

DRAFT
**GUIDE FOR DEVELOPMENT:
CHAVEZ & FICKETT**

JANUARY 2017



This page was intentionally left blank.

TABLE OF CONTENTS

1. OVERVIEW

2. VISION FOR DEVELOPMENT

3. PROGRAM GUIDELINES

Primary Goals

Uses

Program and Site Diagrams

4. DEVELOPMENT GUIDELINES

Urban Design

Open Space

Architecture & Building Design

5. REGULATORY AND POLICY FRAMEWORK

Los Angeles Department of City Planning - General Plan

Los Angeles Department of City Planning - Community Plan

Metro Joint Development Program: Policies and Process

Metro Complete Streets Policy

Metro First Last Mile Strategic Plan

City of Los Angeles - Great Streets Initiative

Los Angeles Department of City Planning - Bicycle Plan and Mobility Element

Los Angeles Department of City Planning - Plan for a Healthy Los Angeles

6. TRANSIT CONNECTIVITY

Bus

Bicycle

APPENDIX

A. Summary of Comments from the Community Outreach Process

B. Design Guidelines Checklist

C. Metro Meeting Handout, August 6, 2016.

This page was intentionally left blank.

1. OVERVIEW

HOW TO USE THIS GUIDE FOR DEVELOPMENT

The Los Angeles County Metropolitan Transportation Authority (“Metro”) has prepared this Guide for Development (“Guide”) to communicate community stakeholders’ and Metro desires for the joint development of Metro-owned property (“Development”) at Parcels A and B located along Cesar E. Chavez Avenue, between Mathews Street and Fickett Street, known collectively as “Chavez-Fickett”. The Guide summarizes specific policies that apply to the project site and defines objectives that were developed from existing land use regulations and a public outreach process conducted from February to August 2016. These guidelines will be a basis for evaluating proposals.

It is organized as follows:

1. Overview
2. Vision for Development
3. Program Guidelines
4. Development Guidelines
5. Regulatory and Policy Framework
6. Transit Facility Requirements

This Guide will accompany the 2017 Request for Proposals (“RFP”) for Development of Metro Owned Parcels at the Chavez-Fickett site. For reference purposes, Figure 1 provides a map of the Metro-owned parcels at the Chavez-Fickett site.

All applicable State, County and City of Los Angeles regulations and code requirements shall apply.

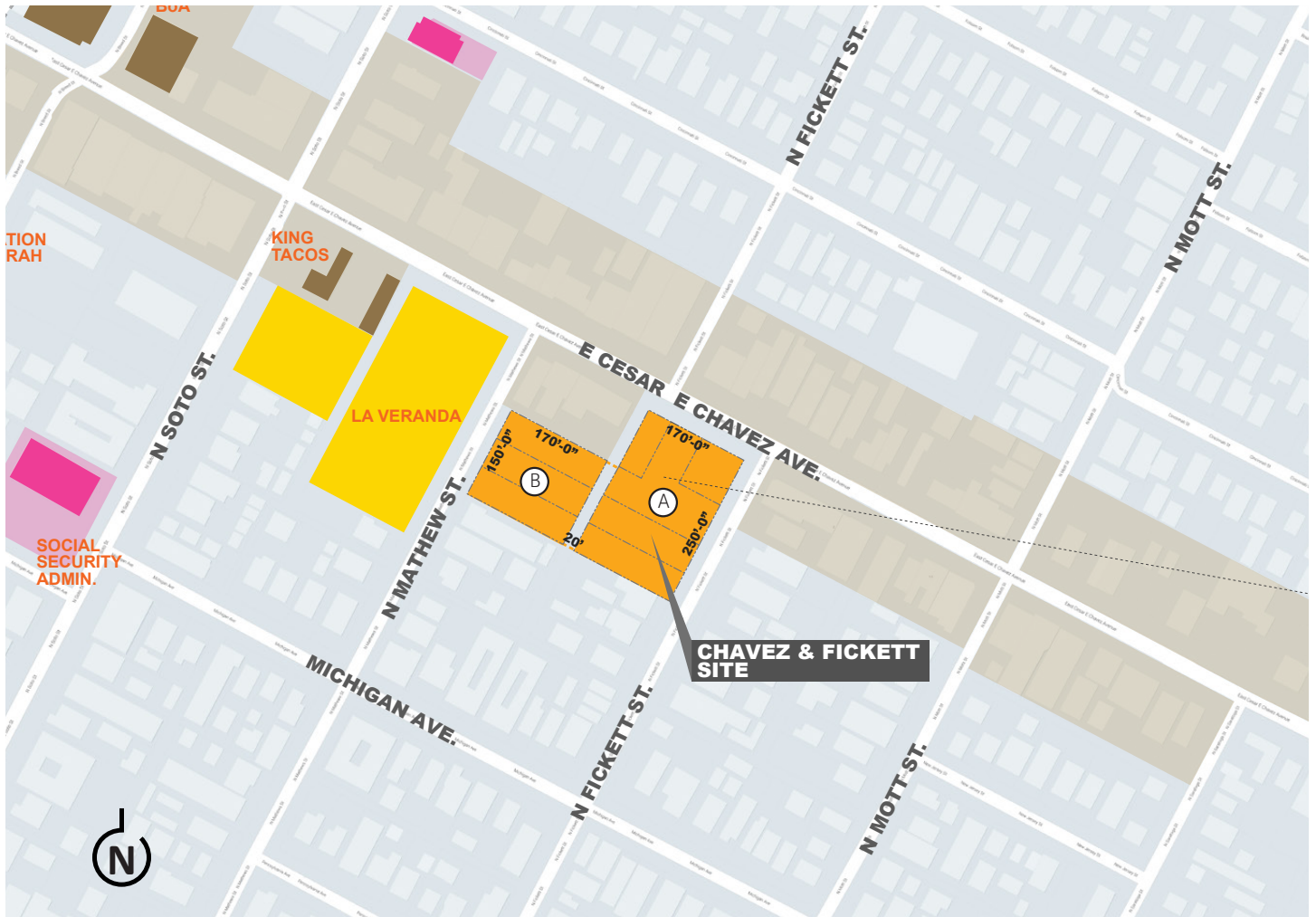


Figure 1: Chavez-Fickett Joint Development Site Map

1. Parcel A: Existing Parking lot (42,500 SF)
2. Parcel B: Existing lot (25,500 SF)

JOINT DEVELOPMENT PROCESS

The Metro Joint Development Process includes four stages: (1) initial community outreach; (2) developer solicitation and selection; (3) project refinement, including additional community outreach, Joint Development Agreement (“JDA”) and Ground Lease (“GL”) Negotiations; and (4) permitting and construction. The process at Chavez-Fickett began in February 2016. This Guide is the outcome of the first stage of the JD process.

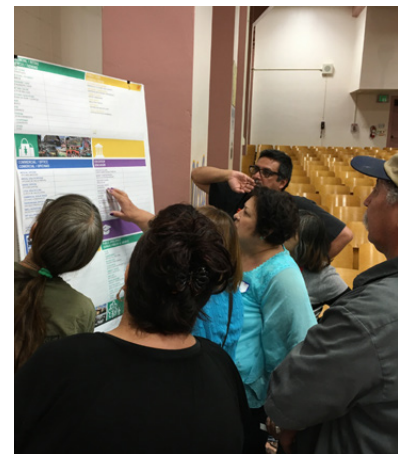
Community Outreach

Metro community outreach process consisted of various community workshops. There were two 2-hour community workshops, one on Saturday, April 16, 2016 and one on Wednesday, May 4, 2016, along with a culminating community workshop on Saturday, August 6, 2016. The first workshop was aimed at identifying community concerns and wants for varying program elements, and by polling members of the community for desired program types. The second workshop communicated the results of the poll and summarized community concerns heard at the previous workshop. Finally, Metro held a culminating workshop to present the community with the results of a preliminary feasibility assessment as well as program combinations for the Chavez-Fickett site.

There were approximately 40 participants at both community workshops, and nearly 60 participants in the culminating workshop. Comments were also taken online and accepted by the team via email and regular mail for those who were not able to make it to the meetings. A summary of the comments is included in the Appendix A. Metro presented four topics for discussion to participants in the initial outreach meetings to encourage discussion about the Development potential of the site.

- > What are the goals of this community?
- > What is working within the community?
- > What is not working within the community?
- > What do you want to see in the community?

Quotes gathered from the outreach process are included throughout this document.



In addition, Metro has formed the Boyle Heights Transit Oriented Development Design Review Advisory Committee (“DRAC”) as a project design review committee to represent a broad group of stakeholders. The DRAC is expected to (a) advise Metro on design issues of importance to residents, businesses, institutions and stakeholder groups in the project area; (b) coordinate and act as liaison between businesses, residents, property owners and Metro; and (c) serve as the formal means through which community members are involved in the evaluation of the design for the project sites.

SITE DESCRIPTION

The Chavez-Fickett site is located along a historic commercial corridor dating back to the 1870s. Formerly known as Brooklyn Avenue, Cesar E. Chavez Avenue today is a major commercial corridor extending a half-mile east-west from Cummings Street to Mott Street. The project site, located along Cesar E. Chavez Avenue, between Mathews Street and Fickett Street, consists of two development parcels - Parcel A and Parcel B (see Figure 1, page 6), along with associated open and public space.

Parcel A is the larger parcel and is directly west of Fickett Street. It is a rectangular shaped parcel consisting of numerous adjacent lots with two different City zoning designations and a total of 42,500 square feet. The first set of lots, closest to Cesar E. Chavez Avenue are zoned C2-1-CUGU, and measure 150 feet deep by 170 feet wide. The lots immediately adjacent are zoned R3-1-CUGU, and measure 100 feet deep by 170 feet wide for a total of 17,000 square feet. Parcel B is east of Mathews Street and is separated from Parcel A by a service alley. Parcel B is rectangular in shape and consists of various lots zoned as R3-1-CUGU. The parcel measures 150 feet deep by 170 feet wide and totals 25,500 square feet.

Collectively, Parcels A and B comprise a total of 68,000 square feet of developable space. The project site is one of a series of Metro-owned properties located in Boyle Heights, but is a signature opportunity due to its prominent publically-oriented location.
















As part of the City of Los Angeles's community plan update, the historic Brooklyn Corridor is slated to receive special zoning recognition in an effort to preserve the character of this long-standing neighborhood (refer to Regulatory and Policy Framework, Page 34). It is anticipated that the updated Boyle Heights Community Plan will be adopted in 2018.

2. VISION FOR DEVELOPMENT

THE CONTEXT AND VALUE OF BOYLE HEIGHTS

Just east of Downtown Los Angeles, Boyle Heights is a 6.5 square mile neighborhood bound by the Interstate Highway 10 to the north, Indiana Street to the east, Washington Boulevard to the south, and the Los Angeles River to the west. With great views of the Downtown L.A. skyline, Boyle Heights has experienced an increased amount of visibility and attention as recent developments have made efforts to capitalize on the neighborhood's central location. Boyle Heights is home to one of the largest Hispanic and Latino communities in the City of Los Angeles, characterized by a vibrant working class neighborhood, a long-standing Mexican-American heritage and opportunities for growth and community partnerships.

Today, a growing population of over 148,000 Angelenos call Boyle Heights home. This neighborhood predominantly consists of households made up of four or more people and has a median income of \$34,493, which is 40% lower than L.A. County's \$55,870. Additionally, renters in Boyle Heights outnumber home owners. Renters make up 73% of the population, and only 27% of residents own one of the 39,680 housing units available. Yet, the most pressing indicator of a need for housing is the fact that Boyle Heights sees an average vacancy rate of 3.6%, as compared to the County average of 4.1%. While the number of vehicles available per housing unit is lower than the County average, many local residents and business owners have identified a large demand for public parking to serve local businesses.

	Boyle Heights	Los Angeles County
POPULATION ¹ 	148,806	9,818,605
HOUSEHOLD		
\$ Median household income	\$34,493	\$55,870 ²
Family households	78.8%	67.1%
Average household size	O 4.2 R 3.9	O 3.2 R 2.87
Household size		
1 	16.7%	25.6%
2 	17.1%	27.3%
3 	16.6%	16.5%
4 	49.6%	30.6%
Vehicles available per housing unit		
0 	19.8%	9.8%
1 	36.4%	35.1%
2 	27.2%	35.1%
3 	16.5%	20%
HOUSING		
	 39,680	 3,462,075
Occupied	 37,310	 3,242,391
	O 10,083 R 27,227	O 1,503,915 R 1,738,476
	27.1% 72.9%	46.4% 53.6%
Vacant	 2,370	 219,684
Homeowner Vacancy Rate	2.0	1.4
Renter Vacancy Rate	3.6	4.1

O: Owner
R: Renter
Source: US Census Bureau, 2010-2014 American Community Survey

¹Population size is based on the aggregate data of the following zipcodes: 90023,90033,90063
²The California Department of Housing and Community Development estimates the 4-person Area Median Income to be \$64,800

U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

HISTORIC BROOKLYN CORRIDOR

Boyle Heights' rich tapestry of cultural diversity has a long tradition of immigrant contributions. Since before the turn of the 20th century, Boyle Heights has been home to several migrant communities, including Jewish, Japanese, Islamic and Mexican immigrants. Originally served by the Red Car trolley system, Cesar E. Chavez Avenue has early 1900s tree-lined blocks of neighborhood-oriented shops, restaurants, and services, and is a major commercial corridor in the neighborhood. The Chavez-Fickett site is located along a historic commercial corridor dating back to the 1870s. Formerly known as Brooklyn Avenue, Cesar E. Chavez Avenue today is a major commercial corridor extending a half-mile east-west from Cummings Street to Mott Street. As part of the City of Los Angeles's community plan update, the historic Brooklyn Corridor is slated to receive special zoning recognition in an effort to preserve the character of this long-standing neighborhood (refer to Regulatory and Policy Framework, Page 34). Additionally, the City of Los Angeles has identified Cesar E. Chavez Avenue as part of its Great Streets initiative, promoting streets that are livable, accessible, and engaging public spaces for all people.

Future development should be informed by the long history of the corridor, and acknowledge both its physical and cultural implications, which may include but are not limited to the following: scale of development fronting historic corridor, architectural vernacular found in existing historic buildings, and recognition of diversity and inclusion of multicultural influences. A successful development on this site will find a harmony between the historic implications of the neighborhood and an ever-changing tapestry of multiple cultural influences.



Leo Jarzomb, *Brooklyn Theatre in Boyle Heights*

COMMUNITY FEEDBACK

Stakeholder feedback included several important recurring themes:

- > Provide access to healthy grocery options at reasonable prices;
- > Provide flexible spaces for art education and community partnerships;
- > Strive to keep local businesses in Boyle Heights;
- > Support the community's diversity and provide and enhance amenities for local residents and families;
- > Promote equitable housing models suitable for this community;
- > Balance density with well-designed open spaces that promote equal access for children and seniors alike;
- > Preserve and celebrate the eclectic, artistic character of the neighborhood through the incorporation of public art, opportunities for performances, and a vibrant street life;
- > Provide adequate parking for the development's demand;
- > Embrace the rich history of street vendor culture;
- > Promote access to healthy food at affordable prices;
- > Create usable and welcoming public open space.

“Place for kids and seniors to exercise with green walkways, signage and exercise equipment”

“Affordable and high quality food”

The community character must be carefully maintained while still fostering an active, welcoming public environment which celebrates the neighborhood's rich history.



TOP 'YES' ANSWERS RESPUESTAS A FAVOR



Park / Playground / Community Garden
Park / Playground + Community Garden
Parque / Patio de recreo / Jardín comunitario
Parque / Patio de recreo + Jardín comunitario



Housing
Affordable Housing (Rental) + Senior Housing
Viviendas
Viviendas asequibles (alquilables) + Viviendas para personas mayores



Grocery Store
Supermercado



Flexible Space
Espacios flexibles



Art & Music Classes
Clases de arte y música

THE VISION FOR THE SITE

Through the community engagement process, the Boyle Heights community vocalized their vision for the site: a mixed-use development with a focus on a community-serving grocery store, and affordable housing as well as public open space, some flexible space for education and community activities, and an enhanced landscape and hardscape strategy that seamlessly connects the project to its neighborhood. Metro has assessed the viability and fit of each of these program elements and given consideration to the site's zoning regulations, community fit and vision, and the financial feasibility of the program.

Regarding the community serving grocery store, there was strong support from the community to have this use at one of the Metro JD sites in Boyle Heights. Metro assessed the fit of a grocery store at two project sites currently open to development: Mariachi Plaza and Chavez-Fickett. Through a preliminary financial feasibility study, a review of the current zoning code, and an assessment of site access opportunities, Metro has determined that a grocery store is an appropriate programmatic use for Chavez-Fickett and is not including it in the development guidelines for the Mariachi Plaza site.



Aerial Photo of Existing Conditions, 2016



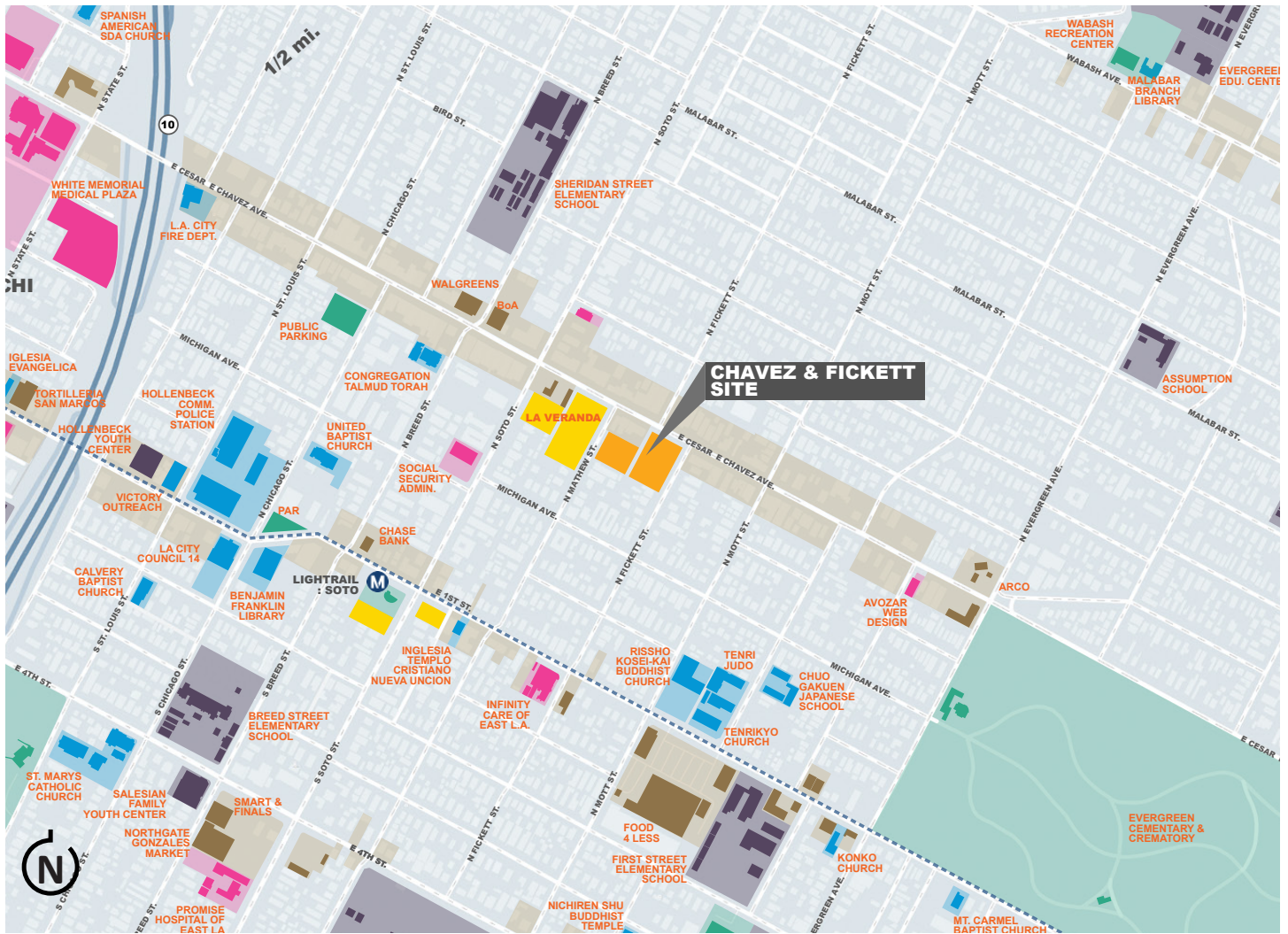
Existing Alley Condition, 2016



Regina Zamarripa, 2016. *Las Fotos Project*



Stephanie Medina, 2016. *Las Fotos Project*



**MAP LEGEND/
DESCRIPTION**

- EDUCATION/EDUCACIÓN**
 SATELLITE COLLEGE
 ESPACIO PARA COLEGIO SATELITE
 MAGNET/ CHARTER SCHOOL
 ESCUELA AUTONOMA/MAGNET
 CHILDCARE CENTER
 GUARDERIA
 SENIOR DAY CARE
 CUIDADO PARA PERSONAS DE TERCERA EDAD
 MUSEUM
 MUSEO
- RESIDENTIAL/RESIDENCIAL**
 MULTI-FAMILY HOUSING
 VIVIENDAS A PRECIO DE MERCADO
 AFFORDABLE HOUSING
 VIVIENDAS ASEQUIBLES
 SENIOR HOUSING
 VIVIENDAS PARA PERSONAS DE TERCERA EDAD
 ASSISTED LIVING FACILITY
 FACILIDAD DE VIDA ASISTIDA
 HOTEL/MOTEL
 HOTEL/ MOTEL
- PUBLIC-CIVIC/ESPACIOS CÍVICOS**
 CITY/ COUNTY/ STATE AGENCIES
 AGENCIAS DE LA CIUDAD Y DEL CONDADO
 SOCIAL SECURITY OFFICE
 OFICINA DE SEGURO SOCIAL
 EMPLOYMENT/ TRAINING CENTER
 CENTRO DE CAPACITACIÓN Y APRENDIZAJE
 COMMUNITY CENTER
 CENTRO COMUNITARIO
 PUBLIC LIBRARY
 BIBLIOTECA PÚBLICA
 NON-PROFITS
 CENTROS SIN FINES DE LUCRO
 CITY COUNCIL/
 SUPERVISOR OFFICE
 AYUNTAMIENTO
 POLICE/FIRE STATION
 ESTACIÓN DE POLICÍA/ BOMBEROS
 CHURCH



- COMMERCIAL-OFFICE /COMERCIO-OFICINAS**
 BUSINESS INCUBATORS
 INCUBADORA DE NEGOCIOS
 MEDICAL PLAZA/ OFFICES
 PLAZA/ OFICINAS MEDICAS
 MENTAL HEALTH OFFICES
 OFICINAS DE SALUD MENTAL
 DENTAL OFFICES
 OFICINAS DENTAL
 COMMERCIAL OFFICE
 OFICINAS COMERCIALES
 PROFESSIONAL OFFICE
 OFICINAS PROFESIONALES
- PUBLIC OPEN SPACE /ESPACIO PÚBLICO AL ABIERTO**
 PLAZA
 PLAZA
 FARMERS MARKET
 MERCADOS AL AIRE LIBRE
 WALKING PATHS
 SENDEROS PARA CAMINAR
 FITNESS SPACES
 ESPACIOS PARA HACER EJERCICIO
 COMMUNITY GARDEN
 JARDÍN COMUNITARIO
 PUBLIC ART
 ARTE PÚBLICO
 PLAYGROUND
 PARQUES Y PATIOS DE RECREO
 STREET VENDOR HUB
 VENDEDORES DE COMIDA
 FOOD TRUCK

- COMMERCIAL-RETAIL /COMERCIO-TIENDAS**
 GROCERY STORE
 SUPERMERCADO
 DRUG STORE/ PHARMACY
 FARMACIA
 RESTAURANT/ CAFE
 RESTAURANTE/ CAFÉ
 HAIR/ NAIL SALON
 SALÓN DE BELLEZA
 CLOTHING/ SHOE STORE
 TIENDA DE ROPA ZAPATOS
 BANK
 BANCO
 LAUNDRY
 LAVANDERIA
 GYM
 GIMNASIO
- MARIACHI PLAZA /MARIACHI PLAZA**
- METRO SITE /METRO DEL PROYECTO**
- COMMERCIAL CORRIDOR /CORREDOR COMERCIAL**
- M **LIGHTRAIL & TRAIN /TREN LIGERO & TREN**
- 10 **FREEWAY /AUTOPISTA**

3. PROGRAM & DEVELOPMENT GUIDELINES

In recognition of the unique qualities of Boyle Heights and the particular needs of the community, Metro looks to a successful project where the program, uses, and design guidelines set forth in this document will be implemented in a collaborative process with the community.

The purpose of Section 3, Program & Development Guidelines, is to give guidance to realize the vision of the community.

PRIMARY GOALS

There are three primary goals within the community vision for the Site:

1. Consider the Rich History of the Community.

As outlined in Section 2 (page 9) consideration should be given to the historical and commercial significance of this site to Boyle Heights' neighborhood and the Cesar E. Chavez corridor itself. The development should be sensitive to this history in general and to the community in particular. Another element is the social culture of the public realm, wherein the community comes together to shop, celebrate, and socialize.

2. Address Community Needs.

It is important to recognize that this community has been underserved in many ways and that the project seeks to begin to address those needs. This includes the need for a neighborhood serving grocery store with affordable, fresh food; affordable housing – including housing that is affordable at the lowest income levels; as well as community spaces to gather such as open spaces, parks, and community centers.

3. Ensure Existing Residents Benefit.

The community is concerned that new developments must be oriented towards the existing residents and that it not contribute to potential displacement in the corridor.

USES

For the Chavez-Fickett project site, the following uses and quantities should be considered as a guideline - the specific quantity, spatial organization and uses should be based upon the developer's assessment of the community outreach conclusions and its view of project feasibility. This program was developed out of a collaborative process with the community through a series of workshops.

Community-Serving Commercial

The community has expressed a strong desire for a grocery store to serve the local community. In particular they expressed a desire for fresh produce and items that meet the needs and affordability of the local community. This store footprint should be placed on the C2 zoned site, Parcel A. A store of approximately 20-25,000 square feet would be desirable but needs to be sized to allow for the attendant uses such as parking, loading, and trash. Priority will be given to proposals which include a local serving grocery store in its development.

Affordable Housing

Metro encourages a minimum of 40 and up to 60 units of housing. The permitted range for the units is 30-50% AMI; however, priority will be given to those projects with the as many low and very low restricted affordable units as are financially feasible. Ideally, varying sized units should be provided from studio units to three bedroom units. In addition, the development is encouraged to accommodate a multi-generational community, from children through seniors. The affordable housing component could be part of a development with community-serving commercial uses as outlined above on Parcel A. Alternatively, the housing component can be independent from a development on Parcel A and can be located on Parcel B.

Community Uses

A community room or 'flex' space of about 2,000 square feet would be desirable to serve community needs as well as for the affordable housing development. This space could be used in collaboration with local community organizations. An option is to include this space as part of an affordable housing project or independently on either Parcel A or B.

Park Uses

Park and recreation uses are important to the community. The community has expressed a desire for a children's playground and/or, green space with shade as is feasible. On Parcel B it is an option to use the site exclusively for open space/park/community gardens. In consultation with the City of Los Angeles Department of Recreation and Parks, an option may be available to create a public/private park in partnership with the City. The developer may be able to enter into a joint use MOU with the Department of Recreation and Parks for the purposes of a shared maintenance agreement for the park. Once selected, a developer should research this option further but proposers are encouraged to consider creative approaches to open space.

Parking

Parking as required by code is all that is required by Metro for this project.

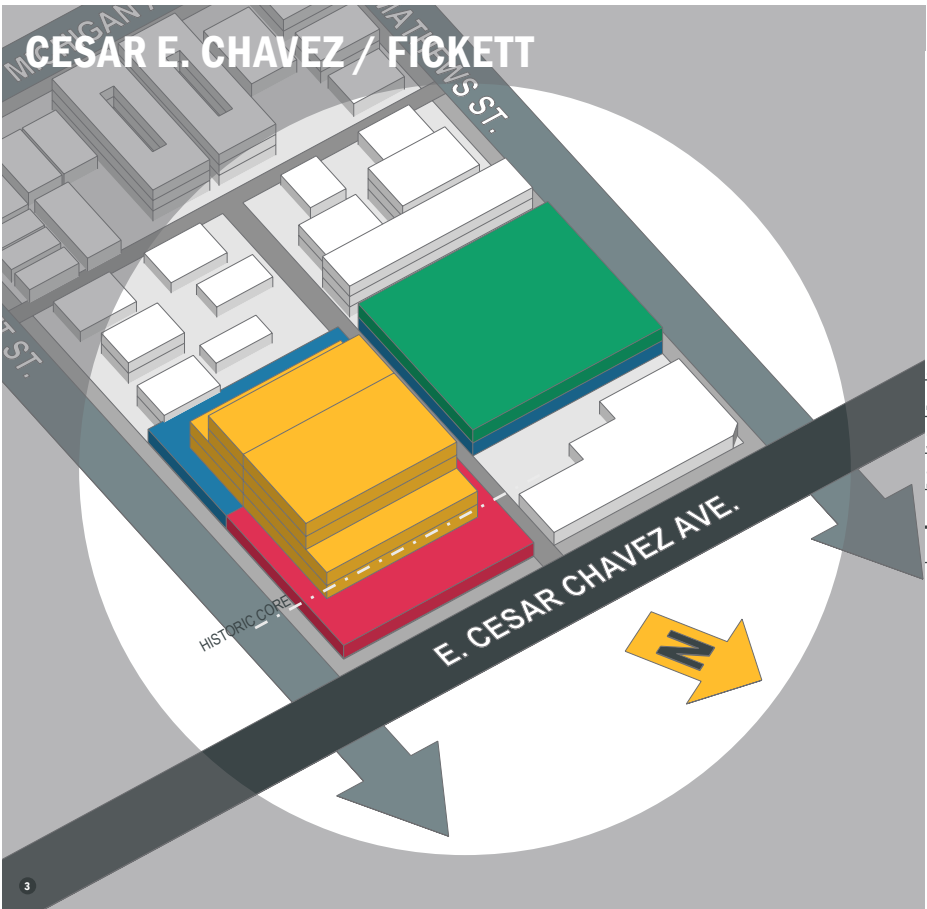
Public Art

At Chavez and Fickett, public art is an opportunity to introduce visual and physical enhancements to the project site. Public art would enhance the project quality and make people and transit users more aware of the cultural, historical, social and environmental surroundings of the community. The project should include an Art Plan for a permanent public art component. As the Joint Development project evolves, Metro will review the Art Plan in the schematic and final design stages to ensure that it is appropriate for the site, is of high quality, includes public accessibility, and contributes to the project as a whole. Public art can be incorporated in Parcel A, B, or both.

PROGRAM AND SITE DIAGRAMS

The four diagrams on the following page indicate potential program cases and organization on the site. They were developed in conjunction with the community through public meetings and take into consideration zoning and an initial financial feasibility study. These are only a few possibilities among many and the ultimate quantity and mix of uses should be proposed by the developer, taking into account the results of the community outreach program and project feasibility.

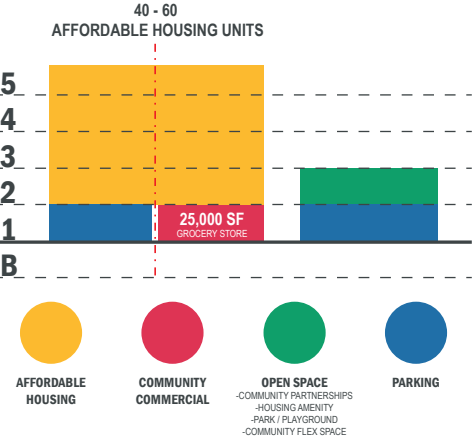
The four options assume that each of the uses outlined in "Uses" will be incorporated in the development of Parcels A and B. Creativity is encouraged in creating the site plan.



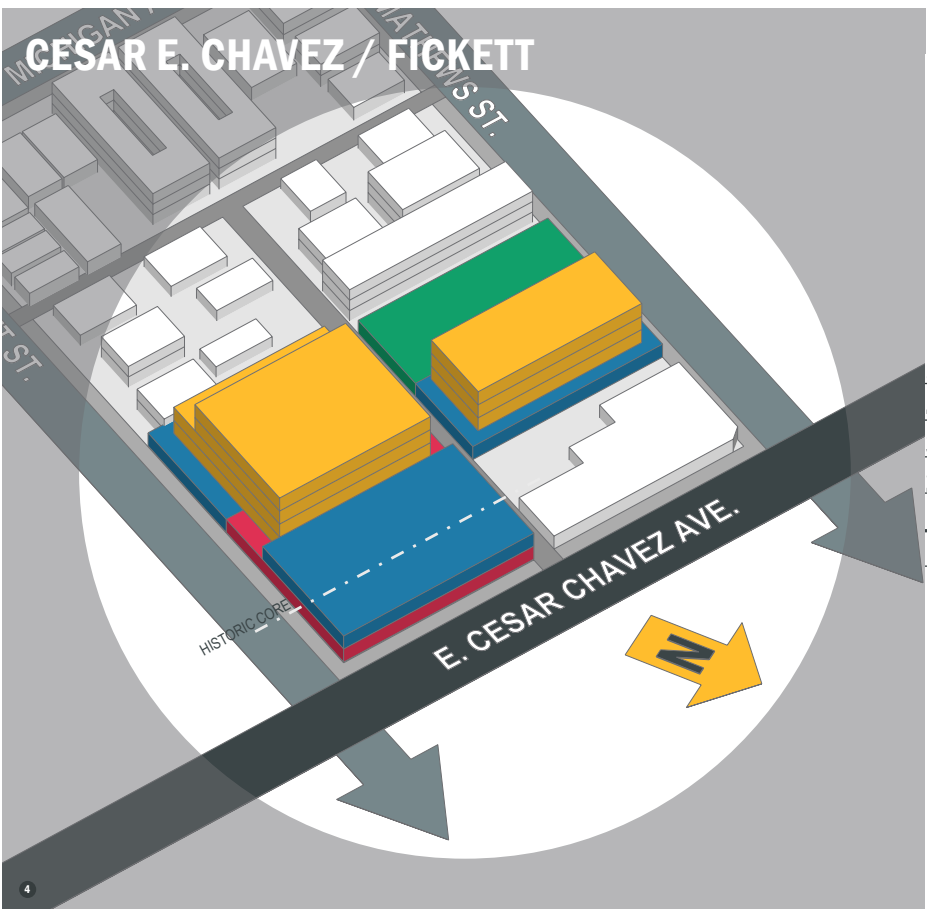
MIX 1

A
42,500 SF
C2-1-CUGU: 25,500 SF
R3-1-CUGU: 17,000 SF

B
25,500 SF
R3-1-CUGU: 25,500 SF



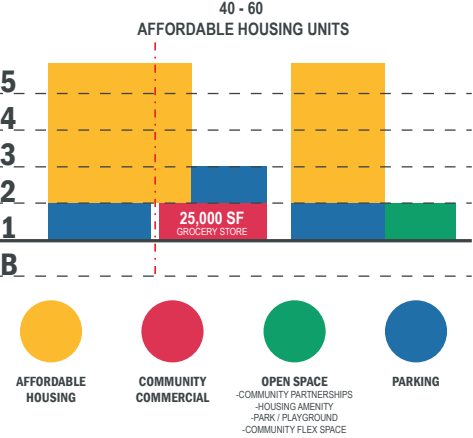
VERTICAL STACKING DIAGRAM



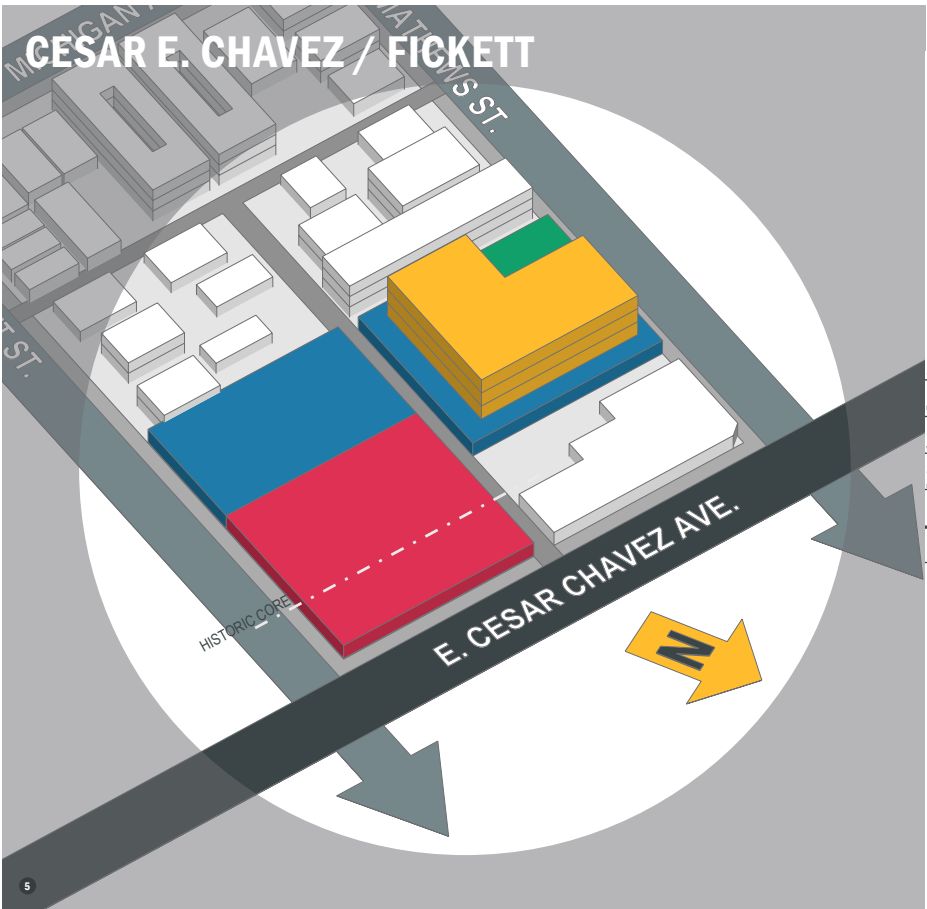
MIX 2

A
42,500 SF
C2-1-CUGU: 25,500 SF
R3-1-CUGU: 17,000 SF

B
25,500 SF
R3-1-CUGU: 25,500 SF



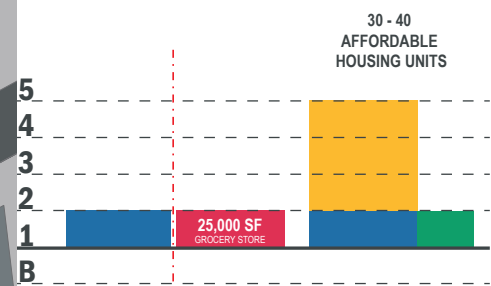
VERTICAL STACKING DIAGRAM



MIX 3

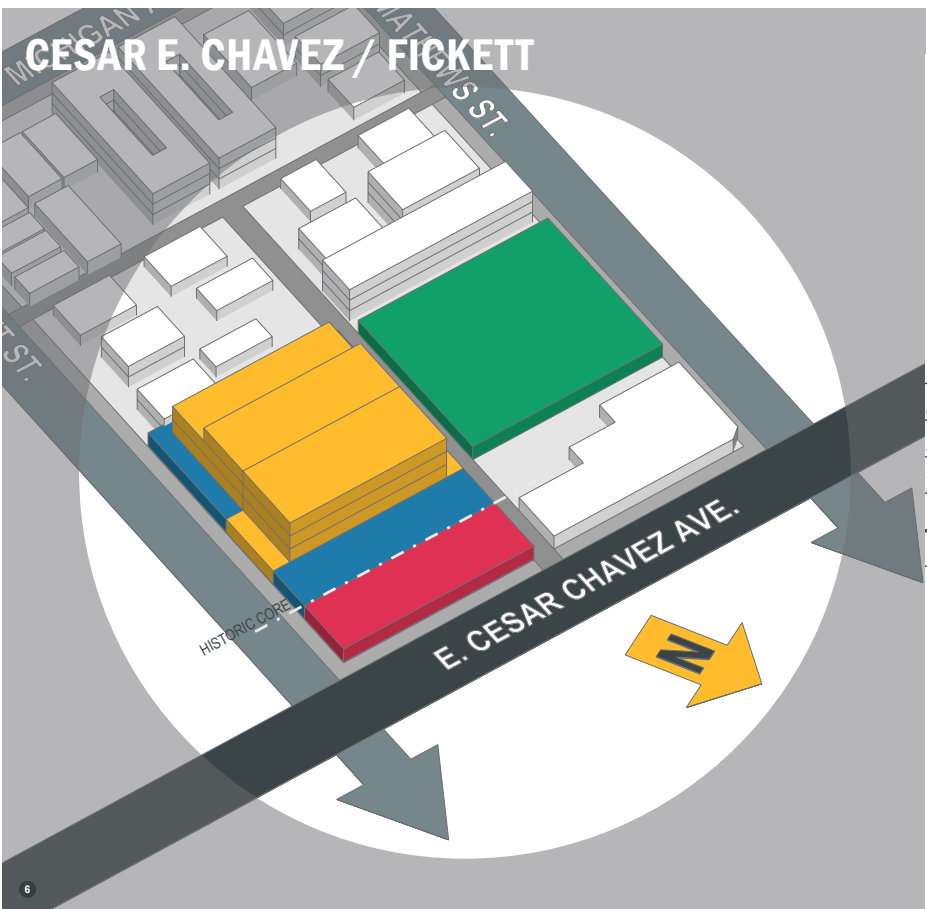
A
42,500 SF
C2-1-CUGU: 25,500 SF
R3-1-CUGU: 17,000 SF

B
25,500 SF
R3-1-CUGU: 25,500 SF



- 
AFFORDABLE HOUSING
- 
COMMUNITY COMMERCIAL
- 
OPEN SPACE
-COMMUNITY PARTNERSHIPS
-HOUSING AMENITY
-PARK / PLAYGROUND
-COMMUNITY FLEX SPACE
- 
PARKING

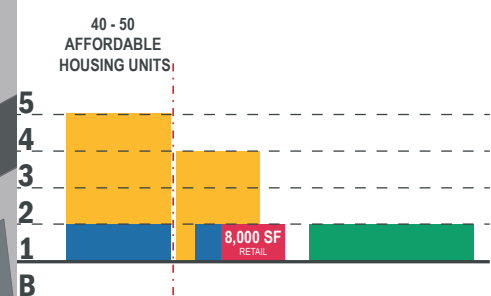
VERTICAL STACKING DIAGRAM





MIX 4

A
42,500 SF
C2-1-CUGU: 25,500 SF
R3-1-CUGU: 17,000 SF

B
25,500 SF
R3-1-CUGU: 25,500 SF



- 
AFFORDABLE HOUSING
- 
COMMUNITY COMMERCIAL
- 
OPEN SPACE
-COMMUNITY PARTNERSHIPS
-HOUSING AMENITY
-PARK / PLAYGROUND
-COMMUNITY FLEX SPACE
- 
PARKING

VERTICAL STACKING DIAGRAM

4. DEVELOPMENT GUIDELINES

INTRODUCTION

The purpose of these guidelines are to give Urban and Architectural Design direction. In addition to these guidelines, the project will need to comply with the City of Los Angeles' zoning as well as program guidelines outlined in Section 3.

As a general principle the guidelines are divided into three major categories: Urban Design, Open Space, and Architecture and Building Design. Urban Design looks to how the development sits in the community, how it responds to the surrounding public realm, and how it complements and enhances the neighborhood. Open space refers to the hardscape and landscaping in the public realm as well as within the project. Architecture and Building Design refers specifically to the design of the structures themselves. This section is about aesthetics, but more importantly about design principles such as articulation, composition, materials, and general quality. It should also be noted that certain guidelines pertain to more than one category; for example, scale impacts both urban design and the building design.

These guidelines are to give general direction and are not to be considered comprehensive. Thus, refinements, alternative ideas, or other suggestions that improve the overall quality of the project are welcome.

This page was intentionally left blank.

URBAN DESIGN

COMMUNITY COMPATIBILITY

- > The overall intention of any project should be to create a built environment that enhances the community and adds value to the community in place. Activities, functions, and uses should be locally oriented and the project should focus upon serving local residents.
- > Scale, massing, and style should be of the highest quality design and should be oriented towards 'fabric' buildings. Fabric buildings are generally compatible with the surrounding built environment and do not stand out as a uniquely styled 'iconic' structure would. A fabric building enhances the built environment without significantly changing it.
- > The project scale should be compatible with neighboring properties and the streetscape environment in general.

PEDESTRIAN LEVEL EXPERIENCE

- > The pedestrian level experience should create a dynamic and enjoyable environment that encourages pedestrian participation and generates interest.
- > Primary building entrances, residential entries, storefronts, and other pedestrian enhancing activities should be oriented outwards towards the public realm, whether sidewalk or plaza.
- > Service access for trash, loading, or other usage should be controlled and designed to minimize disruption of pedestrian travel.
- > The sidewalks, plazas, open space, and crosswalks should be improved to enhance walking and rolling facilities that cater to a growing range of mobility devices. Surfaces should be smooth and free of obstacles.
- > The environment should be well lit and have clear signage.

MASSING AND HEIGHT

- > The community has expressed concerns regarding height but desire as much housing as is feasible. The regulations for the Brooklyn Historic Corridor, as part of the Community Plan update, limit height on street front parcels to two stories. Appropriate building step backs are encouraged.
- > Height may vary within the development, but the expectation is that transitional heights will be between 1 and 5 stories, with a maximum of 5 stories on Parcel A and B.
- > Heights may vary from the existing neighbors but should scale down immediately adjacent.
- > Massing should not be monolithic and should be well articulated.

GROUND FLOOR USES

Community-Serving Grocery Store

- > Community-serving grocery store and retail should include businesses with price points that serve middle- and lower-income levels as appropriate.
- > Consideration should be given to community-preferred retail categories identified in the Appendix A.
- > Support should be provided to retail tenants to allow and encourage façade signage, interiors and other tenant improvements that add to the unique and eclectic identity of the corridor.
- > Local businesses are encouraged over nationally branded chains.

Community Uses

- > Mixed-use buildings should combine public and private uses and encourage circulation among these uses to increase functionality and customer patronage.
- > Public uses can be on ground floor, but should provide ease of access if located elsewhere.

Open Space Uses

- > Open spaces that reside on ground level should be usable and well maintained.
- > Inhabitable roofscapes that encourage interactions between building levels and plazas are welcomed.

Housing

- > Entrances to individual as well as primary entrances to upper level units should be placed on Mathews Street and Fickett Street.

BUILDING FRONTAGES

- > On Parcel A, the primary orientation should face Cesar E. Chavez Avenue. This is the frontage that should maximize pedestrian interaction. Uses such as a grocery store and community room, should be oriented to this avenue.
- > Along Mathews Street, community and open space uses can be included as a continuum of the uses located on parcel A.
- > Entry for residential uses can be placed on Fickett Street and/or Mathews Street.
- > Service entries and uses and structured parking should be oriented to Fickett Street.
- > Design in general should address the overall street and elevation composition.

- > Entries both vehicular and pedestrian should be obvious and celebrated. In general entrances should face the street or corridor and be recognizable from a distance.

Pedestrian Entries

- > Pedestrian entries should create a sense of place and connect the project to the public realm.
- > Entries perform a valuable transition between the inside and out with the flow of public, to semipublic and to semi private spaces. This is particularly true for the residential portions of the project. In the semipublic space security is the primary concern. Those in this realm need to be there either as residents or legitimate visitors.
- > This semi-public zone is often a lobby or entry hall. For single residential units, a garden or deck/porch performs this function.

Vehicular Entries

- > Vehicular entries and building access should be designed to minimize distribution of pedestrian flow especially where it crosses a sidewalk.
- > Service entries should be separate from parking entrances unless the service area is separated from parking within the project.
- > Vehicular entries should be well signed.
- > Security gates or barriers should be placed to allow for a minimum of a one car reservoir between gate and sidewalk.
- > Parking structure entrances should be designed for natural surveillance and maximum visibility with views into the structure from adjacent public areas.

Service Areas

- > Loading zones, trash enclosures, and other required building services should be placed so that they are not readily visible from the sidewalk and access does not unduly disrupt pedestrian walkways.
- > Design convenient onsite facilities for occupants to recycle and compost.
- > Trash should be within an enclosed storage area with covering.

This page was intentionally left blank.

OPEN SPACE

Public Open Space

- > New development should respect the culture and community and in particular the contributions of this immigrant neighborhood.
- > Open spaces in the Project Site shall provide seating, trash receptacles and drinking fountains and shade.
- > Trees should be appropriately sized to provide reasonable shade and incorporated into open space, especially where seating is provided. Native landscaping that is drought tolerant and cooling is encouraged.
- > Public spaces can incorporate water features that provide evaporative cooling.
- > Design of public and private spaces shall support all modes of active transportation and remain accessible to individuals dependent on mobility support devices, from canes to wheeled push walkers and electric mobility scooters, accommodating all ages and abilities.
- > Multi-benefit green infrastructure strategies such as green roofs, permeable pavement, landscaped bio retention areas and rainwater recycling should be considered.
- > The landscape palette should include hardscape elements with a low solar reflectance index and drought tolerant plants.
- > WaterSense labeled irrigation control systems (or similar), low-flow or drip heads, water-efficient scheduling practices and xeriscaping should be incorporated.

Park Area (Parcel A or B)

- > The developer is encouraged to work with the City of Los Angeles Department of Parks and Recreation to create a public/private joint use public park on either Parcel A or B with a joint maintenance agreement.
- > The minimum size for the open space shall be 6,000 SF. This open space can count toward 50% of the required tenant open space subject to approvals from the City of Los Angeles Planning Department.
- > Any park shall be designed and built in accordance with the City of Los Angeles standards.
- > Park design shall include significant vegetation, including trees and shade.
- > The park shall be suitable for people of all ages.

Residential Tenant Open Space

- > Tenant open space shall be provided according to HUD and City of Los Angeles standards within the secure boundaries of the housing project.
 - > The following open space amenities are desirable:
 - > Tot lot playground
 - > Community garden facilities
 - > BBQ station with tables and seating
 - > Shade created through a combination of trees and shade structures
 - > Exercise elements for tenants use
 - > Seating
 - > Vegetated green space
- > The open space and amenities provided for the tenants should be secured to ensure that only the tenants and their guests have access for their use.

COMMUNITY CONNECTIVITY

Circulation

- > Clearly signed and intuitive pathways that follow desired pedestrian routes should be provided. Efficient pathways that allow for strategic short-cuts are encouraged.
- > Pedestrian pathways, building entrances, signage, fixtures, and furnishings should be provided.
- > Access and open space should be provided for the retail/commercial uses.
- > Ground floor spaces should be designed to allow and encourage building uses to spill out into open spaces.

Safety and Security

- > Safety and security is of paramount importance and can be assisted by appropriate design.
- > Commonly accepted crime prevention through environmental design strategies shall be used whenever possible to provide a safe streetscape environment for all people that visit and use the development areas.
- > Lighting should be provided throughout the site adequate to clearly see throughout the project sites. Dark corners should be avoided or lit.
- > Entrances should have enhanced lighting.
- > The project structures and particularly the housing project should be secured such that access is controlled.

- > Open line of sight should be considered in the design of open space.
- > Signage and wayfinding should be treated as a matter of security and requires clear, obvious and efficient paths of travel.

Landscape and Streetscape

- > Streets plantings, furnishing, paving, and other features on the sidewalk should provide a buffer between pedestrian and vehicular traffic.
- > The streetscape should include native landscaping that is drought tolerant and cooling.
- > Street trees should be selected for their shade qualities. Street trees should be low in maintenance and should comply with City of Los Angeles standards.
- > High-quality materials for pavement areas, seating, furniture, lighting, fences, and signage shall be utilized.
- > Street and park furniture is desirable and should include seating.

PUBLIC ART

Public art is an important component of a community's character and has the capacity to positively impact the spirit of local residents.

- > Art and cultural elements should be integrated into the development.
- > Art may be integrated into the architectural and functional aspects of the project site, or as a separate formal element of the site.
- > Pedestrian-scaled public art should be integrated into the streetscape and open spaces.
- > Art should be reflective of the community and a developer shall work with Metro Art to finalize concept.

This page was intentionally left blank.

ARCHITECTURE AND BUILDING DESIGN

FORM AND SPACE

Massing & Height

- > Height should comply with the zoning and possibly with incentives for one additional story given to affordable housing projects. The current height zone allows 45 feet. Thus at a height of approximately 55 feet, five-story buildings would be possible.
- > Massing should respect adjoining sites and the neighborhood. Massing should not be monolithic and should be well articulated.
- > Massing can be enlivened by the juxtaposition of solidity with openness.

Scale & Proportion

- > Scale and proportion, along with massing and height, exist in the context of the neighborhood and should be respectful of adjoining structures.
- > Scale and proportion are also part of the basis of composition. Strategic use of proportion can enliven a composition, making the structure playful and interesting.

Symmetry & Rhythm

- > Articulation, massing, and openings should be used to break up the massing of a building.
- > Symmetry can be used, or purposely not used, for composition.
- > Rhythm can be used to enliven larger masses and is useful for composition.

CONTEXT

Building Frontages

- > For Parcel A, the primary frontage should be considered to be Cesar E. Chavez Avenue.
- > If Parcel B is developed with housing, the development should treat Mathews Street as the prime frontage and respond to the manner in which Parcel A on Cesar E. Chavez Avenue is being developed.
- > Buildings will be visible from all four sides and consequently all sides will need to be well designed to create 'four-sided' buildings.
- > Each side will need to relate to the neighborhood context within which it sits. The four elevations need to integrate into one clearly defined design.
- > The commercial/retail portions of the project should be transparent and open.

Design & Style

- > There is no one defined design style; however, the design needs to be 'of its time' – that is, contemporary in nature. It also needs to be 'of its place' – that is, appropriate to the community.
- > An imitative historicist design style is not encouraged.
- > To the extent possible daylight should permeate all through the units. Larger than required minimum windows should be used. Consideration should be given to what views should be enhanced and what views should be hidden.
- > Consideration should be given to privacy.
- > Opportunity for natural ventilation and cross ventilation where viable, should be provided.
- > Consideration should be given to controlling or mitigating noise, whether generated by neighborhood uses such as restaurants, bars or traffic, or by others within the building.

BUILDING MATERIALS

Quality & Durability

- > Quality and durability are essential to the long-term success of the project and should be considered from the outset.
- > Texture is usually expressed in the material quality of the surface and can be used to emphasize differences between masses and to add interest to surfaces.
- > Consideration shall be given to strategies to prevent or mitigate graffiti.

SUSTAINABILITY

- > New construction must meet sustainability criteria developed by the United States Green Building Council ("USGBC") for Leadership in Energy and Building Design ("LEED") at a minimum at the "Silver" level.
- > Technologies, designs, and programs that promote environmental stewardship, reduce greenhouse gas emissions, and conserve or restore natural resources should be explored.
- > Building massing, shade elements, and tree placement to decrease heat gain and to improve pedestrian thermal comfort should be utilized.
- > Energy efficiency in designing the building envelope, mechanical systems, lighting systems, and lighting controls should be prioritized.
- > Inclusion of renewable energy sources such as photovoltaic panels where possible should be considered.

- > Ultra low-flow toilets and urinals, low-flow and sensed sinks, low-flow showerheads, water-efficient dishwashers and washing machines, and other water saving strategies should be utilized.
- > Submeters for energy and water use in individual leasable spaces should be installed.
- > Proposed buildings materials should be evaluated for inclusion of recycled content and regional sourcing to reduce carbon footprint of new building.
- > Low or no VOC finish materials, operable windows, acoustically separated partition walls, and plenty of daylight for all regularly occupied indoor rooms should be incorporated.

PARKING

- > EV charging station(s) should be provided in both private and public parking areas.
- > Secure bicycle storage rooms and other amenities that encourage bicycling for building occupants and visitors, for example, a bicycle repair station, should be incorporated.
- > Bicycle parking shall be provided and shall include bike racks for public and general long term secure bicycle parking for residents.

5. REGULATORY AND POLICY FRAMEWORK

The Project Site is subject to a number of adopted regulatory policies, both from the City of Los Angeles and Metro. This section offers a brief overview; respondents are encouraged to comprehensively review the subject policies, plans, and documents.

CITY OF LOS ANGELES PLANNING - GENERAL PLAN

New development at the Project Site must follow the General Plan. The Project Site falls within the Metropolitan Geographic Area of the Land Use Element of the General Plan and adheres to the Boyle Heights Community Plan, listed below. The City of Los Angeles is currently conducting a series of updates both to its General Plan and to various Community Plans. The Department is exploring options to increase the density of major transit nodes and commercial corridors in Boyle Heights while also providing various densities and parking incentives.

*The City of Los Angeles
General Plan
Land Use Element
<http://planning.lacity.org/cwd/framwk/contents.htm>*

*Existing Community Plan:
<http://planning.lacity.org/complan/central/PDF/bhtplanmap.pdf>*

*Community Plan Update Status:
<https://sites.google.com/site/boyleheightsnpc/how-to-get-involved/draft-plan-status>*

Metro will issue an addendum to this Guide for Development as soon as this information becomes available.

It is anticipated that the updated Boyle Heights Community Plan will be adopted by early 2018.

METRO JOINT DEVELOPMENT PROGRAM: POLICIES AND PROCESS

Updated in September 2015, this policy document outlines the objectives of the Joint Development program, describes the Joint Development Process, and details policies and requirements. Recent policy changes to note, and which are further detailed in the Section 5 of this document, include a goal that 35% of all housing developed on Metro-owned land (on a portfolio-wide basis) be affordable to households earning 60% of the Area Median Income or below, and that a robust community engagement process is expected for all Joint Development sites.

*Joint Development Policies and
Procedures
www.metro.net/projects/joint_dev_p*

METRO COMPLETE STREETS POLICY

Complete Streets are streets that provide safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods.

*Metro Complete Streets Policy
(adopted October 2014)*
http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf

METRO FIRST LAST MILE STRATEGIC PLAN

The Project Site is subject to Metro's First Last Mile Strategic Plan, which presents planning and design guidelines to improve the connections to the station and from origins and destinations within 3 miles of the station.

*Metro First Last Mile Strategic Plan
(adopted April 2014)*
<https://www.planning.org/awards/2015/pdf/FirstLastPlan.pdf>

CITY OF LOS ANGELES – GREAT STREETS INITIATIVE, BICYCLE PLAN AND MOBILITY ELEMENT

Los Angeles Great Streets Initiative seeks to activate public spaces, provide economic revitalization, increase public safety, enhance local culture, and support great neighborhoods along 15 designated Los Angeles streets. Cesar E. Chavez Avenue in Boyle Heights is one of Los Angeles' most active commercial corridors. Great Streets seeks to strengthen the linkages between Cesar Chavez and the nearby Gold Line while improving the pedestrian and bicycle facilities in the area, proving residents better options for getting to and from the corridor.

*The City of Los Angeles
General Plan
Transportation Element
2010 Bicycle Plan*
<http://planning.lacity.org/cwd/gnlpln/transelt/NewBikePlan/Txt/LA%20CITY%20BICYCLE%20PLAN.pdf>

LA Great Streets
<http://www.lamayor.org/greatstreets>

Additionally, the City of Los Angeles is in the process of implementing the 2010 Bicycle Plan and the 2015 Mobility Element

CITY OF LOS ANGELES - PLAN FOR A HEALTHY LOS ANGELES

The Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As an Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement.

*The City of Los Angeles
General Plan
Health and Wellness Element
Plan for a Healthy Los Angeles
(March 2015)*
http://healthyplan.la/wordpress/wp-content/uploads/2014/11/PlanforHealthyLA_Web-11.pdf

Community Corridors

Opportunities for new housing and small businesses

PROJECT OBJECTIVES

New residential development is focused along major corridors with access to transit and neighborhood amenities

Opportunities for a greater mix of housing, jobs, goods, and services

Evolution of the Sears Opportunity Site as a regional center with community benefits

PLAN FEATURES

Affordable Housing Incentives

- **Transit Nodes:**
 - 3 story base height
 - 4, 5, and 6 stories (height incentives) allowed for mixed-income and affordable housing developments
- **Transit Corridors:**
 - 2 stories base height
 - 3, 4, and 5 stories (height incentives) allowed for mixed-income and affordable housing developments

Corridor Development Standards

- Require active street frontages that welcome pedestrians
- Require buildings to scale down from corridors to residential neighborhoods



EIR Scoping Meeting 2016 © Boyle Heights Community Plan
Department of City Planning
Illustration Purposes-Not drawn to Scale

6. TRANSIT CONNECTIVITY

Metro envisions a development that is physically and programmatically integrated with its bus, rail, bicycle, and parking facilities to the greatest extent feasible where applicable.

The requirements below set the parameters for transit connectivity and reflect feedback from Metro's Operations, Engineering & Construction, and Planning Departments. Adherence to these requirements is critical, and the selected development proposal will be reviewed by Metro technical staff for its compliance with these requirements throughout the design development process.

BUS

Bus Patron Amenities

Bus patron amenities such as benches, bus shelters, next bus displays, and map cases are required where applicable. Design of all such amenities must be coordinated with Metro's Countywide Planning and Operations teams. Do not restrict access during or after construction of any proposed site modifications.

BICYCLE

Bicycle Parking

Bicycle parking is required for non-transit development uses in compliance with the City of Los Angeles bicycle parking ordinance.

Bike Share

A Metro bike share program is underway and has rolled out a pilot program in downtown Los Angeles in 2016. Later phases of the bike share program may locate kiosks in Boyle Heights as part of their Downtown Los Angeles expansion or East LA Expansion area. The developer shall coordinate with Metro's Bike team to reserve space at the Development for bike share kiosks.