Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2016-0890, **File Type:** Program **Agenda Number:** 13

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 18, 2017

SUBJECT: MARIACHI PLAZA DEVELOPMENT GUIDELINES

ACTION: APPROVE DEVELOPMENT GUIDELINES FOR MARIACHI PLAZA

RECOMMENDATION

ADOPT the **Development Guidelines (Attachment C) for the joint development of the 1.08-acre Metro-owned property at the Mariachi Plaza Gold Line Station**.

ISSUE

In November 2009, the Metro Gold Line Eastside Extension opened and began providing Eastside residents light rail transit service including four stations in Boyle Heights. One of the stations, Mariachi Plaza, located at 1st Street and Boyle Avenue, has various vacant parcels of land that were acquired by Metro to build the station and for construction staging. These properties have potential for transit oriented development and create an opportunity for civic engagement and visioning. Over the course of the past year, the Joint Development staff undertook a robust community outreach and engagement process with the objective of preparing Development Guidelines (Guidelines) for the Mariachi Plaza Development Site (Site, see Attachment A). The end result of this effort is a set of Guidelines which reflect the vision and desires of Boyle Heights residents and stakeholders. If adopted by the Board, the Guidelines will be part of a Request for Proposals (RFP) for joint development of the site to be released in February 2017.

DISCUSSION

Background

In November 2014, the Joint Development staff recommended awarding an Exclusive Negotiating Agreement (ENA) to explore the feasibility of developing a 120,570-square-foot mixed-used commercial project on the Mariachi Plaza joint development parcels (see Attachment A - Parcels A and B) and a privately held adjacent parcel. There was significant opposition to this proposal by the Boyle Heights residents, stakeholders and the greater community at large. In March 2015, staff recommended not moving forward with the ENA and reinitiating the joint development process including extensive community outreach and engagement in order to develop new Guidelines for the Site.

Site Description
The Site is adjacent to Mariachi Plaza, a historic symbol of art, culture and commerce for the Boyle Heights community. Serving both as a transit gateway and representative of the community's identity, Mariachi Plaza hosts professional musicians, a weekly farmer's market, multiple community organized events and an annual Mariachi festival. A portion of the plaza resembles the famous Plaza Garibaldi located in Mexico City with its kiosk which serves as an emblem of cultural pride and identity for Boyle Heights. Moreover, the Plaza is a major anchor to the commercial corridor on 1st Street and an important gathering space for local residents.

The Site is divided into three parcels (see Attachment A, Site Map). Parcels A and B are appropriate for new development. Parcel C, which is comprised of a portion of the existing plaza, can be utilized for ancillary uses to the development such as kiosks, outdoor furniture and dining areas, public art space, landscaping, as well as open and public spaces. Both Parcels A and B are north of Mariachi Plaza and south of White Memorial Medical Center. Parcel A is directly adjacent to Mariachi Plaza and is an irregular-shaped parcel consisting of numerous lots totaling 27,025 square feet. Parcel B is to the east of Parcel A across Bailey Street and is a single lot of 6000 square feet. Parcel C, immediately adjacent to Parcel A, is 14,150 square feet. A successful development will integrate the Plaza's existing open spaces to create a seamlessly connected development with the three parcels.

Community Outreach
Metro began the outreach process together with a consultant team made up of Gwynne Pugh Urban Studio (urban design), Perkins and Will (architecture), and DakeLuna (outreach). The outreach consisted of various community workshops and smaller meetings with groups and individuals. There were two 2-hour community workshops on Saturday, February 27, 2016 and Wednesday, March 9, 2016, a mariachi focus group and a culminating community workshop on Wednesday, August 10, 2016. The first workshop was aimed at identifying the community's desires - their wish list - as well as their concerns. 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 the community?; What is working within the community?; What is not working within the community?; and What do you want to see in the community? The second workshop communicated the results of the first meeting and outlined a vision built on open dialogue and consensus. At the final workshop, Metro presented a vision for development, a preliminary feasibility assessment, as well as use/density/program combinations for the various properties on the Site.

There were approximately 70 participants at each community workshop, 20 participants in the mariachi focus group, and nearly 80 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. In the end, Metro staff and the consultant team presented the initial findings and the final Guidelines to the Boyle Heights Design Review Advisory Committee (DRAC) and the Boyle Heights Neighborhood Council (BHNC). Both groups approved moving forward with the Development Guidelines and releasing an RFP.

Vision for Development
Through the community engagement process, a number of recurring themes evolved which became the foundation for the vision and the Guidelines themselves. These themes included:

- 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;
- Create a dense, urban development at the Project Site;
- 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;
- Promote safety and security around the plaza and Metro station;
- Provide adequate parking for local business demand;
- Embrace the rich history of street vendor culture;
- Promote access to healthy food at affordable prices;
- Honor the history and historic landmarks; and
- Create usable and welcoming public open space.

As a result of working in collaboration with the community, the Guidelines outline a plan which incorporates the community's vision. The Guidelines encourage the following types of development: allows mixed-use development with a focus on affordable housing integrating commercial and retail development on the ground floor, creates usable public open space with enhanced landscape and hardscape elements, provides additional public parking, maintains the presence and viability of the mariachis, and preserves the iconic symbolism of the Plaza.

Metro staff has assessed the viability of each of these recommended program elements, giving consideration to community fit and financial feasibility. Through an initial economic analysis, staff has determined that such a project is financially feasible. In terms of zoning regulations, Parcels A and B are zoned RD1.5 (residential) and Parcel C is zoned C2-1 (commercial). In order to have the type of density which will make an affordable housing project with ground floor retail feasible, the zoning would need to reflect a higher density. The Los Angeles City Planning Department is currently updating the Boyle Heights Community Plan. As such, Metro staff has discussed with the city's Planning Department to consider adopting zoning to permit a mixed-use higher density development (Attachment B) as desired by the community.

Development Guidelines

The Guidelines for the Site include an outline of specific uses as well as examples of densities and organization of uses. Specifically, the Guidelines recommend the following:

- Affordable Housing - a minimum of 40 and up to 60 units of affordable housing, affordable to persons with incomes in the range of 30-60% Area Median Income (AMI) with varying sized units to encourage and accommodate a multi-generational community from children to seniors. Priority will be given to projects with the highest level of affordability which limits the range to 30-50 % AMI.
- Community Serving Commercial - up to 12,000 square feet of neighborhood commercial uses which would face the plaza.
- Community Uses - a community room or 'flex' space which would be used by the residents of the development and local organizations as well, including if possible, a small resource center for the storage of mariachis' instruments and clothing.

- Open Space/Park Uses - inclusion of active/passive green space on either Parcel A or B with an option to enter into a joint use MOU with the City of Los Angeles Department of Recreation and Parks which would include a shared maintenance agreement.
- Parking - inclusion of public parking to meet demand of 1st Street commercial corridor.
- Public Art - inclusion of an art plan for public art or a cultural facility.

DETERMINATION OF SAFETY IMPACT

Approval of the Development Guidelines will have no direct impact on safety. The eventual implementation of a joint development at the Site will offer opportunities to improve safety for transit riders and the community at large through better pedestrian and bicycle connections.

FINANCIAL IMPACT

Funding for joint development activities related to the Guidelines and any subsequent development activity, including the RFP process, is included in the FY17 budget in Cost Center 2210 (Joint Development) under Project 401018 (Mariachi Plaza). Since development of the properties is a multi-year process, the project manager will be responsible for budgeting any costs associated with joint development activities that will occur in future years.

Impact to Budget
The source of funds for joint development activities is local right-of-way lease revenues, which are eligible for bus/rail operating and capital expenses. Adoption of the Guidelines will not impact ongoing bus and rail operating and capital costs, or the Proposition A and C and TDA administration budget.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the Guidelines. This is not recommended because the Guidelines were developed with considerable stakeholder and community input and were approved by the DRAC and BHNC. Pursuant to the Metro Joint Development Policy, approval of the Guidelines is necessary in order to move forward with the joint development process and release an RFP.

NEXT STEPS

After approval of the Guidelines, staff will issue an RFP for joint development of the Mariachi Plaza Site. The RFP is expected to be released in February 2017. Staff anticipates bringing recommendations for selection of a developer to the Board late summer 2017.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Letter to Los Angeles City Planning Department
Attachment C - Mariachi Plaza Development Guidelines

Prepared by: Vivian Rescalvo, Senior Director, Countywide Planning & Development, (213) 922-2563
Jenna Hornstock, DEO, Countywide Planning & Development, (213) 922-7437
Cal Hollis, SEO, Countywide Planning & Development, (213) 922-7319

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Site Map

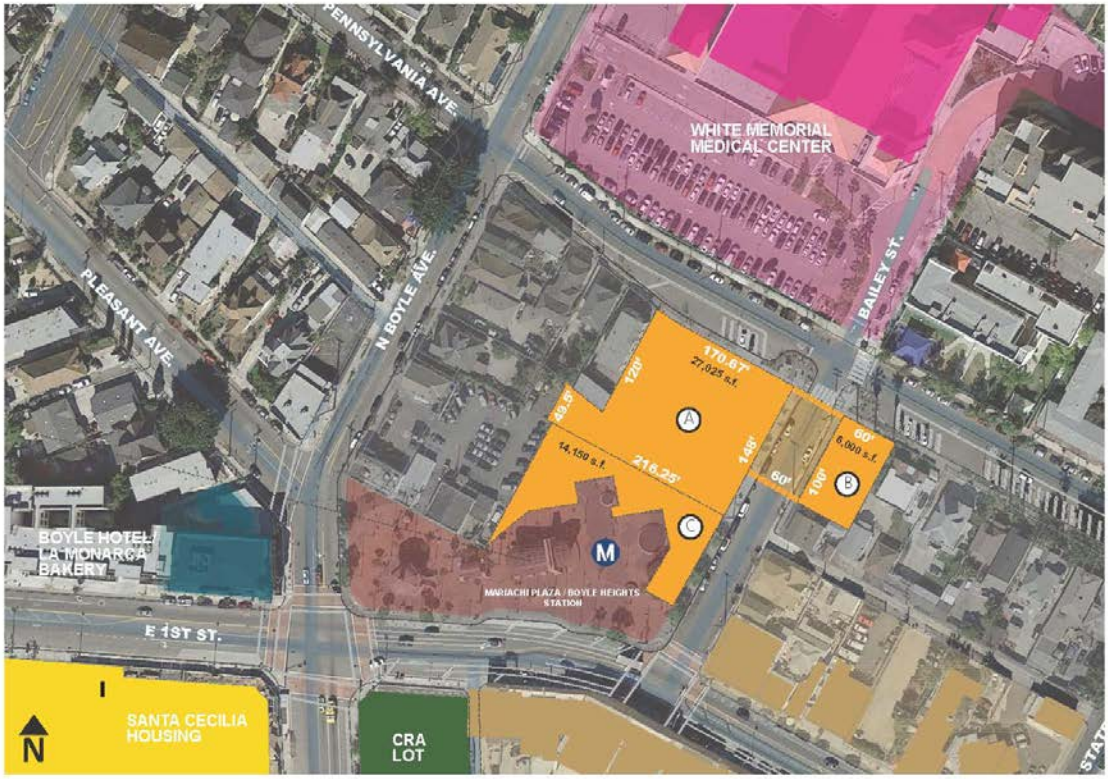


Figure 1: Mariachi Plaza Station Joint Development Site Map

Parcel A: Existing Parking lot (27,025 SF)
Parcel B: Existing lot (6,000 SF)
Parcel C: Portion of existing Mariachi Plaza (14,150 SF)

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

November 29, 2016

City of Los Angeles Department of City Planning
ATTN: Haydee Urita-Lopez, City Planner
Case Numbers: CPC-2016-2905-CPU and ENV-2016-2906-EIR
200 N. Spring Street, Room 667
Los Angeles, CA 90012

RE: Boyle Heights Community Plan Update ADDENDUM – City of Los Angeles – Notice of Preparation of a Draft Environmental Impact Report – CPC-2016-2905-CPU and ENV-2016-2906-EIR

Dear Ms. Urita-Lopez:

On October 5, 2016, the Los Angeles County Metropolitan Transportation Authority (Metro) sent the City of Los Angeles Department of Planning a response to the Notice of Preparation of a Draft Environmental Impact Report on the Boyle Heights Community Plan Update. This letter is an addendum to Metro's original letter response.

Project Description:

The proposed project is the update of the Boyle Heights Community Plan and the adoption of necessary updates to land use, zoning, plan text, and other ordinances to implement those updates. The Proposed Plan promotes a balance of housing units and jobs near transit where different types of land uses can be provided to reduce the length and number of vehicle trips. The Proposed Plan's policies complement the proposed zoning and land use designations; and they are geared towards the preservation of historic, low-density multi-family housing, the promotion of the Los Angeles River as a community amenity, the preservation of employment generating land uses, and the preservation and strengthening of commercial areas and neighborhood serving uses. Policies included in the Proposed Plan would also encourage the following goals: 1) protect historic structures; 2) preserve neighborhood character; 3) encourage well designed, quality development projects that complement and enhance the existing neighborhood character of the community; and 4) preserve the Boyle Heights mixed-density urban environment.

Addendum:

In an original letter response dated October 5, 2016, Metro included a *Land Use Recommendations* section regarding the Metro-owned properties immediately adjacent to Mariachi Plaza at the intersection of Pennsylvania Avenue and Bailey Street (attachment). Through an extensive community outreach process in 2016, the Boyle Heights community expressed a clear desire for affordable housing, locally-serving commercial uses, and additional open space to accommodate a street vendor hub at the Mariachi Plaza site.

In order to achieve these community goals for the Mariachi Plaza site and to promote a balance of housing and jobs near transit, Metro originally recommended rezoning the properties from the current zoning of RD 1.5 to R3-1. However, upon further evaluation of the existing land uses at Mariachi Plaza, Metro would like to amend this and instead recommend that the properties be rezoned as RAS-3 or a similar zone that supports mixed-use development. An RAS-3 zone accommodates the community's vision for both more affordable housing opportunities and locally-serving commercial uses, and supports Metro's goal of creating and enhancing Transit Oriented Communities.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. **Metro looks forward to reviewing the Draft EIR. Please send it to the following address:**

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: Metro-Owned Property Maps: Mariachi Plaza

Los Angeles County
Metropolitan Transportation Authority

ATTACHMENT C

GUIDE FOR DEVELOPMENT: MARIACHI PLAZA

NOVEMBER 2016



Metro®

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

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

Rail

Bus

Bicycle

APPENDIX

A. Summary of Comments from the Community Outreach Process

B. Design Guidelines Checklist

C. Metro Meeting Handout, August 10, 2016.

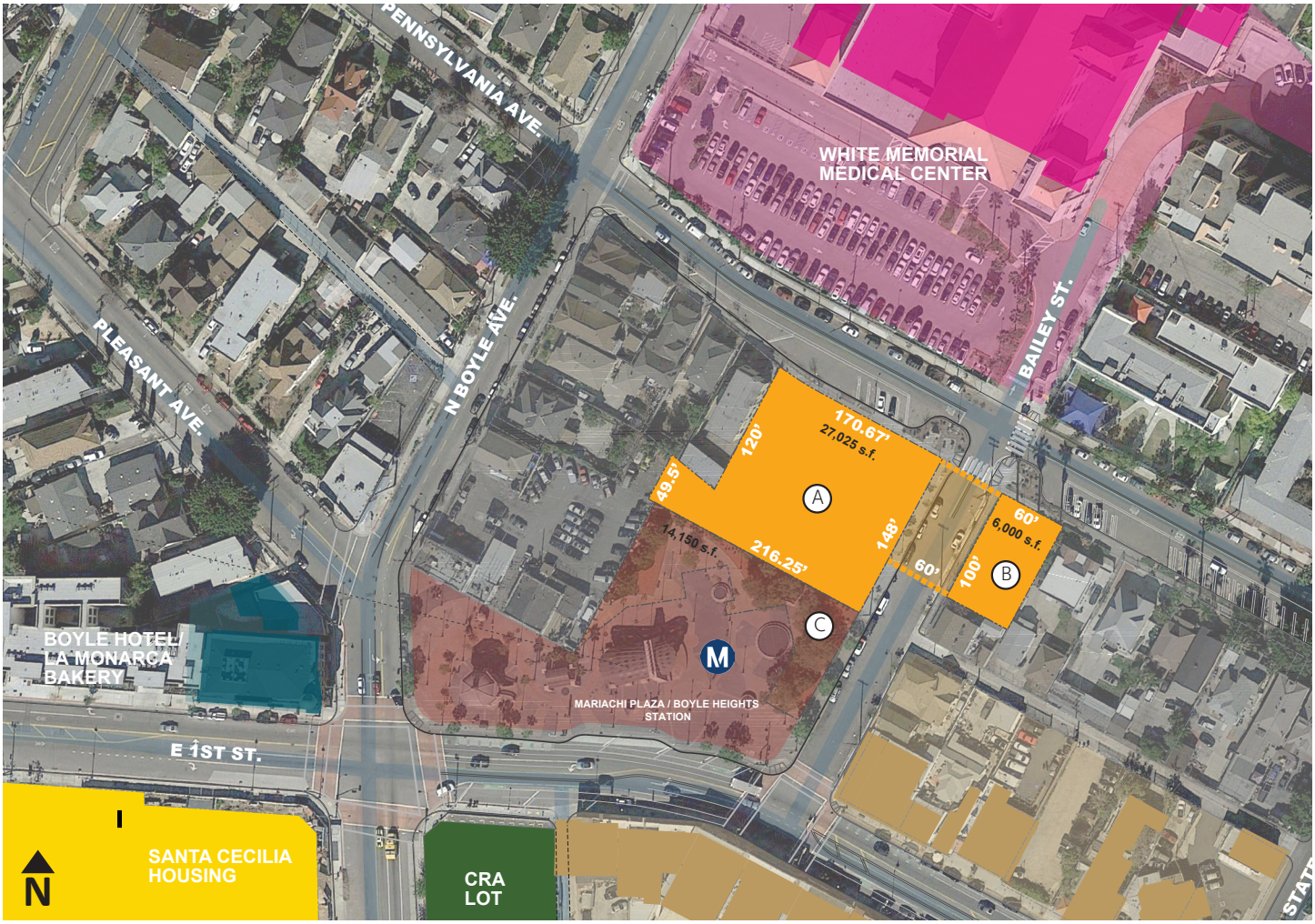


Figure 1: Mariachi Plaza Station Joint Development Site Map

Parcel A: Existing Parking lot (27,025 SF)
Parcel B: Existing lot (6,000 SF)
Parcel C: Portion of existing Mariachi Plaza (14,150 SF)

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 Metro's and community stakeholders' desires for the joint development of Metro-owned property ("Development") on Parcels A, B and C (see page 4) located at the intersection of North Boyle Avenue and East 1st Street ("Mariachi Plaza"). The Guide summarizes specific policies that apply to the project site and defines objectives that were developed through 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 Connectivity

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

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





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. Initial community outreach for Mariachi Plaza began in February 2016. This Guide is the outcome of the first stage of the JD process.

Community Outreach

Metro's community outreach process consisted of various community workshops. There were two 2-hour community workshops on Saturday, February 27, 2016 and Wednesday, March 9, 2016, a mariachi focus group, and a culminating community workshop on Wednesday, August 10, 2016. The first workshop was aimed at identifying community concerns and wants for varying program elements, and 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. Additionally, a focus group was held on May 26, 2016 to gather members of the Boyle Heights' mariachi community as an opportunity to voice specific needs and concerns by local mariachis. 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 Mariachi Plaza site. Additionally, Metro presented their findings and obtained input from the Boyle Heights Design Review Advisory Committee ("DRAC").

There were approximately 70 participants at each community workshop, 20 participants in the mariachi focus group, and nearly 80 participants in the culminating workshop. Comments were also taken online and accepted by the team via email for those who were not able to make it to the meetings. A summary of the comments is included in the Appendix.

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.





SITE DESCRIPTION

The project site, located at Mariachi Plaza Gold Line Station, consists of two development parcels, Parcel A and Parcel B (see figure above, Existing Conditions), and Parcel C comprised of a portion of the existing plaza which can be utilized for ancillary uses along with associated open and public space. Both A and B sit north of Mariachi Plaza and south of White Memorial Medical Center. Parcel A sits directly adjacent to Mariachi Plaza and is an irregular shaped parcel consisting of numerous lots and 27,025 square feet ("SF"), approximately 5/8ths of an acre. It is zoned RD 1.5-1-RIO-CUGU. Parcel B is to the east of Parcel A across Bailey Street and is a single lot of 6,000 SF or approximately 1/8th of an acre and similarly zoned. Parcel C, on Mariachi Plaza itself, is zoned C2-1-RIO-CUGU and is 14,150 SF. A successful development will integrate the Plaza's open space to create a seamlessly connected development with the three parcels.

Since parcels A & B are zoned RD1.5-1-RIO-CUGU, a minimum of 1,500 SF per dwelling unit is required and thus limits a potential housing development to 22 total dwelling units. Accounting for the maximum density bonus granted through the inclusion of affordable housing units, an additional 30% of dwelling units can be developed, bringing the potential total to 29 units.

The Community Plan Update for Boyle Heights is currently underway with the Los Angeles City Planning Department. The Planning Department is exploring options to increase the density of major transit nodes and commercial corridors while also providing various zoning and density options. Metro has communicated the community's desire to the Planning Department to allow for denser residential development on the Parcels A and B and has recommended an increase to the site's development potential to permit a mixed-used development and higher residential density. At this stage, Metro anticipates that these community-driven recommendations will be included in the Community Plan Update; Metro encourages development proposals assuming the density proposed in Section 3 under "Uses".

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

"We are a family of four in a 1 one bedroom apartment. We would like to have access to one of the Metro Affordable Housing units."



"Community gardens for growing & teaching, selling to markets-could be on a rooftop"



"We want to keep the people that have been living there to stay in the community"





2. VISION FOR DEVELOPMENT

THE CONTEXT AND VALUE OF BOYLE HEIGHTS

Sitting just east of Downtown Los Angeles, Boyle Heights is a 6.5 square mile neighborhood bounded 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 and a centralized location to Downtown and the Arts District, Boyle Heights has experienced an increased amount of visibility and attention in recent years. 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 multi-ethnic immigrant and 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, or 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 business.

	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

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

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

MARIACHI PLAZA

"We have a big need for affordable housing for seniors. Very low income."

The proposed sites sit adjacent to Mariachi Plaza, a historic symbol of art, culture, and commerce for the Boyle Heights community. Serving both as a transit gateway and a major piece of the community's identity, Mariachi Plaza hosts professional musicians as they gather in hopes of being hired by residents and visitors looking for performers, with the tradition dating back to the 1930s. The Plaza resembles the famous Plaza Garibaldi located in Mexico City and serves as an emblem of cultural pride and identity for Boyle Heights. Near Mariachi Plaza, visitors and local residents can enjoy various entertainment and commercial options, including Un Solo Sol, La Serenata de Garibaldi, J&F Ice Cream Shop, and the lending library, Libros Schmibros, along with various other establishments stretching east and west on East 1st Street.

"Green space that is open to the community at large not just the housing"

In addition, Mariachi Plaza is the local destination for entertainment and other community events. A weekly farmer's market and annual Mariachi festival are held at the Plaza, along with several community organized events and ceremonies. Mariachi Plaza is a major anchor to this commercial corridor in Boyle Heights and a gathering space for local residents, and as such, the Mariachi Plaza site represents a great opportunity for development and partnerships with local business owners and residents.



Gary Friedman, 2014. *Los Angeles Times*

COMMUNITY FEEDBACK

Stakeholder feedback included several important recurring themes:

> 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;
> Create a dense, urban development at the project site;
> 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;
> Promote safety and security around the plaza and Metro station;
> Provide adequate parking for local business demand;
> Embrace the rich history of street vendor culture;
> Promote access to healthy food at affordable prices;
> Honor the history and historic landmarks;
> 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.





Carolina Duarte, 2016. *Las Fotos Project*



Stephanie Medina, 2016. *Las Fotos Project*



Regina Zamarripa, 2016. *Las Fotos Project*

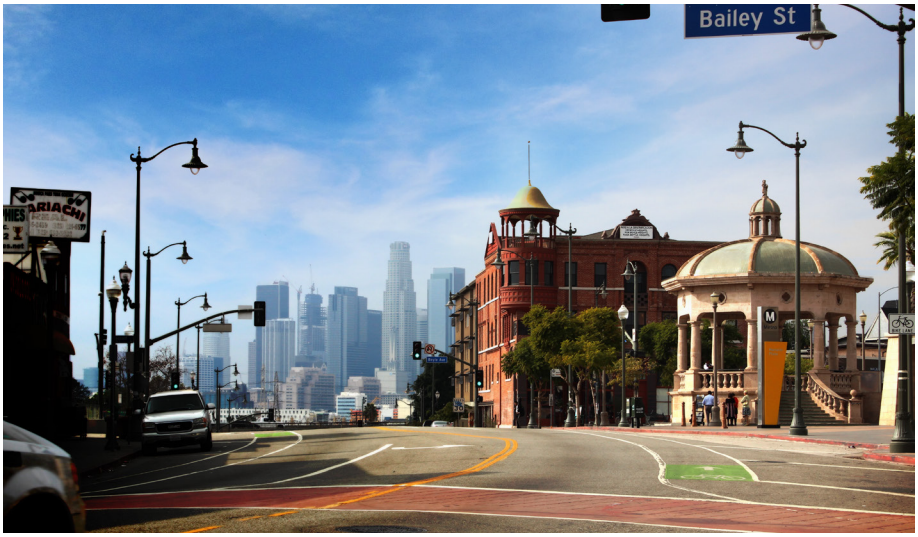


Maya Rosado, 2016. *Las Fotos Project*

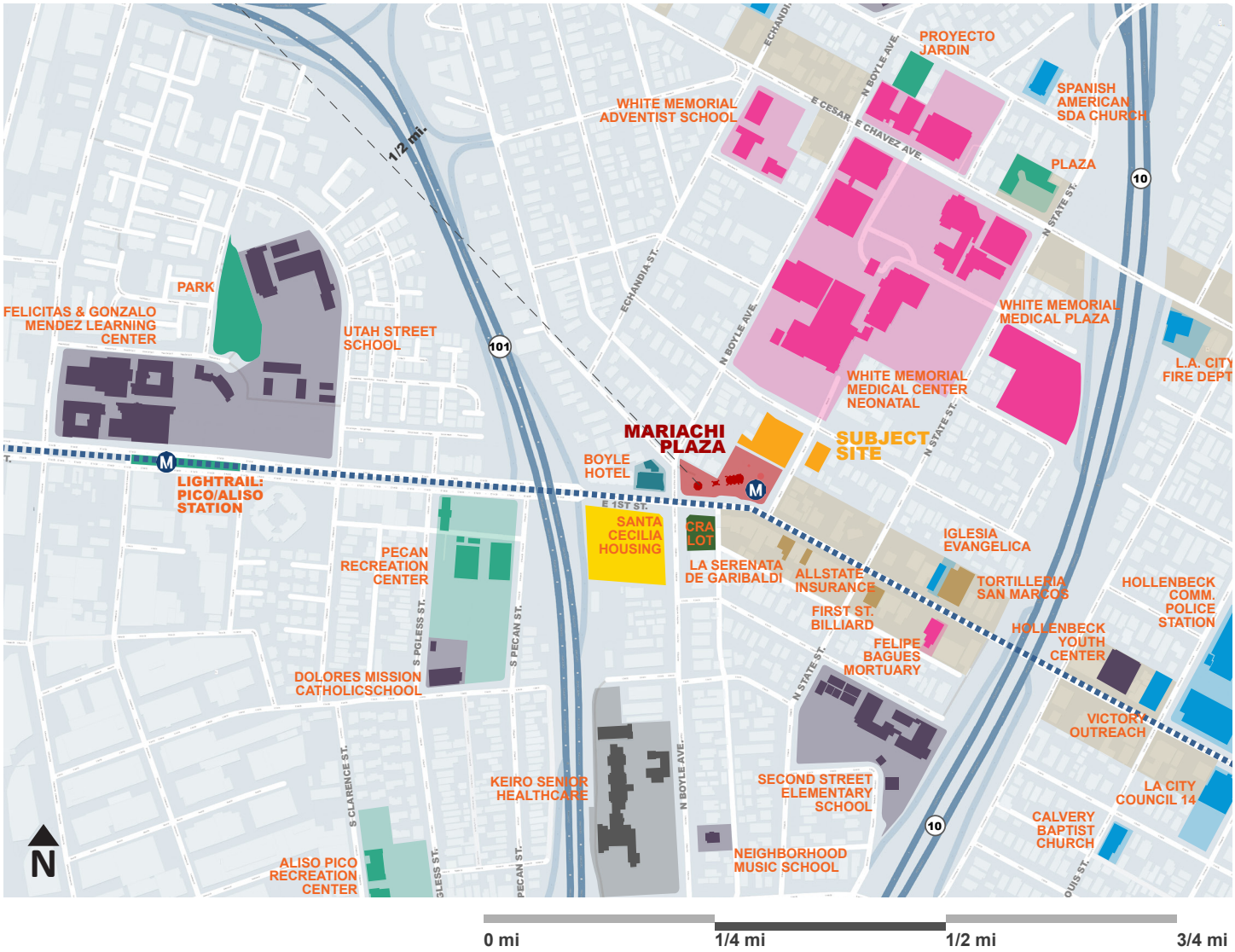
VISION

Through the community engagement process, the Boyle Heights community vocalized their vision for the Site: a mixed-use development with a focus on affordable housing which integrates commercial and retail development on the ground floor, creates usable public open space with enhanced landscape and hardscape elements, provides additional public parking, maintains the presence and viability of the mariachis, and preserves the iconic symbolism of the Plaza. The Mariachi Plaza Site would thrive with the right combination of programmatic elements. Metro has assessed the viability of each of these recommended program elements, giving consideration to the Site's zoning regulations, community fit, and financial feasibility for development.

Although the community voiced their desires for a grocery store at the Site, the Site's current zoning, lack of frontage towards a major street, and the increased parking demand for a large commercial development make a grocery store difficult to provide. However, Metro has taken into account the need for a grocery store in the neighborhood and has explored its possible development at another Metro-owned site located at the intersection of Cesar E. Chavez Boulevard and Fickett Street, where a commercial development of this type is feasible.



Jennifer Bermudez, 2016. *Las Fotos Project*



MAP LEGEND/ DESCRIPTION

EDUCATION/*EDUCACIÓN*
- SATELLITE COLLEGE — *ESPACIO PARA COLEGIO SATÉLITE*
- MAGNET/ CHARTER SCHOOL — *ESCUELA AUTÓNOMA/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 LIVNG FACILITY — *FACILIDAD DE VIDA ASISTIDA*
- HOTEL/MOTEL — *HOTEL/ MOTEL*

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 PROFECIONALES*

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*

LIGHTRAIL &TRAIN */TREN LIGERO &TREN*

FREEWAY */AUTOPISTA*

3. PROGRAM GUIDELINES

In recognition of the unique qualities of Boyle Heights and the iconic symbolism of Mariachi Plaza, 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 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 described in Section 2 (see page 10), consideration should be given to the artistic and historical significance of this Site to the mariachi culture. The development should be sensitive to this history and to the mariachis. Another element is the importance of creating spaces in the public realm, where the community comes together to celebrate, make music, socialize, and shop.

2. Address Community Needs.
It is important to recognize that this community has been underserved in many ways and that the project seeks to address their needs. This includes the provision of affordable housing at the lowest income levels. The community is also very short on open space, parks, places for children to play, and areas for seniors to gather, chat, and watch.

3. Ensure Existing Residents Benefit.
The community is concerned that new developments must be directed towards the existing residents and that it take action against potential displacement.

USES

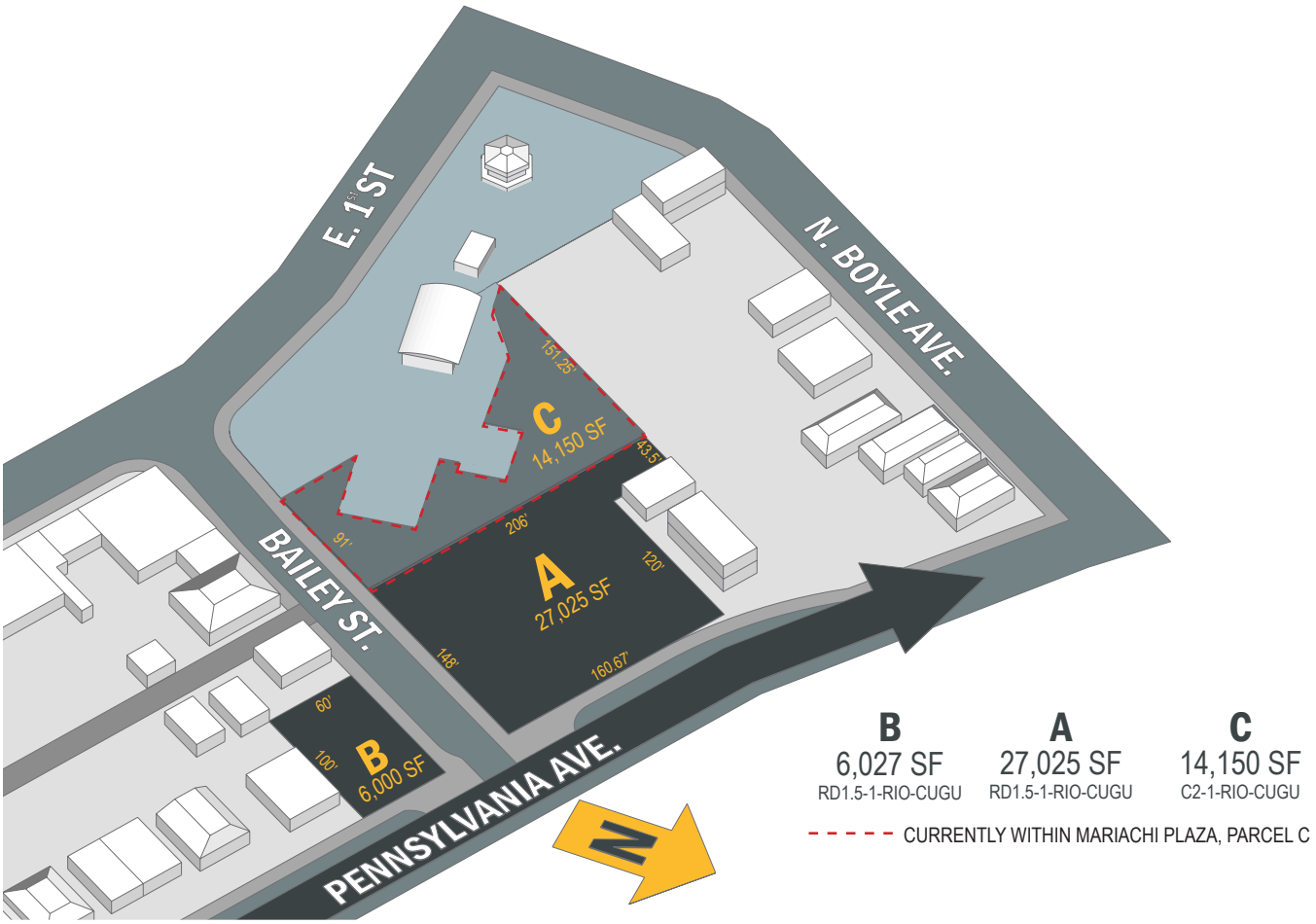
The following uses and quantities should be considered as a guideline. The specific quantity and organization of uses will be at the discretion of the developer. This program was developed in a collaborative process with the community through a series of workshops and meetings.

Affordable Housing
Metro encourages a minimum of 40 and up to 60 units of affordable housing, with as many as are financially feasible in the low and very

low restricted categories. Note that while this number of units is beyond the current zoning allowed on the site, the City is currently in the process of a Community Plan Update and Metro expects the site will be rezoned (see page 7). The units shall have a range of 30-60% AMI. 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.

Community-Serving Commercial

Up to 12,000 SF of commercial use is encouraged. The purpose of this space is to help activate Mariachi Plaza and to provide locally-serving uses to the community. Commercial uses should be neighborhood-serving businesses with price points that serve middle- and lower-income levels as appropriate, and compatible and complimentary to the Metro Station. Collaboration with the community is strongly recommended to establish the parameters for uses in the commercial use areas.



Existing Conditions

Community Uses
A community room or 'flex' space of about 2,000 SF would be desirable to serve the residents of the affordable housing development, as well as the whole Boyle Heights community. This space could be used in collaboration with local community organizations. Of particular interest would be a small resource center for the mariachis that would provide storage for instruments and clothing, public accessible restroom facilities, and space for outreach services.

Street Vending
Street vending is an important community asset that benefits residents, users, and sellers. Metro is currently embarking on a pilot program at MacArthur Park for street vendors. It is Metro's intent to evaluate the possibility of incorporating street vending in areas of Mariachi Plaza outside of Parcels A, B, and C as part of a separate project.

Open Space/Park Uses
Park and recreation uses are important to the community, which has expressed a desire for active/passive green space with shade. While this type of use can function on either one of the development parcels, it may be feasible to use Parcel B exclusively as a park/open space. In consultation with the City of Los Angeles Department of Recreation and Parks, an option is available to create a public/private park in partnership with the City. The developer can enter into a joint use MOU with the Department of Recreations and Parks for the purposes of a shared maintenance agreement for the park. The developer should research this option further.

On Parcel C, open space/park uses can extend into the existing plaza site as well, including shaded seating and more green space, to the extent feasible.

Parking
Vehicular parking for existing commercial uses is in short supply within the neighborhood. It would be highly desirable to provide public parking in excess of the parking required for the housing and commercial uses provided by the development. Twenty to thirty parking stalls could be provided as an option. This could be provided through head-in parking off Bailey Street.

Public Art

At Mariachi Plaza, public art is an opportunity to introduce visual and physical enhancement(s) or a cultural facility element to the project site. This would enhance the project quality and make people and transit users more aware of the cultural, historical, social, and environmental surroundings of this place. The project should include an Art Plan for a permanent public art component and/or inclusion of a cultural facility such as performance space, museum, or arts education component.

As the Joint Development project evolves, Metro Art 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, is in a publicly accessible location, and contributes to the project as a whole.

PROGRAM AND SITE DIAGRAMS

To realize the vision and desired uses for the site, Metro and its consultants have studied various site layouts. Metro is seeking development of Parcels A and B, with a mixture of 100% affordable housing, locally serving commercial uses, public open space and park/playground space, community rooms, and public parking over and above that required for the housing/commercial uses.

As part of the development program, Metro encourages the integration of Parcel C into the future development on the Project Site to create a connected experience on the entire plaza. This will help promote a vibrant, dynamic, and healthy outdoor space, and function as a transition space from the development to the existing plaza. Development on Parcel C would be limited to surface interventions such as landscape, hardscape, outdoor furniture/dining, public art, signage, kiosks/pop-ups, and/or shade elements. Improvements on this parcel shall not require deep foundation work.

The two 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 initial financial feasibility study. These are only two possibilities among many and ultimate quantity and mix of uses will be at the discretion of the developer.

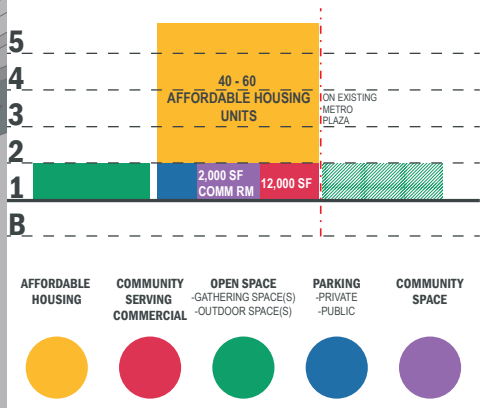


MIX 1

VIABLE DENSITY

B	A	C
6,027 SF	27,025 SF	14,150 SF
RD1.5-1-RIO-CUGU	RD1.5-1-RIO-CUGU	C2-1-RIO-CUGU

VERTICAL STACKING DIAGRAM



AFFORDABLE HOUSING | COMMUNITY SERVING COMMERCIAL | OPEN SPACE -GATHERING SPACE(S) -OUTDOOR SPACE(S) | PARKING -PRIVATE -PUBLIC | COMMUNITY SPACE

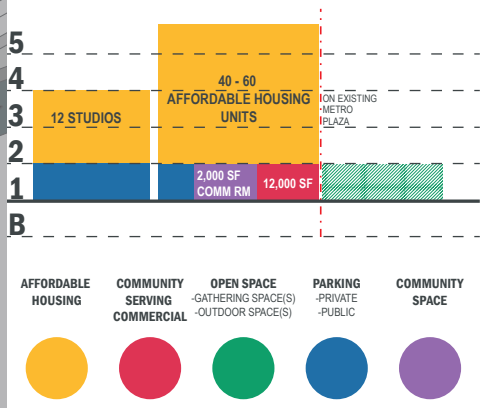


MIX 2

VIABLE DENSITY

B	A	C
6,027 SF	27,025 SF	14,150 SF
RD1.5-1-RIO-CUGU	RD1.5-1-RIO-CUGU	C2-1-RIO-CUGU

VERTICAL STACKING DIAGRAM



AFFORDABLE HOUSING | COMMUNITY SERVING COMMERCIAL | OPEN SPACE -GATHERING SPACE(S) -OUTDOOR SPACE(S) | PARKING -PRIVATE -PUBLIC | COMMUNITY SPACE

4. DEVELOPMENT GUIDELINES

INTRODUCTION

The purpose of these guidelines is to give urban and architectural design direction. The principles were developed through an outreach and workshop process between the Boyle Heights community and Metro. In addition to these guidelines, the project will need to comply with City of Los Angeles zoning regulations, as well as the Program Guidelines outlined in Section 3 and Vision for Development in Section 2.

As a general principle, the Development 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 areas 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 meant 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.

UD

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 on 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 areas, 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.
> 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 3 stories on Parcel 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

Retail

> Ground-floor retail should include neighborhood-serving businesses with price points that serve middle- and lower-income levels as appropriate.
> Consideration should be given to community-preferred retail categories identified in 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 neighborhood and Plaza.
> 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 if located elsewhere should provide ease of access.

Open Space Uses

> Open spaces that reside on ground level should be usable and well maintained.
> Parcel C shall be used as a transition zone from development to Plaza.
> 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 Bailey Street and Pennsylvania Avenue.

BUILDING FRONTAGES

> On Parcel A, the primary orientation should face Mariachi Plaza. This is frontage should maximize pedestrian interaction. Uses such as retail, community room, public bathrooms and a mariachi resource center should be oriented to the Plaza.
> Along Bailey Street, some retail/community uses can be included as a continuum of the uses located on the Plaza.
> Entry for residential uses can be placed on Bailey Street and/or Pennsylvania Avenue.
> Service entries, uses and structured parking should be oriented to Pennsylvania Avenue.

> Public parking uses may be oriented towards Bailey Street and Pennsylvania Avenue, but the sidewalk should be set between the structure and the parking.
> Design in general should address the overall street and elevation composition.
> Vehicular and pedestrian entries should be obvious. In general, entrances should face the street or Plaza and be recognizable from a distance.

Pedestrian Entrances

> Pedestrian entrances should create a sense of place and connect the project to the public realm.
> Entrances 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.

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 building services should be placed so that they are not readily visible from the sidewalk and so access does not unduly disrupt pedestrian walkways.
> Convenient onsite facilities for occupants to recycle and compost should be conveniently located.
> Trash should enclosed in a storage area with covering.

This page was intentionally left blank.

OS

OPEN SPACE

Public Open Space

> Project public open space, particularly on Parcel C, should function as a continuum of Mariachi Plaza to ensure a seamless connection between the development and the Plaza. New development should respect the culture of the community and the contributions of the mariachis. No structures shall penetrate the surface of the Plaza on Parcel C (see page 17, *Existing Conditions*).
> Open spaces in the Project Site shall provide seating, trash receptacles, drinking fountains, and shade.
> Trees should be appropriately sized to provide reasonable shade and be 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.
> No essential facilities integral to the Metro Station may be touched or altered.

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 by the developer in accordance with the City of Los Angeles Department of Recreation and Parks standards.
- Park design shall include significant vegetation, including trees and shade.
- The park shall be suitable for people of all ages.

Tenant Open Space

- Tenant open space shall be provided according to HUD and City of Los Angeles standards.
- 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 tenant use
    - Seating
    - Vegetated green space
- The open space and amenities provided for the tenants within the building should be secured to ensure that only the tenants and their guests have access for their use.
- Visual continuity between the Plaza and the tenant open space will be desirable for aesthetic reasons and for 'eyes on the street' security purposes.

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 for.
- Access and open space should be provided for the retail/ commercial uses and be a seamless continuum with Mariachi Plaza.
- Ground floor spaces should be designed to allow and encourage building uses to spill out into open spaces with features such as restaurant/cafe seating and outdoor displays of retail merchandise.

Safety and Security

> Safety and security is of paramount importance and can be fostered through environmental design strategies.
> Commonly accepted crime prevention should be used whenever possible to provide a safe streetscape environment for all people that visit and use the development areas.
> Lighting should be adequately provided throughout the site to allow clear visibility throughout the project sites and into the adjacent Mariachi Plaza. 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 as a matter of security, requires clear, obvious and efficient paths of travel.

Landscape and Streetscape

> Street 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.

Bailey Street Improvements

> Bailey Street may be subject to occasional closure between Pennsylvania Avenue and the alley to the south for community, commercial, and social events.
> Enhanced street paving, such as use of unique materials or thermoplastic patterning, should be provided.
> A method for safely closing off the street should be provided.
> Sidewalks should be designed so that a graceful continuum of open space may be achieved between Parcels A and B.

PUBLIC ART

As background, Metro's art program enhances the customer experience with innovative visual and performing arts programming that encourage ridership and connect people, sites, and neighborhoods throughout Los Angeles County. A diverse range of site-specific artworks are integrated into the growing Metro system, improving the quality of transit environments, creating a sense of place, and strengthening ties with the communities Metro serves. From public art installations including photography onboard posters, to art tours and live performances, Metro's multi-faceted art programs add vibrancy and engage communities throughout Los Angeles.

In the context of this development, the project should take the following guidelines into its public art process:

> Public art and/or cultural facilities/programming (see page 19) should be integrated into the development.
> Public art/programming 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.
> Public art/programming should be reflective of the community and developer shall work with Metro Art to finalize concept.

ARCHITECTURE AND BUILDING DESIGN

FORM AND SPACE

Massing & Height

> Height should comply with the zoning requirements of the City of Los Angeles. The current height zone allows 45 feet. Affordable housing incentives allow up to 5 stories at approximately 55 feet.
> 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 the southerly elevation, which faces onto Mariachi Plaza.
> If Parcel B is developed with housing, the development should treat Bailey Street as the prime frontage and respond to the manner in which Parcel A on Bailey Street 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 retail/commercial portions of the project should be transparent and open and face onto Mariachi Plaza.

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 discouraged.
> To the extent possible, daylight should permeate throughout 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 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 should be considered, where possible.

> Ultra low-flow toilets and urinals, low-flow and sensored 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 buildings.
> 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

> Parking requirements of the zoning code shall be met.
> EV charging station(s) in both private and public parking areas should be provided.
> 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 the public and general long term secure bicycle parking for residents.

This page was intentionally left blank.

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 documents.

CITY OF LOS ANGELES PLANNING - GENERAL PLAN

The City of Los Angeles General Plan

Land Use Element
http://planning.lacity.org/cwd/framwk/contents.htm

The City of Los Angeles General Plan Community Plan Boyle Heights

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

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

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 of the Boyle Heights Community Plan. The City of Los Angeles' Department of City Planning is currently conducting a series of updates both to its General Plan and to various Community Plans including Boyle Heights. 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.

Currently parcels A & B are zoned RD1.5-1-RIO-CUGU, which requires a minimum of 1,500 SF per dwelling unit, limiting a potential housing development to 22 total dwelling units. Accounting for the maximum density bonus granted through the inclusion of Affordable Housing units, an additional 30% of dwelling units can be developed, bringing the potential total to 29 units. Metro has communicated the community's desire to the Planning Department to allow for denser residential development on the two parcels in question and has recommended an increase to the site's development potential to permit a mixed used development and higher residential density. At this stage Metro anticipates that these community-driven recommendations will be included in the Community Plan update and Metro encourages development proposals assuming the density proposed in Section 3 under "Uses".

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 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_pgm

Moreover, Metro has formed the Boyle Heights Transit Oriented Development Design Review Advisory Committee ("DRAC") to represent a broad group of stakeholders. The DRAC was formed 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. The DRAC will participate in the design review process for all JD sites within Boyle Heights.

Design Review Advisory Committee DRAC
https://www.metro.net/projects/jd-boyle-heights/

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. These streets would serve 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 properties are 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 - BICYCLE PLAN AND MOBILITY ELEMENT

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

The City of Los Angeles is in the process of implementing the 2010 Bicycle Plan and the 2015 Mobility Element. The Bicycle Plan has identified 1st Street Avenue as part of a network of dedicated bicycle lanes. To the extent that a developer will be constructing streetscape improvements on 1st Street as part of the development and construction process, the City of Los Angeles Bicycle and Mobility Plan infrastructure must be incorporated.

CITY OF LOS ANGELES - PLAN FOR A HEALTHY LOS ANGELES

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

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.

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

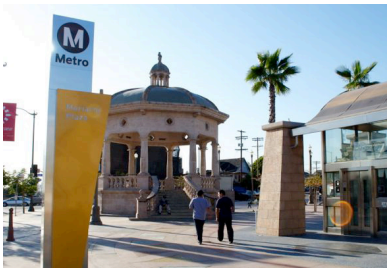
- Require active street frontages that welcome pedestrians
- Require buildings to scale down from corridors to residential neighborhoods



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

Boyle Heights Community Plan Update Draft, Community Corridiors. 2016

6. TRANSIT CONNECTIVITY



Developers may build over the station entrances, subject to Metro design approval and review.

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 protecting Metro's transit infrastructure, 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.

RAIL

Station Portal

The existing Gold Line Station Portal at Mariachi Plaza must be maintained as a key entrance to the Station. Existing vent shafts, emergency exits, and other similar station facilities shall remain intact and future development shall not impair or hinder their functionality. With Metro's approval, such facilities may be modified. No loss of transit functionality shall occur, and the costs of such modifications will not be borne by Metro.

BUS

Bus Patron Amenities

Bus patron amenities such as benches, bus shelters, next bus displays, and map cases are required where applicable. If amenities must be temporarily relocated during construction, Metro staff must approve location.

BICYCLE

Bicycle Parking

Bicycle parking for the Development must be 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 expansio or East LA Expansion area. The developer shall coordinate with Metro's Bike team to reserve space at the development for bike share kiosks.

APPENDIX

APPENDIX A. SUMMARY OF COMMENTS FROM CHARRETTES

SUMMARY OF COMMENTS: MARIACHI PLAZA

Stakeholder Feedback for the Development Guidelines, September 2016

Executive Summary

Metro hosted two charrettes on February 27, 2016 and March 9, 2016 respectively regarding joint development on the Metro site adjacent to Mariachi Plaza. Metro also hosted a focus group for the Mariachi community on April 27, 2016 and a community focus group on August 10, 2016. Metro heard important feedback from residents, neighbors, property owners, business owners and other stakeholders about their vision and concerns for future development. The charrettes garnered an array of responses and a firm direction from the stakeholders.

Metro asked several questions of our stakeholders at these meetings. We had approximately six tables, four English-speaking and two Spanish-speaking. We also talked one-on-one to hear comments and concerns. We provided a neighborhood map where the stakeholders pointed to where they lived and showed existing condition in a 1/2-1 mile radius of the site. Each table, through a Table Captain, summed up the group's comments and reported back to everyone in the meeting. In addition we provided green dots for 'yes' and 'red' dots for no that the stakeholders placed on a chart with various choices such as 'affordable housing', 'market rate housing', 'grocery store', etc.

The questions we asked were:

1. What are you looking for on this site?
2. What is working?
3. What is not?
4. What do you want?
5. What is here? (referring to the neighborhood map)
6. What is most valuable or what do you value in your neighborhood?
7. What is missing?
8. What does the neighborhood need?
9. What would you like to have or see for these sites?

The feedback included several important recurring themes:

> Affordable housing
> Grocery store
> Parking
> Street vendor hub
> Open space/Parks/Playgrounds

As with any community, there were a variety of opinions, but a major concern in Boyle Heights was gentrification that would displace existing residents. The community wanted any future development or changes to preserve their culture and serve the current and long time residents. The Mariachi and vendor groups wanted to see shade, bathrooms and areas to park.

Metro would like to thank all the participants who came out to the meetings. The feedback we heard is summarized in more detail below.

Character and Culture of the Neighborhood

Residents and stakeholders treasure the neighborhood, culture and historic character and want the neighborhood to reflect their community. The following are comments from the charrette attendees:

> Create a history and cultural museum and children's museum
> Preserve small buildings with murals and all murals
> Create signage that conveys the local heritage
> Build a cultural center
> Create a cultural center
> "[I would like to see] a history museum or community history wall."
> "I would like to see] a mariachi museum."
> "Murals with Mexican culture represented"
> "[We should] preserve the small buildings with murals; do not change these buildings."
> "[We should] preserve the Mariachi heritage [and] day to day [vitality]."
> "[There should be] signage [that conveys] the heritage."
> "[I would like to see a] kid-safe children's museum or center with hands-on activities."
> "What I personally like about Mariachi Plaza is our culture, that it shows in music."
> "[I would like to see] culture center."

Housing

Participants desired affordable housing that is for low income people and would assist the local residents. Metro heard that the community would like to see:

> Low-income senior housing
> Affordable housing for very low income people
> A laundromat with housing on top
> Housing and a garden
> A senior center with living areas
> "[I would like to see] low-income senior housing."
> "[I would like to see] Senior housing for those that earn less than $24K per year"
> "Affordable housing because there are people that earn less than $24K per year."
> "[I would like to see] a senior center with two stories and a laundromat at the bottom."

Markets

Boyle Heights lacks a varied selection of grocery stores. Participants have a need for affordable markets that offer healthy food choices. Metro heard that the community would like to see:

> Low-income senior housing.
> Affordable housing for very low income people.
> A laundromat with housing on top.
> Housing. A garden.

> A Senior center with living areas
> "[I would like to see] a health food store/healthy restaurant."
> "[I would like to see] community services like a market or laundromat. There is a] lack of a supermarkets."
> "[I would like to see] local, authentic markets with parking"
> "[I would like to see] a low-cost, affordable, organic grocery store."

Outdoor Space

Open space is a priority for residents as they want to continue to use Mariachi Plaza as a gathering space and public plaza. Specifically, Metro heard that the development should:

> Include a green park with walking paths and exercise space
> Provide vendor and mariachi gathering places
> Include public seating
> "[I would like to see] an outdoor gathering space w/internet, [that is] open all hours."
> "[I would like to see] a green park with walking path/playground/skate park/community garden/public arts."
> "[I would like to see] a community garden/green space, and exercise space."
> "[I would like to see a] skate park, [so that the skaters] get off Mariachi Plaza."
> "[I would like to see] legal community art walls and a skate park."
> "The youth skaters on the plaza are good, they need a place."
> "Vendors are desirable; they need a place to wash, rest, seating for food trucks."
> "Farmers market is good."
> "Small recreation area for youth"
> "Environmental contamination (open space to better the quality of life)"
> "[I would like to see] seating for the public; 17 cast iron benches."
> "[I would like to see] a community garden."
> "[I would like to see] a playground."
> "[I would like to see an open space with public seating that is safe and comfortable."

Parking

Parking is a key issue for residents, businesses, and transit riders. There is virtually no parking at Mariachi Plaza and in the immediate area. It is a great need for all residents and visitors. Opinions about parking included the following:

> Businesses need parking
> A new parking lot for local residents
> Parking of events
> Low cost parking
> "[We need] parking! Businesses need underground parking."
> "[I would like to see] a multi-use facility that has parking during the day and vendors at night."
> "[I would like to see] underground business parking (not Park & Ride)"
> "[I would like to see] a creative parking [facility] (that uses solar, etc.)"
> "[Currently] the parking is scarce for residents and visitors."
> "Is permit parking desirable? [We need a] comprehensive parking solution."
> "[We need] more slant parking on Baily + Pleasant."

This page was intentionally left blank.

DRAC CHECKLIST

PROJECT _____ DATE _____

LOCATION _____

DEVELOPER _____

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

1. URBAN DESIGN	Achievement Score	Notes
UD-1 - Pedestrian level orientation/experience		
UD-2 - Community compatibility		
UD-3 - Service entries: Trash, deliveries, utilities, police, fire, hospitals		
UD-4 - Scale relative to neighborhood		
UD-5 - Uses/Ground floor		
UD-6 - Moving from public to private space		

DRAC CHECKLIST

PROJECT _____ DATE _____

LOCATION _____

DEVELOPER _____

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

2 .OPEN/ PUBLIC SPACE	Achievement Score	Notes
OPS-1 - Community connectivity/Neighborhood		
OPS-2 - Access/Entries/Signage		
OPS-3 - Parking- Accessible/Screened		
OPS-4 - Public transportation		
OPS-5 - Trees/Shade		
OPS-6 - Landscape		
OPS-7 - Tenant open space		
OPS-8 - Community amenities		

DRAC CHECKLIST

PROJECT _____ DATE _____

LOCATION _____

DEVELOPER _____

5 LEVEL ACHIEVEMENT SCALE

5	Exceptional
4	Exceeds Expectations
3	Meets Expectations
2	Improvement Needed
1	Unacceptable

3. ARCHITECTURE /BUILDINGS	Achievement Score	Notes
AB-1 - Articulation		
AB-2 - Quality of Materials		
AB-3 - Symmetry & Rhythm		
AB-4 - Scale + Proportion		
AB-5 - Solid vs. Open		
AB-6 - Design & Style		
AB-7 - Context		
AB-8 - Sustainability		

This page was intentionally left blank.

BOYLE HEIGHTS COMMUNITY WORKSHOPS

TALLER COMUNITARIO

MARIACHI PLAZA

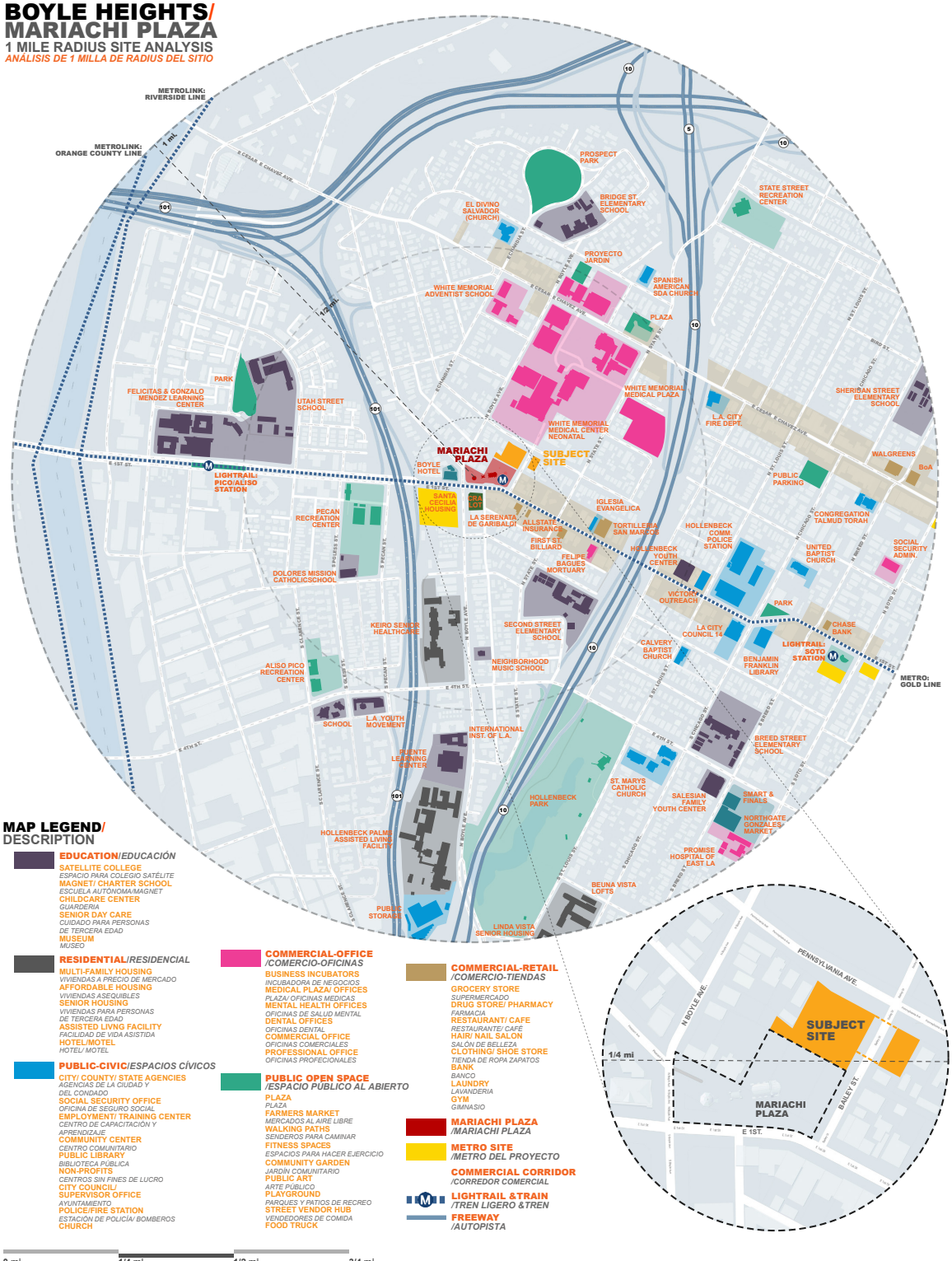




BOYLE HEIGHTS/ MARIACHI PLAZA

1 MILE RADIUS SITE ANALYSIS

ANÁLISIS DE 1 MILLA DE RADIUS DEL SITIO



MAP LEGEND/ DESCRIPTION

EDUCATION/*EDUCACIÓN*
- SATELLITE COLLEGE — *ESPACIO PARA COLEGIO SATÉLITE*
- MAGNET/ CHARTER SCHOOL — *ESCUELA AUTÓNOMA/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 PROFECIONALES*

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*

LIGHTRAIL &TRAIN /*TREN LIGERO &TREN*

FREEWAY /*AUTOPISTA*

0 mi — 1/4 mi — 1/2 mi — 3/4 mi



MARIACHI PLAZA WORKSHOP DISCUSSION
TALLER COMUNITARIO EN MARIACHI PLAZA



MARIACHI PLAZA WORKSHOP REPORT OUT
TALLER DE RELATO EN MARIACHI PLAZA

TOP 'YES' ANSWERS
RESPUESTAS A FAVOR

Housing
Affrodable Housing (Rental) + Senior Housing

Viviendas
Viviendas asequibles (alquilables) + Viviendas para personas mayores

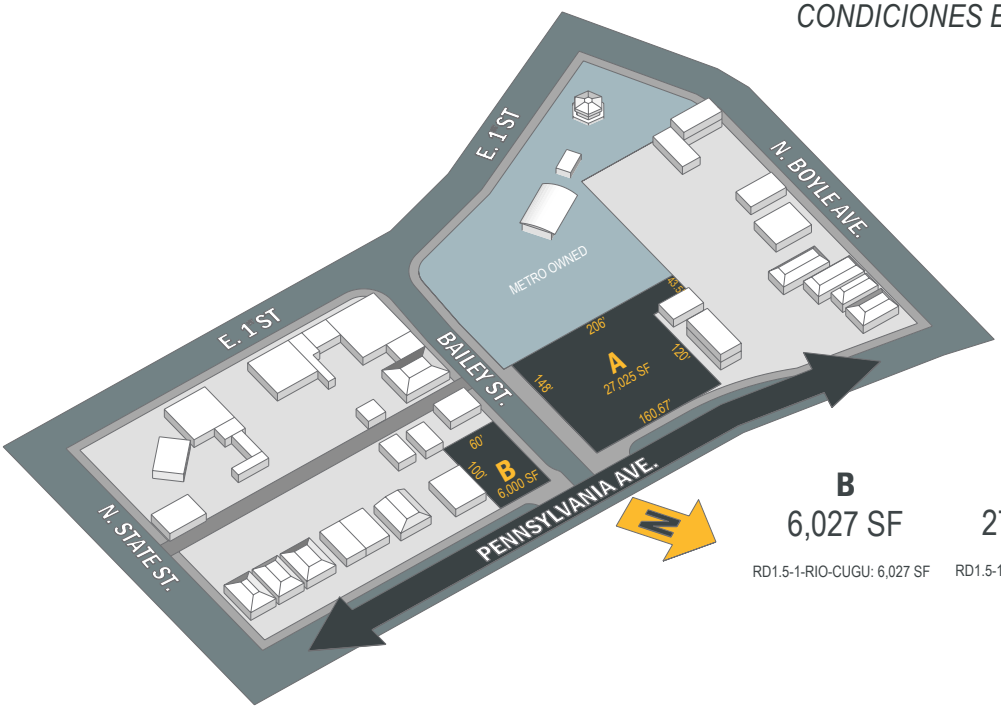
Grocery Store
Supermercado

Parking
Estacionamiento

Street Vendor Hub
Espacios para vendedores ambulantes

Park / Playground
Parques y patios de recreo

EXISTING CONDITIONS
CONDICIONES EXISTENTES



B
6,027 SF
RD1.5-1-RIO-CUGU: 6,027 SF

A
27,025 SF
RD1.5-1-RIO-CUGU: 27,025 SF

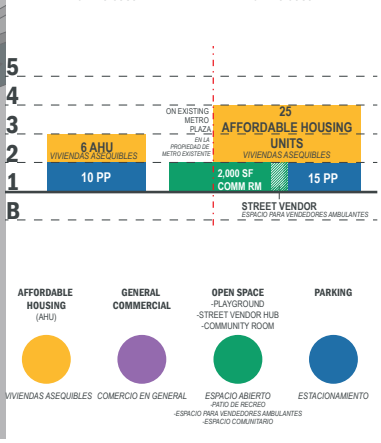


BY-LAW
POR LEY

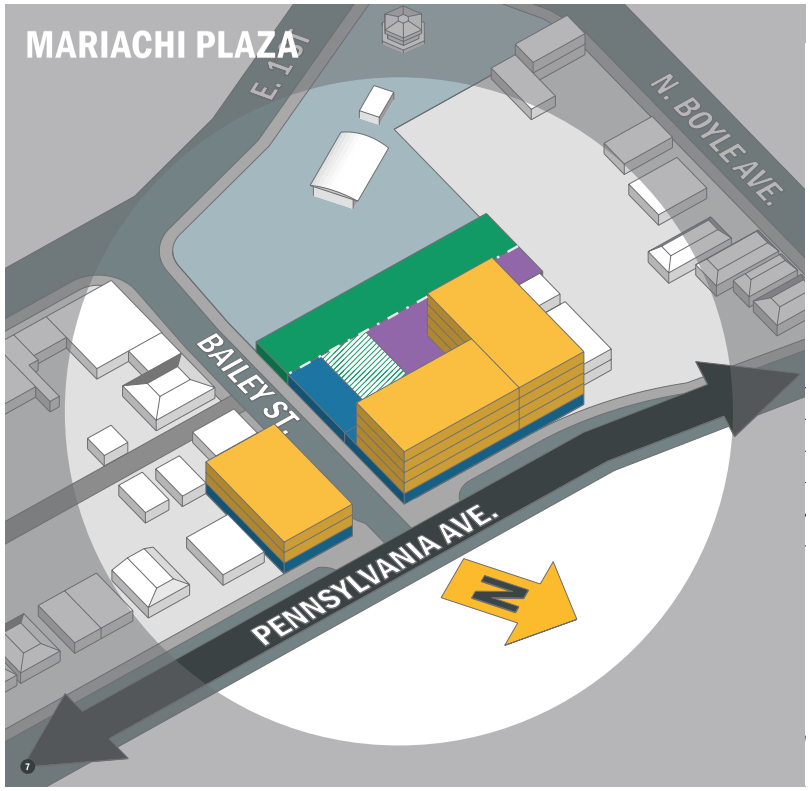
B
6,027 SF
RD1.5-1-RIO-CUGU: 6,027 SF

A
27,025 SF
RD1.5-1-RIO-CUGU: 27,025 SF

VERTICAL STACKING DIAGRAM
DIAGRAMA DE ORGANIZACIÓN VERTICAL



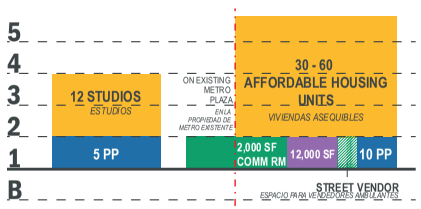
MIX 1



B
6,027 SF
RD1.5-1-RIO-CUGU: 6,027 SF

A
27,025 SF
RD1.5-1-RIO-CUGU: 27,025 SF

VERTICAL STACKING DIAGRAM
DIAGRAMA DE ORGANIZACIÓN VERTICAL







AFFORDABLE HOUSING
VIVIENDAS ASEQUIBLES



FLEX SPACE WITH CONNECTION TO OUTDOOR SPACE
ESPACIO FLEXIBLE CON CONEXIÓN A ESPACIO AL AIRE LIBRE



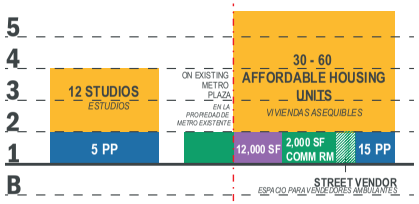
LIMITED COMMERCIAL SPACE
ESPACIO COMERCIAL LIMITADO

MIX 2



B	A
6,027 SF	27,025 SF
RD1.5-1-RIO-CUGU: 6,027 SF	RD1.5-1-RIO-CUGU: 27,025 SF

VERTICAL STACKING DIAGRAM
DIAGRAMA DE ORGANIZACIÓN VERTICAL







AFFORDABLE HOUSING
VIVIENDAS ASEQUIBLES



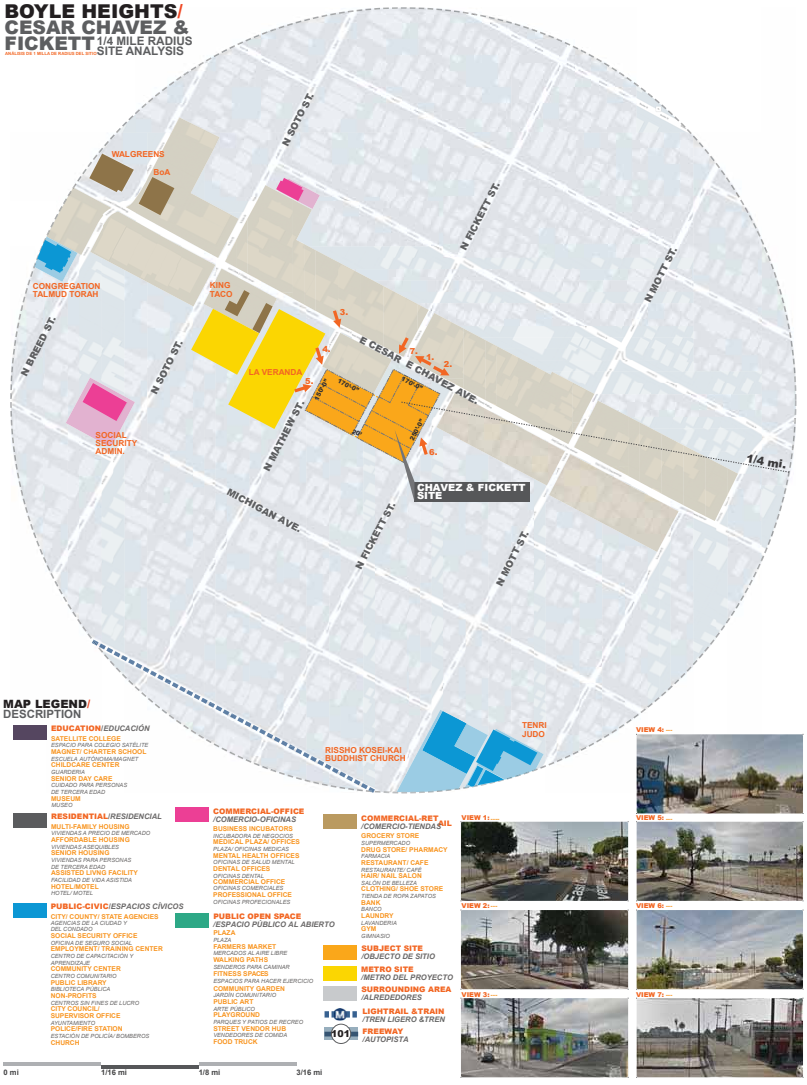
FLEX SPACE WITH CONNECTION TO OUTDOOR SPACE
ESPACIO FLEXIBLE CON CONEXIÓN A ESPACIO AL AIRE LIBRE



LIMITED COMMERCIAL SPACE
ESPACIO COMERCIAL LIMITADO

CESAR CHAVES & FICKETT CHARRETTE

TALLER COMUNITARIO DE CESAR CHAVEZ Y FICKETT



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
Affrodable 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