.

The heart of the Mexican population remained at the original pueblo site, by then called "Sonora Town". However, the coming of the railroad brought prosperity and economic development to the city and an eventual displacement of the Mexican population to the area along the Los Angeles River known as the "Flats".

The Chinese population grew with the building of the Southern Pacific Railroad, and the first Chinese settlement, the original Chinatown was created at the site of present day Union Station. In 1939 Union Station was built, and the Chinese community living there was uprooted and relocated to "New Chinatown" at its present day location.

Japanese immigration to Los Angeles began in the late 1800's and following the 1906 earthquake in San Francisco. The Japanese immigrants settled into the area of present day Little Tokyo and flourished until the beginning of the U.S. involvement in World War II when the Japanese were sent to relocation camps. After the war, the Japanese were released but settled into other areas of Los Angeles.

Significant settlements by Italians, French, and Croatian communities mark the history of the area around Chinatown and North Broadway as well.

The majority of each of the major ethnic populations that settled Central City North now live outside the region. Yet, each still regard the original locations as the heart of their heritage in Los Angeles.

Central City North has a variety of different architectural styles that dot the

plan area. The most prominent would be the 1939 Union Station. When Union Station was completed, it was the terminus of the passenger rail lines from all points east. Its architectural style is defined as Spanish Colonial Revival with Streamline Moderne touches. This building is listed on the National Register of Historic Places and is on the city's Cultural/Historic Monuments list.

Chinatown is both a tourist spot and a working community. Its center covers two blocks of picturesque pedestrian streets lined with two story buildings with Oriental motifs and curved roof lines. The highest concentration of Chinese ornament appears along Gin Ling Way, a pedestrian street between Broadway and Hill Street, about halfway between College Street and Bernard Street. Near the middle of this street is a wishing-well fountain made up of a six-foot high mountain with small plants and smaller statues within a fish pond. Tiny paths and bridges lead up to figures of the eight Chinese Immortals with the goddess Kwan Yin protected by blue lions and a shrine. Many of the newer buildings have also incorporated the Oriental design into the buildings.

GOAL 17

Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.

OBJECTIVE 17-1

To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.

POLICIES

17-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original facades.

Program: Adherence to the City's historic properties preservation ordinances and City's Cultural Heritage Board requirements for preservation and design; implementation of design standards.

OBJECTIVE 17-2

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

POLICIES

17-2.1 Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design; implementation of design standards.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

GOAL 18

A community which promotes cultural amenities and implements the City's Cultural Master Plan.

OBJECTIVE 18-1

To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

POLICIES

18-1.1 Support the existing artists community in Central City North as a cultural resource for the community.

Program: The Plan's policies and programs encourage the development of the artists-in residence community in Central City North.

CENTRAL CITY NORTH

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
	Single Family					
	Multiple Family					
					118	5.9
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	13.81	11.7		
	Medium	R3	56.75	47.9		
	High Medium	R4	47.86	40.4		
COMMERCIAL						
					168	8.3
	General	C1.5, C2, C4, P	14.79	8.8		
	Community	CR, C2, C4, P, PB	3.96	2.4		
	Regional	CR, C1.5, C2, C4, R3, R4,	148.79	88.8		
INDUSTRIAL						
					914	45.5
	Commercial	CM, P	10.38	1.1		
	Limited	CM, MR1, M1, P	11.60	1.3		
	Light	MR2, M2, P	112.00	12.3		
	Heavy	M3, P	779.00	85.3		
PARKING						
OPEN SPACE/PUBLIC FACILITIES						
					434	21.6
	Open Space	OS, A1	153.19	35.3		
	Public Facilities	PF	280.79	64.7		
STREETS						
					376	18.7
	Public Street		376.15	18.7		
TOTAL					2,010	100.0

CENTRAL CITY NORTH

CHAPTER IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate city departments and through other agencies including Federal, State, and private sector entities to further the goals of the plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which reinforce the intent of the goals and objectives found in Chapter III.

RECREATION AND PARK FACILITIES

1. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly owned open space.
2. Ensure that parks are adequately illuminated for safe use at night where appropriate.
3. Provide supervision of park activities and promote enforcement of codes restricting illegal activities.
4. Coordinate between the Department of Recreation and Parks and the Police Department to insure adequate police patrols and the utilization of "defensible space" in the design of recreation and park facilities.
5. Improve the utilization and development of recreational facilities at existing parks, especially Elysian Park and the Alpine Recreation Center.
6. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking, and horseback riding.
7. The expansion of existing facilities and the acquisition of new sites should be planned and designed to minimize the displacement of housing and the relocation of the residents.
8. Target park and recreation facilities in areas with the greatest deficiencies.
9. Pursue resources to clean up and activate land that could be used for public recreation.

SCHOOLS

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, if they are needed, prior to the displacement of existing uses.
2. Encourage vocational schools to locate in commercial or industrial areas where the training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous uses.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands to the year 2010.
2. Develop a Citywide policy for locating permanent non-English language collections at local libraries.

POLICE PROTECTION

1. Ensure that an adequate number of police stations and police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing), police service in the city.
2. 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.
3. Identify neighborhoods where facilities are needed to provide adequate Police protection.

FIRE PROTECTION

1. Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level of service (response time and staffing), fire hazards in the city.
2. Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
3. Identify neighborhoods with deficient fire facilities and/or services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

HOUSING

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
2. Maintain and preserve the character and integrity of existing

neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification, and rehabilitation.

3. Improve the coordination of public services to support neighborhood conservation activities.
4. Ensure that the location of low and moderate income housing is equitably distributed throughout the plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, such as artist-in-residence facilities, as well as alternative materials and methods of construction, which are found to be compatible with City Codes.
6. Allow for the assembly and trade of public land in order to encourage the construction of housing in appropriate locations within the Plan area.
7. Ensure that the development of transitional housing units and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist through City, State, and Federal programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

UTILITIES

Install utilities underground through assessment districts or other funding, when possible.

EMPLOYMENT

1. Businesses should be encouraged to participate in job training programs for local residents.
2. Employment opportunities should be developed for a wide range of jobs, skills, and wages.

PUBLIC TRANSPORTATION

1. Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Central City North Community Plan Area.
2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the

transit-dependent population.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle facilities connecting neighborhoods to schools, open space areas, employment centers, and to transit stations.

CHAPTER V

URBAN DESIGN

The Central City North Community Plan is made up of neighborhoods with distinctive characteristics. The purpose of this chapter is to lay out policies and standards for multiple residential, commercial, and industrial projects, and for community design. This chapter identifies general Design Standards directed at individual projects. In addition, there is a Community Design and Landscaping section which is directed at the community's use of streetscape improvements and landscaping in public spaces and rights-of-way.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple residential, commercial, and industrial projects within the entire Plan area. They also address design issues for parking and landscaping.

Policies and standards found in this chapter can be accomplished with the establishment of a Community Design Overlay District (CDOs), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00).

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial, and industrial projects and public spaces and rights-of-way

incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity. In multiple family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

A. COMMERCIAL

1. SITE PLANNING

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

- a. Locating surface parking to the rear of structures;
- b. Minimizing the number of widths of driveways providing sole access to the rear of commercial lots;
- c. Maximizing retail and commercial service uses along frontages of commercial developments;
- d. Providing front pedestrian entrances for businesses fronting

on main commercial streets;

- e. Providing through arcades from the front of buildings to rear parking for projects within wide frontages;
- f. Providing landscaping strips between driveways and walkways accessing the rear properties;
- g. Providing speed bumps for driveways paralleling walkways of more than 50 feet;
- h. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas;
- i. Providing where feasible, the under grounding of new utility service.

2. HEIGHT AND BUILDING DESIGN

The mass, proportion, and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland untreated portions of exterior buildings facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

- a. Requiring the use of articulations, recesses, surface perforations, and porticoes to break up long, flat building facades;
- b. Providing accenting, complimentary building materials to building facades;
- c. Maximizing the applications of architectural features or articulations to building facades;
- d. Designating architecturally untreated facades for signage;
- e. Screening of mechanical and electrical equipment from public view;
- f. Requiring the enclosure of trash areas for all projects;
- g. Requiring freestanding walls to use articulation, recesses, surface perforations, porticoes to break up long freestanding walls.

3. **PARKING STRUCTURES**

Parking structures shall be integrated with the design of the buildings they serve through:

- a. Designing parking structure exteriors to match the style, materials and colors of the main building;
- b. Maximizing commercial uses, if appropriate, on the ground floor;
- c. Landscaping to screen parking structures not architecturally integrated with the main building;
- d. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

4. **SURFACE PARKING LANDSCAPING**

- a. Devoting at minimum 7% of total surface area of surface parking lots to landscaping;
- b. Providing a landscaped buffer along public streets adjoining residential uses, and between residential uses and parking lots.

5. **LIGHT AND GLARE**

- a. Installing on-site lighting along all pedestrian walkways and vehicular access ways;
- b. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

6. **MIXED USE**

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the buildings.

B. **POLICIES FOR PEDESTRIAN ORIENTED DISTRICTS**

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- a. Locating surface parking to the rear of structures;
- b. Minimizing the number of widths of driveways providing sole access to the rear of commercial lots;
- c. Maximizing retail and commercial service uses along frontages of commercial developments;

- d. Providing front pedestrian entrances for businesses fronting on main commercial streets;
- e. Providing through arcades from the front of buildings to rear parking for projects within wide frontages;
- f. Providing landscaping strips between driveways and walkways accessing the rear of properties;
- g. Providing speed bumps for driveways paralleling walkways of more than 50 feet;
- h. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas;
- i. Providing where feasible, the under grounding of new utility service.

C. MULTIPLE RESIDENTIAL

1. SITE PLANNING

All multi-family residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents and the following goals are proposed:

- a. Requiring useable open space for outdoor activities, especially for children.

2. DESIGN

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. Achievement of this can be accomplished through:

- a. Requiring the use of articulation, recess, or perforations of surfaces to break up long, flat building facades;
- b. Utilizing of complementary building materials in building facades;
- c. Integrating building fixtures, awnings, security gates, etc. into the design of a building;
- d. Screening all rooftop equipment and building appurtenances from adjacent properties.

3. PARKING STRUCTURES

Parking structures shall be integrated with the design of the buildings they serve through:

- a. Designing parking structure exteriors to match the style, materials, and color of the main building;
- b. Maximizing commercial uses on the ground floor;
- c. Landscaping to screen parking structures not architecturally integrated with the main building;
- d. Utilizing decorative walls and/or landscaping to buffer residential uses from parking structures.

**COMMUNITY DESIGN
AND LANDSCAPING
GUIDELINES**

In addition to identifying design policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the Central City North Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update and implement their respective plans.

A sense of entry should be created into the Chinatown community from adjacent neighborhoods that serve to define the boundaries and the edges of the community and its uniqueness. This same type of entryway should also occur for the artists-in-residence quarters but to a lesser degree. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the communities as a unique place in the city.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during the summer, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes the communities within Central City North from each other.

The following improvements are recommended:

A. ENTRYWAY IMPROVEMENTS

- 1. Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.

B. STREETScape

- 1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and

sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to the following:
 - A. Street Trees
 - B. Street Lighting
 - C. Streetscape Elements
 - D. Public Signage
3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert medians.

C. **STREET TREES**

1. Select species which; (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought and smog tolerant, fire resistant, and ©K complement existing trees.
2. Establish a hierarchy for the street trees which shall include:
 - a. **MAJOR ACCENT TREES.** These trees should be located at entry locations, intersections, and activity centers.
 - b. **STREET TREES.** Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from one another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. **ORNAMENTAL OR SPECIAL PLANTINGS.** At special areas along the street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

D. **STREET FURNITURE**

1. Install street furniture that encourages pedestrian activity or

physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

2. Provide for the use of kiosks or other street furniture.

E. STREET LIGHTING

1. Install new street lights in commercial districts which are pedestrian oriented, attractively designed, compatible in design with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type in the different neighborhoods utilizing a light standard that is compatible with the historic commercial fabric and coordinated with an overall street furniture and graphics/signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and "light trespass".
5. No new or replacement street tree shall be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City's Cultural Affairs Commission.

F. SIDEWALKS/PAVING

1. Re-pave existing sidewalks and crosswalks in principal commercial districts such as Chinatown with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk "pull-outs" at intersections, where they do not

adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

G. SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it enhances designated historic sites and districts.
4. Provide for signage which uniquely identifies the principal commercial areas of the plan area including but not limited to Chinatown.

H. PUBLIC OPEN SPACE AND PLAZAS

1. Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.