

Chapter 6 APPENDIX

DRAFT - 6 JULY 2010



I. INTRODUCTION: HISTORY AND BACKGROUND

The central purpose of this Specific Plan is to define a vision, an implementation strategy, and clear land use and development standards for the general physical, economic, and social improvement of the 3rd Street Corridor and adjoining neighborhoods, leveraging the value and amenity of the Gold Line and the access it brings to East LA's businesses, and residents. The public investment in transit presents a historic opportunity to the East Los Angeles community: To reverse its long economic decline and to reclaim its once and future position as a great place to live and work, just a short train ride from the heart of the Los Angeles region.

A. Location of the Plan Area within the Region: This Specific Plan addresses a two square mile area of unincorporated East Los Angeles. The project area is located at the center of Los Angeles County, and is bounded by Downtown Los Angeles to the west, the San Gabriel Valley to the north, the 60 Freeway Corridor cities to the east and, the communities of Central and South Los Angeles to the south.

The plan area is bisected by the Pomona (60) and Pasadena (710) Freeways and is within one-half mile of the Santa Ana (5) Freeway, whose route extends along California's entire length.

B. Urban History: East Los Angeles' evolution coincides with every important phase in Southern California's development and plays a central role in the region's history over the last two hundred plus years. The following provides a description of the region's important development phases.

1. **Spanish and Mexican Settlement:** The first inhabitants of the Los Angeles basin were the Uto-Aztecan language native tribe, later given the name of Gabrielinos by the Spaniards. The Spanish settled in the area with the establishment of the San Gabriel Mission in 1771 and of the Pueblo de Nuestra Señora de Los Angeles in 1781. Immigrants from Sinaloa and Sonora Mexico also settled in the area.

Ranching and agriculture were the dominant economic engines of the Spanish and Mexican Period. What is now East Los Angeles was then Rancho San Antonio, grazing land dotted with adobe houses and other rancho buildings. El Camino Real connected the Catholic Missions and Presidios from San Diego to San Francisco.

A portion of El Camino real included Whittier Boulevard ; it also crossed through Rancho San Antonio in the area between the Pueblo de Los Angeles and the San Gabriel Mission.

2. **19th and Early 20th Century:** California gained statehood in 1850 and soon thereafter, the City of Los Angeles was incorporated in 1851. The stress of adapting to American rules, accompanied by a devastating drought, damaged the cattle industry in the 1850s and forced most families of original Mexican and Spanish decent to move from their land and abandon rural life.

The westward extension of the transcontinental railroad reached Los Angeles in the 1880s. The arrival of the railroad caused land values to rise and helped expand the City around its Pueblo-adjacent terminal (on what is now Union Station). Most platting of former rancho land for industrial and residential subdivisions east of the Pueblo and the Los Angeles River took place during the rest of the 19th Century.

Regionally, this growth helped establish many new towns, and supported the beginnings of an American commercial and industrial economy in the Los Angeles Basin. By the end of the 19th century, the pastoral lifestyle of the ranchos and their rancheros was waning and within a couple of more decades it had disappeared.

The growing economy of Southern California provided many low-wage jobs in service industries, transportation, and agribusiness. This attracted Mexican and Japanese labor to the region. Many Mexican immigrants settled in the already established Mexican neighborhoods of Los Angeles, one of which was Sonoratown, located just north of the Plaza. Rising land and real state prices in the City of Los Angeles, and widespread discrimination enforced through zoning regulations, forced many of them to move east to settle in less expensive and less restricted unincorporated lands. Independent cities began to then be established surrounding these ethnic subdivisions, through the annexation of all desirable and open county land. The City of Los Angeles also expanded dramatically in the same area, at the same time. The present boundaries of East Los Angeles are essentially the territory not claimed by its municipal neighbors during this process of urban expansion.

This targeted eastward growth produced the first neighborhoods of unincorporated East Los Angeles. Third Street became a dividing line, with the Mexicans establishing themselves north in Belvedere and the Anglos south in Occidental Heights. The Mexicans from Sonoratown relocated to the Belvedere section of East Los Angeles because of lower land values in this area. The establishment of the Mexican community in East Los Angeles attracted other Mexicans to follow. Belvedere became a predominantly Mexican community and was affectionately called "La Maravilla" (the Wonderous).

Urban expansion and the regional transportation system of Greater Los Angeles has shaped and reshaped East Los Angeles over the past century. In the early years of the 20th century Los Angeles grew rapidly to the east, fueled by the growth of the Pacific Electric Railway system that enabled access from the new neighborhoods to jobs in Downtown and throughout the growing region. This urban expansion generally – as well as in East Los Angeles – took the form of walkable, mixed-use, mixed-income, transit-oriented neighborhoods, and neighborhood-serving commercial centers in the form of small-town Main Streets.

The early growth of Los Angeles created one of the true regional cities in the United States. Much of its growth was accommodated in cities dispersed throughout the Los Angeles Basin, such as Pasadena, Monrovia, Covina, Whittier, Pomona and others, while at the same time new communities sprung up along the rail lines within an eastward expanding City of Los Angeles and in the unincorporated portions of the County in East Los Angeles. These included Boyle Heights (1876), City Terrace, and the unincorporated neighborhoods of Belvedere and Occidental Heights (1887), Belvedere Gardens (1921), Eastmont (1922), Maravilla Park (1924), and Bella Vista (1930).

These new communities of unincorporated East Los Angeles presented a great opportunity for Angelinos to live the American Dream, owning a house in a quiet neighborhood located within easy reach of transit linking it to the amenities of a great metropolitan city center. These neighborhoods attracted business owners and workers

alike, and were a prestigious address through the 1940s.

Real estate development in East Los Angeles slowed during the early years of the Depression with the exception of the southeastern development of Bella Vista which attracted above average income Anglos. While the northern Maravilla neighborhood was confined to one square mile of overcrowded dwellings, the southern communities had a much lower density with easy access to government services, not available to those living immediately to the north.

In the late 1940s and onward, many early residents and recent non-Mexican immigrants who could afford to, moved to the newer communities of West Los Angeles, the neighborhoods of East Los Angeles became an increasingly attractive and more affordable address for recent Mexican immigrants and other working-class families. A series of civil unrest episodes beginning with the riots of 1943, and later with the East Los Angeles Riots in 1970, were indicative of a growing ethnic divide within the community. The social discord has become institutionalized through a culture of gang violence.

Over time, the ethnic divide in this part of the region kept increasing. It was widely felt during a series of civil unrest episodes beginning with the Riots of 1943, and the East Los Angeles Riots of 1970. It was institutionalized through the rise of urban gangs.

Through the 1940s and 1950s the Electric Railway was gradually dismantled as bus transit replaced the Red Cars. During the 1960s and 1970s new freeways were built cutting through the heart of East Los Angeles replacing the streetcar as the principal commuter mode. The 710 freeway bisected the community north to south, and the east-west 605 freeway later cut the halves into quarters, isolating residents from their neighbors, children from their schools and parks, and businesses from their customers.

Growth east of unincorporated East Los Angeles continued to explode throughout the rest of the 20th century, and as automobile transportation became the sole means of connecting them to Downtown, not only did the two freeways become increasingly congested, but the major

surface streets – including Indiana Street, Arizona Avenue, Atlantic Boulevard, Cesar Chavez Avenue, Whittier Boulevard, and 3rd Street – became increasingly loaded with traffic. This further accelerated the decline in the perceived value of East Los Angeles as a residential or business address, ensuring that new investment generally went elsewhere.

3. **The Return of rail- based transit.** In the 1980s and 1990s it became increasingly clear that the Los Angeles region's continued prosperity and growth depended heavily on improving work-force mobility beyond what the interstate highway system could deliver. With strong political and financial support of the City and County of Los Angeles, the State of California, the Federal Government, and with the cooperation of other regional cities and agencies, the Metropolitan Transit Authority committed itself to an ambitious agenda of rebuilding a network of light rail and commuter rail transit throughout the region.

The Gold Line was identified as the light rail line that would reconnect the Center of Los Angeles to the San Gabriel Valley, to East Los Angeles, and to points east. In 2005 the northerly branch of the Gold Line was successfully completed, reconnecting Pasadena to Downtown Los Angeles. In 2009, service on the southerly branch from Downtown through East Los Angeles began operation. The easterly four stops of this initial phase of the East LA Gold Line lie along 3rd Street, in the unincorporated community of East Los Angeles.

These four Gold Line stations service East Los Angeles: Indiana, Maravilla, Civic Center and Pomona/Atlantic Stations. Metro estimates that 31% of the current residents will commute to work via public transit versus 11% for all of Los Angeles County residents. Approximately 37% have already used Metro Rail versus 27% overall in Los Angeles County. A Park and Ride facility with at least 200 parking spaces is being built at the northwest intersection of Pomona and Atlantic Boulevards across the street from the Pomona/Atlantic Station. Metro estimates that travel time on the Gold Line from Union Station to the Atlantic Station, is half of what it currently is by bus – 17 minutes versus 30 minutes.

II. DEMOGRAPHIC CHARACTERISTICS

- A. **Existing Conditions:** The demographic profile for East Los Angeles is one of a young, ethnic, crowded, transit- dependent and relatively poor community. The 2000 population density was nearly double the density of adjacent cities, like Los Angeles, Montebello, and Monterey Park. The Census Bureau also reports that East Los Angeles is seven times more dense than Los Angeles County overall. East Los Angeles is 96.8% Hispanic.

- B. **Population:** In 2008, the Plan area was reported to have a population of just under 39,000 people, compared to a 2000 census count of 35,000. This population growth of over 11% represents a significantly larger rate of increase than was experienced by LA County as whole over the same time period.

In terms of age, the population of the Plan area is significantly younger than the population in the County as whole. The median age is just over 32 years, whereas the County- wide median is 37.7 years of age. 35% of the population of the Plan area is under 20 years old. Household structure reflects this pattern as well, with 56% of all households reporting that they have children under 18 in the household.

- C. **Housing:** In terms of tenure, The plan area was comprised of 35% owner occupied dwelling units which was lower than the county wide average of 50%. There are 9,328 dwelling units in the tracts that are adjacent to 3rd St. According to Los Angeles County, Community Development Department affordable housing strategy in 2008 the East LA community has unmet demand for 15,146 affordable units. The agency estimates that there is total demand for 11,768 rental units in the community. Average household size in the plan area is 4.1 persons per household, considerably higher than the county wide average of 3.04.

- D. **Economic Characteristics:** Median household income in the plan area is estimated at \$28,800, representing 60% of the County wide value. As a planning factor, based on the US Department of Labor Bureau of Labor Statistics household expenditure surveys, approximately 35% of household income is spent on retail goods and services. This implies that the plan area has the ability to support just over \$127 million in retail sales. The plan area skews towards lower incomes when compared to the County as a whole. In fact over 50% of all plan area

households report incomes less than \$35,000. Some of this is explained by the occupational structure of the community. Data on resident employment patterns indicates much of the Plan area's labor force is employed in service occupations, mostly in the transportation and warehousing sector, professional services, and public employment. These sectors have a significant number of low and moderate wage occupations within their labor structure. Additionally the Plan area is experiencing high rates of unemployment estimated at over 12.5% as of the summer of 2009.

III. EXISTING LAND USES

Existing land uses in Plan areas include the following:

- Residential
- Commercial
- Manufacturing
- Industrial
- Retail
- Schools
- Open Space
- Public Buildings
- Hospitals

IV. EXISTING COMMUNITY PLAN LAND USE

The East Los Angeles Community Plan, established in 1988, provides policy direction for the community. Land use designations guide the development standards that have been established in the Community Standards District.

The Community Plan sets forth a general pattern and distribution of land uses according to the following nine designations (See Figures 1 and 2):

- Low-Density Residential
- Low-Medium-Density Residential
- Medium-Density Residential
- Community Commercial
- Major Commercial
- Commercial/Residential
- Commercial/Manufacturing
- Industrial
- Public Uses:
 - Schools
 - Parks/Open Space
 - Public Buildings
 - Hospitals

V. EXISTING ZONING

- A. **Zoning:** There are 15 zoning designations within the planning area. Six of the zones are residential (1-6 listed below). The remaining nine zones are the commercial zones (7-12 listed below); one is an institutional zone (13 listed below); one is a manufacturing zone (14 listed below); and one is an open space zone (15 listed below). (See Figure 3).

The existing zoning categories are summarized as follows:

- R-1 Single Family Residence
- R-2 Two Family Residence
- R-3 Limited Multiple Residence
- R-3-P Limited Multiple Residence Parking
- R-4 Unlimited Residence
- R-4-DP Unlimited Residence Development Parking
- C-1 Restricted Business
- C-2 Neighborhood Business
- C-3 Unlimited Commercial
- C-3-DP Unlimited Commercial Development Parking
- C-M Commercial Manufacturing
- CPD Commercial Planned Development
- IT Institution
- M-1 Light Manufacturing
- O-S Open Space

- B. **Community Standards District:** The community standards district was established to provide a means of implementing special development standards contained in the 1988 East Los Angeles Community Plan. The CSD establishes height restrictions, setback requirements, parking standards, signage standards, and allowed uses in the various zones.

The community standards are categorized into the following:

1. **Community-Wide Standards.** Community-wide standards apply to all parcels within the CSD boundary. These standards regulate the size, height, location, density, and signage of structures and/or use.
2. **Zone-Specific Standards.** Zone-specific Standards apply to designated zones. Where the zone-specific standards differ from the community-wide standards, the zone-specific standards take precedence.

FIGURE 1: EXISTING COMMUNITY PLAN LAND USE MAP

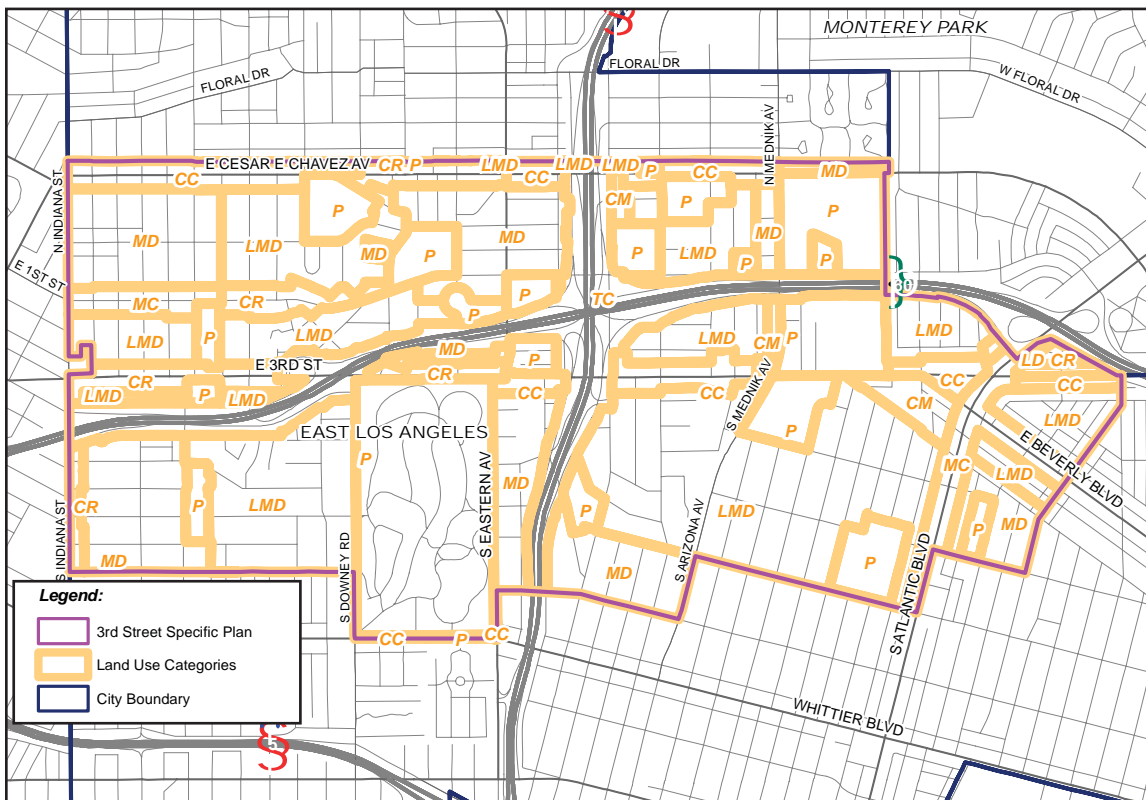


FIGURE 2: EXISTING COMMUNITY PLAN LAND USE SUMMARY DATA

| Land Use | Sum of Acreage | % Total Acres |
|--------------------------------|-----------------|---------------|
| Community Commercial | 85.746 | 6% |
| Commercial/Manufacturing | 22.186 | 1% |
| Commercial/Residential | 70.884 | 5% |
| Low-Density Residential | 3.164 | 0% |
| Low-Medium-Density Residential | 519.902 | 33% |
| Major Commercial | 53.253 | 3% |
| Medium-Density Residential | 285.496 | 18% |
| Public Uses | 345 | 22% |
| TC | 168.122 | 11% |
| Grand Total | 1553.753 | 100% |

3. **Area-Specific Development Standards.** The zone-specific standards may not fully address the concerns of a specific area, such as a block of residences bordered by industrial development, or a corner where there are mixed uses. In these situations, area-specific standards are used to further regulate development and activity. Such area-specific standards supersede all others.

Two areas in East Los Angeles are designated for area-specific development standards. These areas are described below:

Area 1: The north and south sides of Whittier Boulevard between Burger Avenue and Atlantic Boulevard shown as a major commercial category on the land use plan

Area 2: Those areas shown in the commercial/residential category on the land use plan

In summary, the height restrictions set the maximum height of buildings in East Los Angeles at 40 feet. The height limits in residential zones are as follows: 25 feet in the R-1, 35 feet in R-2 and R-3 zones. The landscape requirements for R1, R-2 and R-3 are that 50% of the required front yard area shall be planted. In commercial zones, the height limit in C-1 and C-2 zones is 35 feet and 40 feet in the C-3 zone. The parking requirement in commercial zones is one space for every 200 square feet of gross floor area, an exceptionally high standard for an urban area.

VI. TRANSPORTATION

The Plan area's existing transportation network includes two major freeways, a finely interconnected set of streets, a robust bus system serviced by the El Sol and Montebello lines, and the recently completed Metro Gold Line light rail line.

East Los Angeles' original system of traditional streets provides drivers and pedestrians alike with many route choices. As the regional transportation system was converted from streetcar transit rail lines to freeways in the middle of the 20th century, the 60 and the 710 freeways divided the community into four quadrants. This intervention generated a range of negative effects including degrading the living environment of neighborhoods due to noise and pollution, isolating and exacerbating pockets of poverty and disinvestment, separating businesses from their customers and employees, and com-

promising the traditional, interconnected street network by transforming many through streets into dead-end streets.

The limited improvements that have been made to the street network in recent decades have been aimed more at increasing vehicular traffic capacity than at fostering a well-landscaped and comfortable pedestrian environment. This has resulted in a public realm that does not provide comfortable or safe sidewalks, crosswalks, or bike routes. During the Discovery process leading up to the planning and design work for the Specific Plan, the design team documented the physical configuration and conditions of typical and special streets throughout the planning area. In general, sidewalks are present along most streets, but they tend to be relatively narrow and many lack street trees and curb-side parking. Crosswalks are generally widely spaced and many are not clearly marked.

Vehicular lanes, by contrast, are generally too wide (12 to 13 feet in most cases) and foster driving speeds in the 30 mph to 40 mph range on residential streets, and up to 50 mph on the larger through streets. These speeds are not consistent with a safe and pleasant residential or mixed-use shopping environment, and are clearly related to the higher-than-average rates of pedestrian and bicyclist injury accidents that have occurred within the planning area in the last years.

With the introduction of the Gold Line into the 3rd Street Corridor, a powerful new transportation option is available to residents of East Los Angeles, offering the possibility of better reconnecting East Los Angeles to the LA metropolis as a whole and providing convenient and affordable transportation to and from jobs.

VII. INFRASTRUCTURE

The inventory and capacity analysis of the water, storm water, and wastewater systems within the Plan area identified that in many cases, these systems are not only nearing the end of their design life, but have also exceeded their design capacity. The excess loads are attributable in large measure to the construction of dwelling units in excess of the original design basis for the various utility systems, and in excess of those permitted by existing zoning regulations.

- A. **Sewer.** The plan area's sewer service is within District 2 of the Sanitation Districts of Los Angeles County (SDLACO). An SDLACO pump station is located on Indiana Street at the northwest corner of

FIGURE 3: EXISTING COMMUNITY PLAN ZONING SUMMARY DATA

| Zone | Sum of Acreage | % Total Acres |
|--------------------|-----------------|---------------|
| C-1 | 0.81 | 0% |
| C-2 | 36.792 | 3% |
| C-3 | 95.038 | 9% |
| C-3-DP | 2.883 | 0% |
| C-3-U/C | 0.233 | 0% |
| C-M | 5.217 | 0% |
| CPD | 0.891 | 0% |
| IT | 130.601 | 12% |
| M-1 | 8.877 | 1% |
| O-S | 183.673 | 17% |
| P-R | 0.115 | 0% |
| R-1 | 15.078 | 1% |
| R-1-P | 0.439 | 0% |
| R-2 | 492.444 | 46% |
| R-2-P | 0.775 | 0% |
| R-3 | 93.252 | 9% |
| R-3-P | 2.018 | 0% |
| R-4 | 9.576 | 1% |
| R-4-DP | 3.343 | 0% |
| (blank) | 0.006 | 0% |
| | | |
| <i>Grand Total</i> | <i>1553.753</i> | <i>100%</i> |

the Plan area. The Plan area's sewer system confluences to the south into a trunk sewer which is a tributary of the San Jose Creek Water Reclamation Plant in Whittier. With some lines approximately 75 years old, new sewer lines and/or upsizing of existing lines will likely be necessary in the near future.

- B. **Water.** The Plan area's water service is within the East Los Angeles District of the California Water Service Company (Cal Water). The East Los Angeles District water system currently includes 10 active wells, 29 booster pumps, 16 storage tanks, and three Metropolitan Water District (MWD) connections. In 2008 Cal Water completed the construction of one new iron and manganese treatment facility, with more on track to be constructed. In addition, Cal Water constructed a new well, is exploring additional well locations, and is in the process of designing a new 2.5-million-gallon storage reservoir with an estimated 2009 completion date. Further growth in the Plan area, will likely require new water lines, upsizing existing water systems, and new fire hydrants.
- C. **Storm Drain.** The plan area's storm water runoff is collected by the Los Angeles County Department of Public Works (LACODPW) storm drain lines which ultimately discharge into the Los Angeles River. Some lines are approximately 75 years old and replacement, upgrades, and new lines will more than likely be necessary in the near future. In addition, new development will most likely require storm water discharge and treatment (by infiltration, storm filters, etc.). Proposed and existing open spaces are likely to be considered as sites necessary for implementation of storm water treatment measures.
- D. **Electrical.** The project's electrical service is provided by Southern California Edison (SCE). Substantial expenses may be incurred if overhead power lines are to be relocated underground and if undergrounding impacts existing substations.
- E. **Solid Waste.** Solid Waste service is provided by Belvedere Garbage Disposal District and Consolidated Disposal Service.

VIII.COMMUNITY FACILITIES

- A. **Parks and Open Space:** The Plan area contains three large public parks within its boundaries, Belvedere Park, Salazar Park and Obregon Park. A fourth park, Atlantic Boulevard Park, is located just beyond. The

division of the Plan area into four quadrants by the 60 and 710 freeways severely limits access to the existing parks.

All existing parks are heavily used,. Since the area is very heavily developed, the potential for finding open land that can be dedicated to building new parks is severely limited.

Unique to the East LA area is the amount of land dedicated to cemeteries. Three of them, the Calvary, Serbian and Chinese Cemeteries occupy 147 acres of land. An effort to utilize these cemeteries as passive recreation space will be undertaken by the Plan to help increase the open space network of East Los Angeles.

The public landscape along most streets within the Plan area is either entirely absent or of uneven quality. In general, the County has not sufficiently maintained or replaced street trees over time. Along some streets, street trees were systematically removed in the 1960s and 70s, to widen travel and parking lanes. Maintenance of ground plantings in parkway strips is also uneven, as it does not appear to be a priority of residents or property owners.

The following represents the general findings in surveying the Parks and Open Space:

- Existing freeway edges are sparsely planted and accordingly do not provide an adequate buffer between the freeways and adjacent land uses.
- Existing parks have some mature trees but the majority of the park space is not adequately shaded.
- The streetscape on neighborhood streets is sparse and inconsistent.
- Many street trees were removed when the roadways were widened a few decades ago.

- B. **Schools and Libraries:** Almost all the schools within the planning area belong to the Los Angeles Unified School District. The Montebello School District covers the area north of Pomona Boulevard, east of Atlantic Boulevard and south of the Pomona Freeway. There are 14 public schools located within the Plan area, including Garfield High School, Belvedere Middle School, Belvedere Elementary School, Brooklyn Avenue Elementary, Marianna Avenue Elementary, Rowan Avenue Elementary, and Eastman Avenue Elementary.

School buildings were generally built before the 1940s. They are beautifully designed but lack adequate tree cover, landscape and outdoor space. Parking lots, and paved recreation areas figure prominently in these school campuses. These school yards are for the exclusive use of students during school hours, and stand empty, when school is not in session.

There is only one public library within the Plan Area, the East Los Angeles Library at the Civic Center. Two other public libraries which serve East Los Angeles are the El Camino Real Library on Whittier Boulevard and the Anthony Quinn Library on Cesar Chavez Avenue.

The East Los Angeles Library moved to its current location in the East Los Angeles Civic Center in September 2004. It is nearly double the size of its old building, which is now East Los Angeles County Hall. The current book collection totals 139,542 volumes. There are 5,990 audio cassettes and compact discs; 8,890 video cassettes; 123 magazines and newspaper subscriptions; and other special materials such as telephone directories, microforms, and pamphlets. There are materials in English and Spanish, and many services available to the community.

- C. **Health Care Facilities:** There are approximately 30 medical health care facilities located within the plan area. Four primary hospitals serve the East Los Angeles community.

East Los Angeles Doctors Hospital, established in 1958, is located at 4060 Whittier Boulevard and is an accredited 127-bed center that provides outpatient and inpatient services.

White Memorial Medical Center, located at 1720 Cesar Chavez Avenue in the City of Los Angeles, is a 432 bed hospital that provides behavioral medicine, cancer services, children's services, community outreach, diabetes care, heart & vascular services, occupational medicine, rehabilitation services, senior and women's services. Residencies offered include family medicine, OB/GYN, internal medicine, pediatrics, podiatry and versant RN residency.

Los Angeles County/USC Medical Center (LAC/USC), founded in 1878, is one of the largest acute care hospitals in America and has been the primary facility of the University of Southern California School

of Medicine since 1885. It is licensed for 1,395 beds and budgeted to staff 745 beds. LAC/USC provides a full selection of outpatient and inpatient services and, as the largest single provider of health care in Los Angeles County, provides the community with more than 28% of its trauma care. The hospital is located northeast of downtown Los Angeles at 1200 N. State Street, in the City of Los Angeles, and approximately 1 mile from the border of East Los Angeles.

Garfield Medical Center, located at 525 N. Garfield Avenue in Monterey Park, is a 210-bed hospital which provides a cardio-pulmonary services department, critical care units, emergency department, maternity and child services, medical/surgical services, outpatient surgery department, pediatric unit, radiology and diagnostic imaging department, rehabilitation services, and a surgery department.

- D. **Community Centers:** There are a number of community centers located within, and in the immediate vicinity of the plan area. They include Centro Maravilla Service Center, East Los Angeles Service Center, Eastmont Community Center, Belvedere Community Regional Park Social Hall, City Terrace Park Social Hall, Ruben Salazar Park Senior Center, Saybrook Park Recreation Room, and AltaMed Senior Buena-Care.

IX. COMMUNITY SERVICES

- A. **Fire and Police Protection:** Fire and emergency services are provided to East Los Angeles by Battalion 3 of the Los Angeles County Fire Department. Fire Station #1 is located on the grounds of the Los Angeles County Fire Department headquarters at 1108 N. Eastern Avenue. Fire Station #3 is located at 930 S. Eastern Avenue at the southeast corner of Whittier Boulevard. Other Fire Departments located within 2 miles of the planning area, include the Los Angeles Fire Department to the west, the La Mirada Area Fire Department to the south, and the Montebello Fire Department to the east.

Public safety and law enforcement is provided by the Los Angeles County Sheriff. A station is located at the Civic Center. Additional public safety services include traffic enforcement (California Highway Patrol), parking enforcement (Los Angeles County Sheriff), code enforcement (Los Angeles County Department of Regional Planning and the Department of Public Works, Building and Safety Division),

fire and paramedic (Consolidated Fire Protection District), and ambulance (American Medical Response).

- B. **Child Care:** Two child care centers, the Brooklyn Early Education Center and the Nueva Maravilla Child Development Center, are located within the Plan Area. Ten other child care centers are located within 5 miles of the Plan Area.

X. **PHYSICAL SURVEY**

- A. **Residential Areas:** As originally developed, the neighborhoods of East Los Angeles consisted of tree-lined residential streets, flanked by single family houses, that connected to pedestrian-oriented mixed-use corridors along Indiana Street and Brooklyn Avenue (now Cesar Chavez, 3rd Street and Atlantic Boulevard). Over time, street widening and traffic volume increases, freeway construction, rezoning, unpermitted construction, and general disinvestment, led to a general decline in the quality and condition of the area's building stock.

The team completed a detailed inventory of housing in the Plan area, across all four planning quadrants, including mapping by building typologies, parking characteristics, zoning conformance and state of maintenance. The results of this survey are both interesting and hopeful, in that a large majority of the fine original houses in the subject neighborhoods are still present. Also, the percentage of total properties that are badly dilapidated or developed significantly beyond the intensities allowed by current zoning does not exceed 15 to 20% of the total. On the other hand, such properties are finely distributed within the Plan area, and contribute to the spread of the physical blight that is experienced by the community.

The unpermitted occupation of dwelling units beyond their designed capacity can pose significant life safety and public health consequences and the increasing number of persons per available room results in significant overcrowding. In addition, the neighborhood infrastructure has become increasingly overburdened due to unplanned levels of use of the sewage system and, excess demand for off street parking that cannot be accommodated on-site. The net result of these conditions is the deterioration of the physical capital within the plan area for both public and private property. This condition causes actual difficulties in accommodating future

rounds of private investment as well as contributing to a sense that the community is physically deteriorating.

The non-conforming level of residential occupation also results in a wide range of economic consequences, including:

- Impeding the level of housing turnover that would occur if the units were occupied as single family rather than multifamily units. For example, if a homeowner is receiving \$1,000 per month in rent from four households within one dwelling unit, it generates an annual income stream of \$48,000 per year. The capitalized value of this income stream would be about \$480,000—nearly twice the median sales price (\$288,000) for houses in the plan area. In addition, these dwelling units are typically owned by absentee owners who have very low capital costs for maintaining the dwelling units and are therefore disinclined to return the unit to the market.
- Depriving the county of increased assessed valuation upon the sale of a unit as well as preventing the capture of the actual value of the property, based on the incomes that are being derived from this unpermitted use.
- Creating additional negative fiscal impacts to the county and to other service providers, such as Los Angeles Unified School District (LAUSD), through increased demand for public services without the normal fees, taxes, and transfers that are typically associated with planned population increases.
- Degrading the quality of public services, as limited resources are available to be directed at an increasing population.

- B. **Corridors:** 3rd Street. Within commercial and mixed-use corridors, the quality of building design and maintenance is also generally quite low. Older buildings along these streets, whether originally built as houses or as retail buildings, have generally been "fortified" with blank walls, burglar bars, walls, fences, and gates. This is clearly a reaction to the general perception that the public realm surrounding these buildings is more a threat than an opportunity.

Presently 3rd Street is an employment center. Buildings are occupied by a broad variety of uses ranging from community-serving retail to region-serving government offices. For the most part, 3rd Street has developed in a manner that supports institu-

tional users, as is evidenced by the large presence of government offices, health care and medical offices, as well as schools and religious facilities. Historically, both 1st Street to the north and Whittier Boulevard to the south have been the major sites for retail activity in the area. In this context, 3rd Street has become more of a destination for employment and institutional visits.

Between the government offices, schools, community institutions, and major private employers, the 3rd Street corridor has an estimated day time population of over 2,800 employees. This is supplemented by nearly 1,700 institutional patrons each day. This is a significant level of activity that represents a strategic advantage for the East LA area. Most of this activity is located on the east end of the 3rd Street corridor, east of the 710 freeway. Leveraging these existing conditions may represent the most promising approach for economic development within the plan area. Seeing 3rd Street as an employment center is consistent with the logic of transit oriented development and provides an economic basis for growth and development in the community. Likewise, the creation of new employment generating land uses within the plan area offers the potential to address employment needs for the community that resides within the plan area and within the broader community of East Los Angeles.

1st Street. 1st Street is the “Main Street” of the Plan area, providing a strong address for local-serving shops and restaurants, and a safe and pleasant environment for shoppers. Like most American main streets, 1st Street was developed with simple mercantile buildings with shop fronts along the sidewalks, sales areas immediately behind the shop fronts, and storage areas at the rear. Parking is located on the Street and behind buildings. As merchandise delivery has become more frequent over time, the value of the large storage areas has been reduced, leaving many merchants with awkward overly deep sales areas. Some of these buildings are historic structures that are well worth preserving as they are, but others will be subject to reconstruction or replacement.

Cesar Chavez Avenue. Commercial lots fronting the westerly portion of Cesar Chavez Avenue – roughly from Indiana Street to the 710 Freeway – are unique in the area in that they are relatively deep and are generally served by rear alleys. This offers the possibility of mixed-use infill development on a some-

what larger scale than is practical along 1st Street or along Cesar Chavez to the east of the 710.

The typical lots in the easterly portion of Cesar Chavez are shallower than those closer to Indiana Street, and are not typically served by alleys. Also, unlike the blocks near Indiana Street, these properties are not within easy walking distance of a Gold Line station and thus generally need to be provided with parking at more conventional ratios. These factors result in smaller scale infill possibilities.

The greatest design deficit on this corridor are recent buildings of a suburban character that are set behind street- adjacent surface parking lots. These kinds of projects, conforming to current zoning, end up undermining the historic and walkable neighborhood character – and value – of this area.

Atlantic Boulevard. The Atlantic Boulevard corridor is certainly the least pedestrian-oriented portion of the Plan area. This does not mean, however, that it cannot become a very attractive corridor, lined with successful businesses in fine buildings that attract shoppers arriving by car, by transit, and on foot.

Along with the rest of the Plan area, this stretch of Atlantic Boulevard has undergone a downward spiral of disinvestment, resulting in many businesses that require almost no capital investment in their properties. However, a number of new buildings housing successful businesses have been built recently. The Plan needs to support such reinvestment, and to help shape new buildings and their parking lots into a pattern where attractive buildings and parking screening devices define the edge of the street and create an attractive and inviting presence for what are principally car- oriented businesses.

XI. COMMUNITY PARTICIPATION PROCESS

The Specific Plan will be prepared through a collaborative design process that will include the stakeholders and community members residing within the unincorporated community of East Los Angeles. A Planning Advisory Committee (PAC) was established in July 2009 to best represent the interests of the greater East Los Community. The East Los Angeles PAC consists of 13 members who were appointed by the First Supervisorial District and 8 members who were elected at large. PAC members participated extensively in the Discovery and Design process.

- A. Discovery Process: Data Gathering and Initial Outreach** An intensive Discovery process was conducted, including data gathering, reviewing and evaluating relevant documents for the Plan Area and outreach to regulatory agencies and stakeholder groups.

An existing physical conditions analysis was also conducted. A series of diagnostic drawings were framed that provided an initial level of understanding of the Plan area and described the issues the consultant team would address during the Design Phase of work. The following issues were covered:

- Street Network, and Circulation
- Walkability and Pedestrian Safety
- Open Space and Recreation
- Civic Uses
- Building Intensity and Compatibility
- Commercial and Retail Locations and Intensities
- Utility Infrastructure
- Existing / Pending Development

The above was compiled into a Discovery Catalog of analytical information that was shared among the team, County staff, and ultimately presented to and discussed with the community during four initial Discovery Workshops held in July 2009.

- B. Planning & Design Sessions and Outreach Workshops:** Following the Discovery process, the project team held two five-day internal planning and design sessions to begin formulating a policy framework and a design vision for the Plan area. The two sessions focused on the following:

Session 1: August 31 through September 4, 2009.

Policy Initiatives Framework and Major Public Realm, Infrastructure, Transportation Systems Design

The results of this session were presented to the community in two workshops, on September 19 and 26, 2009. The workshops were highly interactive. Participants had a chance to have their questions answered by members of the consultant team, and also provide direction regarding their preferences on the emerging planning and design framework for the project. The feedback from these workshops was directly incorporated into the second design session.

Session 2: September 28 through October 2, 2009

Catalytic Projects, New Zoning and Implementation Framework

The results of the second design session were also presented to and extensively discussed with the

community in two workshops on October 17 and 24, 2009. As with the prior workshops, participants were offered a morning or afternoon option to review and comment on the emerging plan. The extensive input received continued to shape the details of the emerging Specific Plan.

XII. HISTORICAL SURVEY

- A. Historic Context:** The project area, an unincorporated area of the City of Los Angeles, is bounded by Boyle Heights (City of Los Angeles) to the west, City Terrace (unincorporated Los Angeles) to the northwest, Monterey Park to the northeast, Montebello to the east and Commerce to the south. The common or historic neighborhood names associated with the project area are Belvedere, Occidental Heights, Belvedere Gardens, and Maravilla Park. Currently, 3rd Street is a mix of residential and commercial property types but began as a residential street in the late 1880s.

One of the first subdivisions in the project area was Occidental Heights south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site – the university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898. Most of the land to the north of 3rd Street was also subdivided in 1887 and that area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights.

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to

their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding the availability of land for residential development. In a city such as Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper.

The early development of 3rd Street shows scant commercial properties and research found no readily available information to verify the presence of a streetcar on 3rd Street that would promote early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of La Verne Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in

1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition sit south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: “One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population.”

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing and included several lumber mills to provide supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese.

B. Corridor Characteristics

1. **Ethnic Heritage.** The ownership of parcels along 3rd Street currently mirrors the ethnic population of the area. The majority of the names are Hispanic, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s. The first substantial migration of Mexicans in the 20th century to Los Angeles happened in the 1920s. Many of these immigrants were uprooted by the Mexican Revolution (1911-20). The growing economy of Southern

California provided many low-wage jobs in the service industries, transportation, and agribusiness. From 1890-1900, Japanese men came to Southern California to work on farms, citrus ranches and railroads—doing the physical labor that the Chinese had done in the previous decades. In 1903, Japanese workers were hired to break the strike of the Mexican workers at the Pacific Electric Railway. In the 1920s, many Japanese answered the call for construction workers during the rapid expansion of Los Angeles. The availability of land for farms and nurseries enticed many Japanese to the area.

2. **Development Eastward.** The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. This included Belvedere Gardens to the south of 3rd Street and other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30, and were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city's Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep, indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948, which is evidenced by one- to two-story mid-century modern commercial office buildings.

3. **Freeway Development.** The introduction of freeways broke up many of the neighborhoods of the plan area beginning in the 1950s with the construction of the Long Beach Freeway (710) and the Pomona Freeway (60). They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas, introducing a new denser housing stock to established neighborhoods, and displacing both residents and businesses.

- C. **Field Observations and Analysis:** Historic Resources Group performed a reconnaissance survey of the 3rd Street corridor from Indiana Street along 3rd Street

to Sadler Avenue, noting a mix of residential and commercial structures, with a few religious and public properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and the surrounding communities. There are relatively few vacant lots along the corridor, and most of them are of a smaller parcel size (less than one acre).

Moving from west to east on 3rd Street the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana Street to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Below is a general overview of property types of interest identified during the reconnaissance survey conducted on Thursday, January 8, 2009.

Northwest Quadrant

- Small residential properties from the first decade of the 20th century in the Craftsmen bungalow style; many structures retain their wood clapboard siding
- Commercial structures from 1960s, including a drive-in eatery and a canopy in a former gas station (now a car wash and auto service center)
- Religious institutional buildings constructed in the 1920s and 1940s
- Cemetery site owned by the Serbian Benevolent Society

Southwest Quadrant

- A single, 1890 residential Victorian style cottage with wood clapboard siding and decorative wood ornamentation
- Small residential properties from the early decades of the 20th century in the Craftsmen and Spanish Colonial bungalow styles; many of the Craftsmen style structures retain their wood clapboard siding
- A single, one story, 1918 commercial structure with wood clapboard siding which probably was some kind of neighborhood retail store

- Small single story, commercial buildings of stucco in Moderne design styles with construction dates from the 1920s, 1930s and 1950s
- Religious institutional buildings constructed in the 1900s through 1950s in a unique, eclectic style that blends Spanish Colonial, Art Deco and Streamline Moderne
- Cemetery owned by the Catholic Church

Northeast Quadrant

- Small business commercial structures dating from the 1940s in a minimalist Streamline Moderne style constructed in stucco
- Single story office buildings and a mortuary constructed in the 1950s to 1960s in a variety of materials such as concrete block, stucco, and brick in Mid-century Modern design styles

Southeast Quadrant

- Small single story, commercial buildings of stucco in Modernism design styles with construction dates in the 1940s, 1950s and 1960s
- Single story office buildings constructed in the 1930s through the 1960s in a variety of materials such as concrete block, rock, stucco, and brick in Mid-century Modern design styles
- Commercial structures of stucco in Modernist design styles with construction dates from the 1940s, 1950s, 1960s and 1980s, including two drive-in eateries, signage, two cocktail lounges/bars/restaurants, an auto repair shop and a nursery)

XIII. MARKET STUDY

The plan area plays an important role in the regional housing market as a reserve of attainably priced housing. The majority of the housing stock in the plan area is made up of single family residences. Like the rest of the nation, housing prices in East Los Angeles have been negatively affected by the credit crisis of 2008-2009. One of the effects of this crisis has been the effective freezing of transactions between September of 2008 and March of 2009, distorting pricing information at the time of the preparation of the plan. That being said, based on 2008 annual average data, the median sales price for a single family unit in zip code 90022 (which covers the plan area) was \$288,000. This compares to a county wide average of \$400,000 for the same time period. The price has declined over 40% on a year over year basis as of February 2009. (the last date with available data at the time of the preparation of the plan).

A. Introduction: This analysis provides data and forecasts on market conditions that are currently affecting the portion of East Los Angeles that is covered by the Plan. In preparing this report three primary levels of geography are used:

1. The 3rd Street Corridor. This refers to the first row of parcels with frontage on 3rd Street in the county unincorporated community of East Los Angeles
2. The Plan Area. This is the larger plan area running roughly from César Chavez on the north to Hubbard on the south between Indiana and Oakford Streets.
3. East Los Angeles. This refers to the Census Designated Place of East Los Angeles and is entirely within the unincorporated County of Los Angeles.

B. Key Findings: East Los Angeles as a whole has been hit very hard by the recent downturn in the economy. This is reflected in relatively high unemployment rates, estimated to be just over 12% in the East Los Angeles Census Designated Place (CDP) as of September 2009. Median household income in the plan area is just over \$28,000, which is 60% of the estimated county median at \$48,000 as of April 2009. There is a high concentration of very low income households in both the Plan area and the 3rd Street Corridor. Residents of the community still represent a significant potential market that can be penetrated more effectively over time.

The market for commercial property in Los Angeles as a whole is weak and is experiencing increasing vacancies and negative absorption. This is true across all property types and classes. The 3rd Street Corridor and the surrounding communities have not escaped this condition. There are currently significant inventories of space available in the market, and rates are below replacement costs suggesting that future development, absent some extra market forces such as public investments, is unlikely to occur until the existing vacancy is absorbed.

The market will likely see transformations due to the arrival of the Gold Line along the corridor. The forecasts for demand consider the likely future demand as well as an analysis of Transit Oriented Development (TOD) approaches that would have the ability to transform the existing conditions.

The potential for new development along the corridor over the 20 year time horizon of the specific plan can be summarized as follows:

1. **Office:** Total market support for between 103,000 and 170,000 net new square feet of office space.

Note that it is anticipated that a significant portion of the plan area's existing 700,000 square feet are likely to be reconfigured or redeveloped over the time horizon of the Plan.

2. **Industrial:** There is limited potential for expansion of industrial uses along 3rd Street itself, although opportunities may arise due to the area's access to I-710. Development of 60,000 square feet and above should not be foreclosed as an option moving forward.
3. **Retail:** Based on community support, 3rd Street could support approximately 215,000 to 230,000 square feet of retail in addition to the existing inventory over the life of the Plan. If the area is transformed into a regional destination, this figure could increase substantially.

XIV. COMMUNITY ISSUES ANALYSIS

The purpose of this section is to catalog issues that were raised through community participation. Through the public workshop process, through direct observation and analysis of the Plan area, and through the design workshop process with County staff, a number of key topics for change emerged. Each of these topics has a positive side and a negative side. Each begins with existing challenges and deficits, and each moves forward with community hope and support for improvement and success. It is the intention of this Plan to describe, harness, and direct that shared vision of steady improvement. The following eight principal topics help to organize much of that energy, and will help to direct its implementation across the many political, technical, and institutional processes that shape East Los Angeles.

- A. **Community Pride:** The most prevalent notion emerging from the meetings and workshops was pride in the community of East Los Angeles. Many of the participants in the planning process are members of families who have called East Los Angeles home for several generations, and who want their successful children to return to live in their neighborhoods. They see a range of community challenges and problems clearly, but are very optimistic and determined to work toward improving the community.

East Los Angeles residents have identified specific community characteristics that contribute to this sense of pride, and have been very clear that they want these to be retained and built upon. At the top of the list is the unique "small town" or single family- based neighborhood character, with parks, schools, and churches within walking distance of homes. This is key to people's way of life, and they are emphatic that this should be protected and improved with safer streets and appropriate scale of development.

- B. **Enforcement of Standards/ Regulations:** Whereas many of the community concerns and likely remedies relate to design and policy, this category relates more to maintenance and operations. Although these issues do not appear on the surface to be subtle or complex, they are critically important to the future success of the community, and persistent in their contributions to its current and past troubles.

Many community members expressed concern over the perceived lack of code enforcement. In particular, the community complained about inoperable vehicles in yards, storage of salvaged goods in front yards, operating businesses from home or on the street, and illegal garage conversions into living quarters.

The pervasive sense of blight that is nucleated by the overcrowding of a few properties creates a complex web of political, administrative, and social problems. The personal and social cost of simply displacing the residents of unpermitted dwellings would be unacceptably high. The economic impacts of instituting requirements to immediately upgrade and/or demolish dwelling units could be severe. It is recommended that through the implementation of such new standards, together with a steady program of code enforcement, certain financial or regulatory incentives, and the building of new affordable housing, the County restore order to the housing within the community.

- C. **Jobs and Local Economy:** The 3rd Street corridor is currently an employment center, with over 730,000 square feet of non residential space occupied by a broad variety of uses ranging from community-serving retail to region-serving government offices and a range of other institutional users including health care, schools, and religious centers. The market studies prepared as a part of the Plan preparation process, as well as the broadly expressed community

desires, indicate that more employers and a broader range of employer types should be encouraged to locate along the 3rd Street corridor.

- D. Quality of Retail Services:** In every community workshop, community residents noted that certain types of retail businesses are currently over-represented in the community, while others are under-represented or missing entirely. In general, low-priced and low value merchandise dominates the local market, and families must travel to other communities to buy groceries, household goods, clothing and other staples, as well as most specialty merchandise. As with the other key community topics, this perceived deficit is also a latent opportunity.

Many of the businesses within the planning area certainly do cater to the needs of residents, but two key indicators of additional potential market opportunities are that 1) many residents go out of the area for daily and weekly shopping needs, and 2) there is a relatively low volume of sales within the Plan area to shoppers from elsewhere. The historic reasons for these patterns are no doubt complex, and include the general negative perception of the East LA area in terms of value and of safety, the migration of business to larger stores along Atlantic Boulevard and Whittier Boulevard, and other factors.

Most shoppers in a large metropolitan area like Los Angeles have a great number of choices as to where they shop. Many of the local residents are poorer and less mobile than the regional average, and for them enhanced local access to goods and services are both important and just. For residents of surrounding communities, there are a plethora of shopping centers in the area that offer standardized fare of all kinds, but an authentic, colorful, ethnically diverse East Los Angeles shopping and dining environment – as long as it is perceived as generally clean and safe – could be very successful in attracting the residents from nearby cities and the money they would bring with them.

- E. Existing and New Housing:** As the housing within the neighborhoods of East Los Angeles has declined in value in recent decades, the residential occupancy pattern has shifted from one dominated by owner-occupation to one of rental housing and absentee landlords. Most residential lots in the planning area were originally developed with single-family detached houses, and the existing zoning in most of the plan-

ning area allows one or two dwellings per lot, while multi-family densities are allowed in portions of the planning area.

Over the years, the high demand for housing that is affordable to working class immigrants, coupled with a regional housing allocation process eager to find large pockets of relatively affordable housing and generally lax building permit enforcement, led to a significant percentage of properties exceeding the number of dwelling permitted by existing zoning. However, in some cases, the results of sub-dividing existing structures to house more than one family – and/or adding new structures within the lot – have produced reasonably good housing that does not degrade the living environment on that lot or on neighboring lots.

It is important that large concentrations of any one particular type of housing be avoided, particularly affordable housing for low or very low income households. It is also important that new ownership opportunities, including first-time home buying incentives, should be made available in order to complete the housing mix.

- F. Balanced Mobility Systems:** The Gold Line: The principal catalyst for beneficial change in the 3rd Street corridor – is by itself rebalancing the mobility options for the area in favor of environmentally responsible and socially and economically beneficial alternatives to the car. Virtually every aspect of this Plan is intended to extend, enhance, and extract value from the benefits that the Gold Line brings to East Los Angeles.

To complete a network of non-automotive mobility, a range of neighborhood-scale options must be added to the metropolitan scale mode that the Gold Line offers. Key among those network-completing modes are local-serving transit, and safe and pleasant bike and pedestrian networks throughout the neighborhoods.

- G. Pedestrian Comfort and Safety:** The most important component of a neighborhood mobility system is its pedestrian network. Neighborhoods that support sustainable transportation networks, neighborhoods that foster a strong sense of neighborly relations and community cohesion, and neighborhoods that are safe at all hours of the day and night are generally neighborhoods in which walking is comfortable, pleasant and useful in the course of everyday life.

A dominant and recurring theme of the input received in community workshops was the lack of perceived safety for pedestrians and bicyclists on the streets of East Los Angeles. This perception is confirmed by accident statistics in the planning area, which show significantly higher than typical rates for severity of vehicle versus pedestrian and vehicle versus bicycle accidents. This perception was also confirmed by the planning team's direct observation and photo-reconnaissance of the area's rather incomplete and deteriorated sidewalk and crosswalk network and the common presence of speeding motorists.

It is also clear that the same characteristics of many of the area's streetscapes that are unwelcoming to pedestrians – lack of street trees and/or street lights, narrowness of sidewalks, excessive traffic speeds – are also factors that tend to reduce real estate values. This double deficit – or doubly valuable improvement – suggests that a robust strategy for improving the safety and quality of the streetscapes of East Los Angeles is a top-level priority for change.

- H. Recreation and Open Space:** As the housing densities within the 3rd Street corridor planning area have increased over time – and as they may increase further as transit-oriented and mixed-use development is implemented along 3rd Street and other major streets in the area – recreational open space opportunities and facilities will become increasingly critical to preserving and enhancing the neighborhood quality of life and economic value of the area as a place for families to live.

As noted above as a source of community pride, the area is already blessed with some excellent community open space and civic facilities. The two large parks - Belvedere and Obregon - together with the several schools and many churches provide a strong foundation for a full range of community recreation opportunities. Certain operating agreements could expand existing access to recreational open space at very marginal cost. For instance, many school play fields sit unused when school is not in session, and it would be beneficial to the community to develop a joint use program so that the play fields can be used at all times of the day and on weekends.

And finally the streets of East Los Angeles may be enhanced to provide safe routes for pedestrians and bicyclists throughout the Plan area, and beyond. Knitting all the other public spaces together into safe

and valuable network, this pedestrian-oriented public realm is key to providing equitable access to the full range of urban amenities and community resources for all, the young, the old, the poor, and well-to-do.

XV. CONCLUSION – POLICY FRAMEWORK FOR CHANGE

Throughout the many hours of community workshops and interviews with the residents and business owners of the 3rd Street corridor and adjoining neighborhoods, the planning team heard a great many excellent observations, heartfelt concerns, and creative suggestions for change. This input – in combination with the planning team's direct observation, consultation with County staff, and urban analysis of the planning area – are the foundation for the policy, design, and regulatory recommendations of the Draft Specific Plan.

Most of the community input was congruent with the team's observations of the Plan area, and many issues and ideas were raised repeatedly in various forms. The most commonly recurring comments and ideas are listed below. Out of all these conversations, a few general themes and general categories of concerns and ideas emerged. These community comments are organized under bold headings below:

The purpose, of course, for listening so carefully to the community and then recording what was heard, is to provide input and direction for the planning process, and to shape design responses and policy responses that can directly address community concerns and further the community's hopes and ideas for its future.

In the same way that recurring themes emerged out of the public input, the proposed design and policy responses to that input has yielded a relatively small number of unifying themes. Describing in detail how each of these policy intentions addresses each community concern would result in an extremely long and repetitive narrative. Accordingly, the ten principal policy recommendations are summarized below.

A. Primary Policy Initiatives/Outputs

- 1. Enforcement of Standards and Regulations:** Even-handed and routine enforcement of existing – and future – land use and business regulations was identified almost universally as a high priority for improving the quality of life in the Plan area.

2. **Balancing Street Design and Context-Calibrating the Street Network:** There is a strong community consensus that the streets of the 3rd Street Corridor and its neighborhoods offer too much opportunity for speeding cars and too little for pedestrians. Streetscapes that contribute positively to their role as the “living rooms of the neighborhoods,” rather than as automobile conduits maximized for throughput, were seen as a critically important goal for quality of life, property value, and life safety.
3. **Designing the 3rd Street Right of Way Design to Support Job Creation and Housing:** Strong community concern emerged that even as 3rd Street’s car carrying capacity was reduced with the addition of the Gold Line, its parking support of businesses and accommodation of pedestrians did not improve or was degraded. Targeted improvements that would finally rebalance the design of 3rd Street in favor of pedestrians and restore the on-street parking for businesses were passionately requested throughout the planning process.
4. **Changing Zoning to Support Feasible Commercial Development:** Commercial businesses that will be successful along the several commercial and mixed-use streets of the planning area – whether retail stores, restaurants, offices, or other employers – must be housed in buildings that meet a series of design compatibility criteria. They must be in scale with the surrounding neighborhoods, must have good visibility and enough convenient parking, and must fit on relatively small and/or shallow lots. The existing zoning is not equipped to deliver such buildings, and suitable new zoning is provided in this Plan, emphasizing mixed-uses, neighborhood-scale massing, active frontages, and no more parking than necessary.
5. **Accepting New, Sustainable/Green Infrastructure Systems:** The cost of constructing, upgrading, maintaining and operating the infrastructure necessary to support the existing development in the plan area, and the new development the community hopes to see, has the potential to slow or stop such improvement. A series of recommendations for the cost-effective upgrading of that infrastructure, considering the use of new, green infrastructure systems, and funding mechanisms that will not overburden potential investors in new buildings, are proposed throughout this Plan.
6. **Making Public Space Joint Use Arrangements with Schools and Churches:** The 3rd Street Corridor planning area suffers from deficiencies in many areas, but is blessed with a relative abundance of well- located and well- operated schools and churches. Not only do these civic institutions provide constant and invaluable support to the community through their many services, they also own large amounts of land. That land has the potential in many cases to be used even more effectively in the future, with school yards functioning as neighborhood parks outside school hours and portions of church properties potentially converted to housing and other community-serving uses that further the mission of their church congregations.
7. **Identifying/ Reserving Key Sites for Economic Development Opportunities:** The shortage of large development parcels within the planning area suggests that to the extent possible the County and its planning, economic, and redevelopment branches might identify key parcels and work with property owners to ensure that larger parcels available now or in the future are considered as possible sites for new retail or employment businesses of some significant scale, that would benefit both the community and the property owners.
8. **Harmonizing Land Use Controls with Transit Oriented Development Opportunities:** The Gold Line has a strong potential to help transform the 3rd Street Corridor from a relative backwater in the Greater Los Angeles area to the center of urban life and commerce for East Los Angeles . The key to realizing this promise is to find ways to concentrate urban activity – a balanced mix of shopping, workplace, and housing – in close proximity to the new stations. This will require land use and development standards that take maximum advantage of the Gold Line by not unnecessarily inflating development sites and budgets with unnecessary parking facilities or other trappings of suburban development. This Plan provides the standards to achieve this goal.

9. **Pursuing Affordable Housing through Cooperative and Joint Ventures with Other Jurisdictions:**
New investment in the 3rd Street Corridor is expected to bring new types of opportunities for jobs, shopping, and housing that will attract business and residents who had not previously considered East Los Angeles to be a prime address. To balance the expected influx of new investment and new residents, it is vitally important that move-up housing for the long-time residents of East LA be a part of the mix. Housing delivered by non-profit developers – whether on the upper floors of new mixed-use buildings, on land provided by churches or other mission-driven property owners, or otherwise – will be an important source of such new housing.
10. **Advocating for the Plan as an Integrated Whole.**
A Plan of this type is generated by playing close attention to hundreds of details that affect the daily lives of the community. And a Plan of this type will be implemented in thousands of small actions taken by hundreds of property owners and public officials over many years. But the success of this Plan – and of the places that are the 3rd Street Corridor planning area – depends on keeping sight of a few simple ideas. Ideas such as quality of place, care for the involuntary pedestrian (the oldest and youngest and poorest among us), and building for long-term value not short term profit. If the political, business, and civic leadership of East Los Angeles embrace and sustain these big ideas, the many details will fall into place over time, and East Los Angeles will once again be one of the great places for Angelinos to live, work, shop and play.

I. DEVELOPMENTAL INFLUENCES

A. Housing Subdivisions

One of the first subdivisions in the project area was Occidental Heights, located south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. (The university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898.) Most of the land to the north of 3rd Street was also subdivided in 1887. That area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights. To coax buyers to consider the Occidental Heights Tract the advertisements read:

Situated just outside the city limits...on a high plateau commanding the most delightful views in every direction. Free from the fogs which prevail in the western portion of the city, and receiving daily and delightful sea-breeze uncontaminated by the smoke and smells of the city. (Los Angeles Times, April 3, 1887.)

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

A streetcar suburb is a community whose growth and development was strongly shaped by the use of streetcar lines as a primary means of transportation. Los Angeles owes its growth and layout to the streetcar. The streetcar transported passengers over distances they could not easily cover on foot at a small cost shared by many patrons. Streetcars were originally animal powered carts rigged with multiple seats riding small steel rails; a configuration that avoided tiring ruts, dust and the cost of paved roads. Where a man alone could perhaps commute on foot a half mile or more from home to work, mass transit brought that same man the ability to commute three or four miles in relative comfort. Cable cars and then electric trolleys improved on animal traction with higher speeds and better reliability without pollution. (SurveyLA "Draft Historic Context Statement", Chapter 3-4, March 13, 2008.)

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding availability of land for residential development. In a city like Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. (National Register Bulletin "Historic Residential Suburbs," <http://www.nps.gov/history/Nr/publications/bulletins/suburbs/part1.htm>. U.S. Department of the Interior, National Park Service. Accessed January 29, 2009.)

The extension of the Stephenson Avenue streetcar was completed to the eastern city limits in 1905. It was operated by the Los Angeles Railway. The Stephenson Avenue line was known as the "R" line and

Display Ad 240 - No Title
Los Angeles Times (1898-Current File); Oct 9, 1921; ProQuest Historical Newspapers Los Angeles Times (1891 - 1986)
pg. V7

New Tract Open Today

150 HIGH DRY SIGHTLY LOTS

BELVEDERE GARDENS

Get a First Choice
50 Ft. Lot
\$625 up
\$10 Cash
and
\$10 a Month

Possibly never before has a moderate priced home so investment opportunity been offered with so sure future as BELVEDERE GARDENS.

EXPERT PREDICTS BIG JUMP IN VALUE OF VACANT LOTS

Already over 400 homes—many of street work meeting our plans—ready to be built. Many being sold and others are being rapidly being installed. One block from the end of 50 car line BELVEDERE GARDENS faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population.

TEMPORARY HOMES ALLOWED
Get in ahead of completed improvements—SAVE YOUR BEST MONEY. 25 minutes from 7th and Broadway. Come and see this wonderful development.

Representatives at Trust Office All Day Until 7 P.M.
BUY DIRECT FROM OWNER
20 Years of Responsibility Behind Each Sale

Janss Investment Co.
PHONE 10345
FLOOR FLOOR METROPOLITAN BLDG. 10345

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. Go fare and all-night service. One block to trust office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Display Ad 282 - No Title
Los Angeles Times (1898-Current File); Feb 5, 1922; ProQuest Historical Newspapers Los Angeles Times (1891 - 1986)
pg. V9

OPEN TODAY!

NEW "BOULEVARD" TRACT

BELVEDERE GARDENS ADDITION

\$675 UP

Hundreds Will Be on Hand Today

GREATEST SALE OF BOULEVARD, BUSINESS AND RESIDENCE LOTS

Today that magnificent piece of land directly opposite Belvedere Gardens, facing Whittier Boulevard, is open for sale. Sources have endeavored to make advance reservations. Today it is open to everybody.

On the opposite side of Whittier Boulevard nearly 1800 homes have been built in seven or eight months. Business income is being rapidly built to take care of the highest requirements of this new residential prime home district.

**Mr. Wage-Earner, Mr. Workingman
Mr. Renter, Mr. Investor**
Take Advantage of this Opening. Last Opportunity on Whittier Boulevard

Belvedere Gardens "Addition"
Twenty-five Minutes to 7th and Broadway. See Yellow Car Lines.

Three lots will go fast. Come on Sunday and other when no investment opportunity as a lot for a householder and STOP HERE.

Business Lots—\$1100 Up
Residence Lots—\$675 Up
ON OUR FAMOUS EASY PAYMENT PLAN

TEMPORARY HOMES ALLOWED

Representatives at Trust Office All Day

Janss Investment Co.
PHONE 10345
FLOOR FLOOR METROPOLITAN BLDG. 10345

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. Go fare and all-night service. One block to trust office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

Display Ad 412 - No Title
Los Angeles Times (1898-Current File); Dec 11, 1921; ProQuest Historical Newspapers Los Angeles Times (1891 - 1986)
pg. V2

We Announce

Unit no2

Belvedere Gardens

ANNEX OPEN TODAY!

ABREAST OF NEW INDUSTRIAL DEVELOPMENTS

\$500 UP

\$25 DEPOSIT \$10 MONTHLY

Last Sunday we announced the opening of Unit No. 2—125 lots—Belvedere Gardens Annex. Tuesday every one of these lots was sold. TODAY Unit No. 2—125 lots—directly adjoining Unit No. 1 is open for sale. They will go just as fast—for never have we been able to offer such moderately priced homes so directly adjacent to an industrial development such as has been announced on the nearby railway property.

\$25
Secure one of them
Big Opportunity! Lots
Your Best Christmas Gift
A Home Lot in Belvedere Gardens Annex

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. Go fare and all-night service. One block to trust office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

Reproduced with permission of the copyright owner. Further reproduction prohibited without permission.

1920s real estate advertisements

ran east from downtown Los Angeles on 7th Street and connected up with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. In the 1920s as development extended eastward the streetcar followed along Whittier Boulevard where lots were sold for commercial purposes. The Indiana Street shuttle line (35) ran from Whittier Boulevard to 1st Street to connect the "R" and "P" lines from 1920 to 1946. The "P" line, to the north, ran parallel to 6 Whittier Boulevard along 1st Street. (Hill's Map of Greater Los Angeles, (Los Angeles, CA: Hill Map Co.) 1938.)

The early development of 3rd Street shows a small number of commercial properties; no readily available information verified the presence of a streetcar on 3rd Street that would have promoted early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of LaVerne

Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in 1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition, are located south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: "One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population." (6 Los Angeles Times, October 9, 1921.)

The Janss Investment Company was a successful real estate development company founded in 1893 by Dr. Peter Janss to provide homes for people of limited incomes. The Janss Corporation eventually developed a number of subdivisions in Southern

California, including parts of Monterey Park, Boyle Heights, and the San Fernando Valley. Janss was a full-service company, employing its own architects and engineers. It did all of its own public improvements and grading, and even planned parks and school sites. They saw in "Westwood Hills" the opportunity to create a premier middle-class subdivision for the Westside. By 1922, they were aggressively promoting home sites south of Wilshire Boulevard. Development of Westwood Village was underway by 1928 to accommodate the growth stimulated by the newly opened University of California, Los Angeles.

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing, including several lumber mills which provided supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

The subdivision of Eastmont, directly east of Belvedere Gardens between 3rd Street and Whittier Boulevard, was developed in 1922. Eastmont was very similar to Belvedere Gardens in that the lots were sold without improvements. The developers were also looking at the increase in industry near the rail lines that would attract potential buyers. The attractive home site prices, proximity to public transportation and workplace made the southern communities of East Los Angeles a very desirable location in the early 1920s.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents.

The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. Other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30 were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city's Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948 which is evidenced by one- to two-story mid-century modern commercial office buildings.

One of the last subdivisions to be developed was the area east of Atlantic Boulevard and south of 3rd Street. In the early 1930s, the heirs to one of the last remaining Spanish ranchos, Rancho San Antonio, sold a portion of the property to community developers Hamilton Sales Corporation. The upturn in factory building in the area prompted the need for additional housing. The neighborhood became known as Bella Vista and it was the largest home building and development programs launched in East Los Angeles since the late 1920s. Demonstration or model homes were built to lure prospective home buyers to the area. Homes in this area date from the mid-1930s into the late 1940s. This is the most cohesive development in the project area.

B. Housing

The condition of housing in East Los Angeles is a product of the historical development of the community and the socio-economic status of the residents. Topography, age of housing, quality of construction, existing zoning, absentee landlords, lack of maintenance, over-crowding, high turnover, low income, and the negative environmental impacts of freeways has determined the current character of East Los Angeles.

The early developments, including Belvedere Gardens and Eastmont, sold lots without improvements. The owner was then expected to build their own home. Because the developers were eager to sell their lots they allowed temporary homes to be built

| 1973 | 2009 | Comments |
|---|--------------------------------|--|
| Catholic Youth Organization | Self Help Graphics | Social and cultural landmark; Change of name and service |
| Salas Drug Store | | Gone |
| Belvedere Jr High School | Belvedere Jr High School | Physical landmark |
| Tom's Burgers | Tom's Burgers | Social landmark |
| Baptist Seminary | Eastside Mental Health Center | Social landmark; Change of name and service |
| Eastside Boys Club | Boys and Girls Club of East LA | Social landmark; Change of name |
| Acapulco Eating Stand | | Gone |
| Our Lady of Lourdes Church | Our Lady of Lourdes Church | Physical and religious landmark |
| El Santuario de Guadalupe | El Santuario de Guadalupe | Physical and religious landmark |
| Calvary Cemetery | Calvary Cemetery | Physical landmark |
| Garfield High School | Garfield High School | Physical landmark |
| Belvedere Park | Belvedere Park | Physical landmark |
| 1st Street & Indiana Street | | Area of significance |
| Brooklyn Avenue (Cesar Chavez Avenue) & Rowan | | Area of significance |
| 1st Street & Rowan Avenue | | Area of significance |

at the rear of the lots until the homeowner could afford a permanent dwelling which was restricted to a certain character or style. As a result, there are many properties within the project area from the 1920s that have two homes of approximately the same era on one lot.

C. Transportation

Transportation has played a vital role both in the development and disruption of East Los Angeles. In the 1880s the railroads helped to establish communities along their routes which promoted early settlement in areas farther away from the City center. The interurban transit system, beginning in the early 1900s, helped lure more people to these newly developed areas via local transportation which created the streetcar suburb. The freeways ostensibly did the same thing, another improved system for moving people farther out. However, their intrusion through established neighborhoods created barriers, noise and pollution.

The freeways fragmented many of the neighborhoods of the project area beginning in the 1950s with the Long Beach Freeway (710) which runs north-south crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (60) was built beginning in the mid-1960s and runs east-west mostly parallel

to 3rd Street but crossing over 3rd Street just west of the Calvary Cemetery. (The Pomona freeway (60) was built from 1965-71. The Long Beach freeway (710) was built from 1952-65.) They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas and introduced new housing stock to established neighborhoods in addition to displacing both residents and businesses.

D. Commercial Corridors

The commercial corridors run mainly east-west along Brooklyn Avenue (now Cesar Chavez Avenue), 1st Street, 3rd Street, and Beverly Boulevard. The north-south corridors are Mednick Avenue and Atlantic Boulevard. The ownership of parcels along 3rd Street currently mirrors the ethnic population of the area. The majority of the names are Hispanic, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s.

The Mexican community developed their own commerce first along Brooklyn Ave, then Mednik Avenue and 1st Street in the 1920s. Brooklyn Avenue was further developed through groups with higher economic means, mostly Jewish merchants from sur-

rounding areas such as Boyle Heights. Post World War I industry and the increase of the automobile created the segregated southern communities such as Belvedere Gardens in the 1920s and Eastmont in the 1930s. Infrastructure improvements also played an important role in the development of the southern communities; in 1923 Whittier Boulevard was paved with sidewalks eastward from Eastern Avenue to the City of Montebello which allowed for further commercial growth to support surrounding communities.

market, Catholic church and Mexican bakery promoting the community's history, religion and ethnic background.

II. COMMUNITY LANDMARKS

Community landmarks are locations where people congregate and interact. They reflect the resident's religious, and cultural background, social and economic status. Churches, schools and community centers provide the expected social and recreational opportunities. Shopping and eating in the neighborhood are functional as well as social events.

In East Los Angeles there are distinct structures, locations and activity centers which reflect a certain character and uniqueness about the community. They act as points of reference and identification, perform an important function or provide a local service. Landmarks can be physically prominent, historically significant or of social, religious or cultural value.

The 1973 study *Nuestro Ambiente* listed several community landmarks, and this current study has used this as a basis for continuing analysis. (SEE FIGURE ABOVE)

As this list illustrates, the religious faith of East Los Angeles is an integral part of the community's history and Mexican culture, tradition and ceremony. The social services that churches provide are key community elements because they address themselves to specific needs of the community.

The importance of public facilities implies the potential and responsibility of the public sector to improve the community environment. Schools, parks, libraries and health facilities can have a tremendous impact by addressing specific community needs.

Commercial establishments relate to the historical growth of the area. First commercial strip to develop was along Brooklyn Avenue, between Ford Boulevard and Mednik Avenue in the Maravilla neighborhood. It contained several community landmarks including a

III. SURVEY RESULTS

A. PURPOSE

Historic Resources Group performed a reconnaissance survey of the 3rd Street Corridor from Indiana Street along 3rd Street to Sadler Avenue on January 8, 2009, noting a mix of residential and commercial structures, with a few religious and institutional properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and surrounding communities. Additional reconnaissance of surrounding neighborhoods in the project area to identify potential historic resources within the project area were made on September 2nd, 4th, 10th and 11th, 2009.

Historic resources may be designated at the federal, state and local levels. There are no current designated resources in East Los Angeles at the federal or state level. The County does not have a program for designating resources at the local level. Several buildings in the project area have been previously surveyed and are listed in the California State Historic Resources Inventory. Those that have a status code of 5 or lower are noted in the tables below. A 2S status code means the property has been determined eligible for the National Register as a separate listing; a 3S status code means the property appears eligible for listing in the National Register as a separate property; a 5S2 status code means the property is eligible for local listing only.

B. 3RD STREET CORRIDOR SURVEY

Moving from west to east on 3rd Street, the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Historic Resources Group has identified some potential historic resources that may be of interest and retain a degree of historic integrity. Additional research would be needed to determine if these buildings are examples of residential and commercial architecture of the time period for this community and therefore eligible for some level of designation.

The tables below list property types of interest identified during the reconnaissance survey. They include residential bungalows; commercial properties including storefronts, corner stores, lunch stands and office buildings; cemeteries; churches; schools and one industrial site.



| NORTHWEST QUADRANT (BELVEDERE) | | | | |
|--------------------------------|---------------|---------------------------|--|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 3691 E. 3rd St. | Commercial | ca. 1960 | Mid-century restaurant | |
| 3747-3751 E. 3rd St. | Residential | 1900-1920 | Craftsman bungalow grouping | |
| 3809 E. 3rd St. | Commercial | ca. 1945 | Car wash; could be oldest car wash in East Los Angeles | |
| 4101-4103 E. 3rd St. | Church | 1949 | Santuario de Nuestra Senora de Guadalupe Church | 2S |
| 4249 E. 3rd St. | Commercial | ca. 1966 | Mid-century gas station; metal roof | |
| 260 S. Eastern Ave. | Cemetery | n/d | United Serbian Benevolent Cemetery | |

| SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS) | | | | |
|---|---------------|---------------------------|--|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 3644-3672 E. 3rd St. | Residential | 1900-1920 | Craftsman bungalow grouping | |
| 3674 E. 3rd St. | Commercial | ca. 1930 | Streamline storefront | |
| 3700-3744 E. 3rd St. | Residential | 1900-1920 | Craftsman bungalow grouping | |
| 3748 E. 3rd St. | Commercial | 1918 | Corner store; rare example of property type on 3rd St. | 2S |
| 3772 E. 3rd St. | Church | 1931 | Our Lady of Lourdes Church | 2S |
| 3886 E. 3rd St. | Residential | 1890 | Victorian house; rare example of property type on 3rd St. | 2S |
| 3916 E. 3rd St. | Commercial | ca. 1920 | Vernacular storefront strip; rare example of property type on 3rd St. | |
| 4201 Whittier Blvd. | Cemetery | 1896 | New Calvary Cemetery | 2S |
| 4322-4326 E. 3rd St. | Industrial | 1934 | Art Deco light industrial; rare example of property type on 3rd St. | |
| 4338 E. 3rd St. | Residential | ca. 1921 | Vernacular bungalow from Belvedere Gardens subdivision; rare example of property type on 3rd St. | |



NORTHEAST QUADRANT (MARAVILLA)

| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
|----------------------|---------------|---------------------------|------------------------------|-----------------|
| 4619-4621 E. 3rd St. | Commercial | 1946-47 | Moderne commercial court | |
| 5245 Pomona Blvd. | Commercial | 1956 | Mid-century; mortuary | |
| 5255 Pomona Blvd. | Commercial | 1962 | Mid-century; office building | |
| 5425 Pomona Blvd. | Commercial | 1954 | Mid-century; office building | |



SOUTHEAST QUADRANT (BELVEDERE GARDENS)

| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
|-----------------------|---------------|---------------------------|---|-----------------|
| 4504 E. 3rd St. | Commercial | n/d | Mid-century neon sign; need to check date | |
| 4642 E. 3rd St. | Commercial | 1950 | Vernacular lunch stand; rare example of property type on 3rd St. | |
| 4765 E. 4th St. | Institutional | 1939 | Griffith Middle School | 5S2 |
| 5034 E. 3rd St. | Commercial | 1950 | Mid-century; auto repair | |
| 5048 E. 3rd St. | Commercial | 1949 | Mid-century; restaurant/bar | |
| 5100 E. Beverly Blvd. | Commercial | 1955 | Mid-century; lunch stand; rare example of property type on 3rd St. | |
| 256 S. Atlantic Blvd. | Commercial | 1947 | Mid-century; retail storefront strip; neon tower sign; rare example of property type on 3rd St. | |
| 5226 Pomona Blvd. | Commercial | 1948 | Mid-century; restaurant | |
| 5236 Pomona Blvd. | Commercial | 1962 | Japanese nursery; rare example of property type on 3rd St. | |
| 5260 Pomona Blvd. | Commercial | 1957 | Mid-century; office building | |
| 5400 Pomona Blvd | Commercial | 1961 | Mid-century; office building | |
| 5420 Pomona Blvd. | Commercial | n/d | Japanese nursery; rare example of property type on 3rd St. | |
| 5440 Pomona Blvd. | Commercial | 1964 | Mid-century; office building | |
| 5442 Pomona Blvd | Commercial | 1950 | Mid-century; office building | |



C. RESIDENTIAL NEIGHBORHOOD SURVEY

Historic Resources Group used maps generated by Moule & Polyzoides to overlay potential significant historic resources and areas of potential neighborhood conservation zones.

There are no intact development patterns evident in the western region of the project area. However, potentially significant individual properties that are particularly good examples of a style or rare property type and, blocks faces that could be potential conservation zones with similar lot sizes, cohesive setbacks, housing types and architectural styles still exist, add character to the neighborhood and physically tell the story of neighborhood development.

The integrity of much of the housing stock is impaired due to of the addition of non-original stucco, vinyl or other siding and replacement windows and doors. Many original single-family houses have been subdivided and are currently multi-family. Those properties that have moderate to good integrity and are a good or rare example of a style are hi-lighted on the maps and listed in the tables below. They include residential bungalows, schools, cemeteries and churches. Moving from west to east, the residential bungalows progress from older properties of the 1900s and 1920s to newer construction from the 1930s, 1940s and 1950s. The styles progress from with Craftsman moving into Revival styles, and at the farthest east Minimal Traditional styles.

1. Northwest Quadrant (Belvedere)

Generally, the housing stock in this area ranges from the 1910s to the 1940s. The most significant buildings date from the 1910s and 1920s. Of interest, there are many one and two-story Craftsman style houses, schools, churches, and commercial blocks, and one multi-family building. The intact block patterns tend to be across from the Belvedere Elementary and High Schools. The western portion of the area is laid out in a strong grid pattern with the block running north-south and the lots running east-west until the topography changes towards the east end. The integrity deteriorated farther east towards the 710 Freeway with fewer significant properties.



| NORTHWEST QUADRANT (BELVEDERE) | | | | |
|--------------------------------|-------------------|---------------------------|--|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 116-18 S. Alma Ave. | Residential | 1885 | Victorian house; rare example of property type | 3S |
| 156 N. Alma Ave. | Residential | 1907 | | |
| 135 S. Hicks Ave. | Residential | 1908 | | |
| 219 N. Hicks Ave. | Residential | 1907/15 | | |
| 200-300 Block N. Hicks Ave. | Residential Block | | | |
| 223 S. Ditman Ave. | Residential | 1910 | Craftsman bungalow | |
| 227-29 N. Ditman Ave. | Residential | 1912 | Craftsman bungalow | |
| 235 N. Ditman Ave. | Residential | 1915 | Craftsman bungalow | |
| 239 N. Ditman Ave. | Residential | 1909 | Craftsman bungalow | |
| 124 N. Townsend Ave. | Institutional | 1925 | Belvedere Lodge | |
| 315 N. Townsend Ave. | Residential | 1914/26 | | |
| 3601-03 Michigan Ave. | Residential | 1911/23 | Spanish stucco with arches; two-story multi-family | |
| 200 Block S. Rowan Ave. | Residential Block | | | |
| 139-41 N. Rowan Ave. | Residential | 1909/21 | | |
| 307-09 N. Rowan Ave. | Residential | 1923 | Craftsman bungalow | 5S2 |
| 200-300 Block N. Rowan Ave. | Residential Block | | | |
| 3647 1st St. | Commercial | 1927 | Unique Theater | 5S2 |
| 3724 1st St. | Institutional | 1922 | Belvedere Elementary School | 2S |
| 100-200 Block S. Eastman Ave. | Residential Block | | | |
| 140-42 N. Gage Ave. | Residential | 1909 | | |
| 171 N. Gage Ave. | Residential | 1908 | | |
| 217-19 N. Gage Ave. | Residential | 1922 | | |
| 227-29 N. Gage Ave. | Residential | 1912 | | |
| 100-300 Block N. Gage Ave. | Residential Block | | | |
| 3800 Cesar Chavez Ave. | Institutional | 1927 | Self Help Graphics | |
| 217 N. Record Ave. | Residential | 1913 | | |
| 227 N. Record Ave. | Residential | 1912 | | |
| 312 N. Record Ave. | Institutional | n/d | Belvedere Junior High School | |
| 200-300 Block N. Record Ave. | Residential Block | | | |
| 3962 Michigan Ave. | Residential | 1909 | Carriage house | |
| 216 S. Sunol Dr. | Residential | 1909 | | |
| 173 N. Sunol Dr. | Residential | 1915 | | |
| 4102 Zaring St. | Residential | 1901 | | |

2. Southwest Quadrant (Occidental Heights)

This area is predominantly residential. A majority of the area is laid out in a strong grid pattern with the blocks running east-west and the lots running north-south until the topography changes towards the north and east. The housing stock is mainly 1½ to 2-story Craftsman style with several good examples throughout the area. Many of the deep lots have allowed for two units on a single lot. Some of these units are newer vintage but we also noticed that the back units were also Craftsman bungalows. Of interest is one school, the Calvary Cemetery and a social services building on Indiana Street.

There were fewer intact block patterns in this area. Of particular interest is a Craftsman grouping on the 3700 block of Fourth Street and a Spanish stucco grouping on the 600 block of S. Ditman Avenue. The Craftsman grouping is particularly noteworthy because it backs up to a block on 3rd Street that was noted in the 3rd Street survey as an intact grouping of residential properties. As a result, this entire block may be the only intact example of early development Craftsman bungalows in the study area. In addition, the grouping of 1920s Spanish style stucco bungalows which have the same massing and design are a rare example of the work of a single builder, contractor or developer.



3. Northeast Quadrant (Maravilla)

There were very few examples of residential property types in this area that have historic significance and no intact block patterns. The area is a mix of residential properties, schools, institutional properties and cemeteries. There is a good amount of new development which compromises the historic integrity of this area.



| SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS) | | | | |
|---|-------------------|---------------------------|--------------------------------|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 512 S. Indiana St. | Institutional | 1930 | East Los Angeles Mental Health | 3S |
| 4201 E. Whittier Blvd. | Cemetery | 1896 | Calvary Cemetery | 2S |
| 4117-19 Hubbard St. | Residential | 1908 | Craftsman bungalow | |
| 4121 Hubbard St. | Residential | 1917 | Craftsman bungalow | |
| 3823-25 Princeton St. | Residential | 1921 | Craftsman bungalow | |
| 3827-29 Princeton St. | Residential | 1921 | Craftsman bungalow | |
| 3741 E. 6th St. | Residential | 1919 | Craftsman bungalow | |
| 3745 E. 6th St. | Residential | 1910 | Craftsman bungalow | |
| 3634 Lanfranco St. | Residential | 1911 | Craftsman bungalow | |
| 3635-37 Lanfranco St. | Residential | 1912 | Craftsman bungalow | |
| 3651 Lanfranco St. | Residential | 1928 | Craftsman bungalow | |
| 3655-57 Lanfranco St. | Residential | 1927 | Craftsman bungalow | |
| 538 S. Ditman Ave. | Residential | 1914 | Craftsman bungalow | |
| 3700 Block 4th St. | Residential Block | 1910s | Craftsman grouping | |
| 616-32 S. Ditman Ave. | Residential Block | 1920s | Spanish stucco grouping | |
| 610 S. Rowan Ave. | Institutional | 1916 | Rowan Avenue Elementary School | 3S |
| 466 S. Rowan Ave. | Residential | 1922 | Craftsman bungalow | |
| 463 S. Rowan Ave. | Residential | 1911 | Craftsman bungalow | |
| 459 S. Rowan Ave. | Residential | 1921 | Craftsman bungalow | |
| 443 S. Rowan Ave. | Residential | 1911 | Craftsman bungalow | |
| 667 S. Bonnie Beach | Residential | 1923 | Craftsman bungalow | |
| 663 S. Bonnie Beach | Residential | 1909 | Craftsman bungalow | |
| 453 S. Bonnie Beach | Residential | 1915 | Craftsman bungalow | |
| 401 S. Bonnie Beach | Residential | 1914 | Craftsman bungalow | |
| 351-53 S. Bonnie Beach Pl. | Residential | 1921 | Craftsman bungalow | |

| NORTHEAST QUADRANT (MARAVILLA) | | | | |
|--------------------------------|---------------|---------------------------|--------------------------------------|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 4360 E. 1st St. | Cemetery | 1922 | Chinese Cemetery | 5S2 |
| 4319 E. 2nd St. | Cemetery | 1930 | Russian Molokan Cemetery | 5S2 |
| 4355 E. 2nd St. | Cemetery | 1908-10 | St. Sava Serbian Church and Cemetery | 2S |
| 4539-41 Michigan Ave. | Residential | 1928-33 | Craftsman bungalow | |
| 335 N. McDonnell Ave. | Residential | 1924-26 | Craftsman bungalow | |

4. Southeast Quadrant (Belvedere Gardens/Eastmont/Bella Vista)

This area has the most variety of housing styles. There are early development housing stock including Craftsman bungalows; 1920s Revival styles including Spanish, Tudor and Storybook; and pre- and postwar 1930s-50s minimal traditional housing. The older styles remain at the west end just east of Calvary Cemetery, the Revival Styles tend to be located in the Belvedere Gardens development and the pre- and postwar housing begins east of Atlantic Boulevard in the Edgemont and Bella Vista developments. The integrity is the lowest west of Arizona with only a handful of good examples including the Humphrey's Avenue School, a small Art Deco style church, and Craftsman and Spanish stucco style bungalows. There are several intact block patterns around Garfield High School farther to the east and a particularly good example of a Spanish stucco style bungalow court on the 500 block of Fetterly Avenue. The prewar housing to the east of Atlantic Boulevard in the Eastmont and Bella Vista developments is predominantly 1-story single-family dwellings mixed with 1 to 2-story multi-family dwellings. The architectural style tends to be Minimal Traditional. Via Corona Street just north of Repetto Street and south of Beverly Boulevard is notable because it is the only street in the project area that has street trees. The areas north of Repetto Street appear to be postwar developments which mirror the commercial development along Pomona and Beverly Boulevards. A small postwar development north of Pomona Boulevard at Woods Avenue has larger lot sizes than other blocks in the project area. The postwar housing stock in this area is very cohesive but the integrity ranges from excellent intact housing stock to poor because of replacement windows and doors, however the footprints are generally intact and there have been very few teardowns.

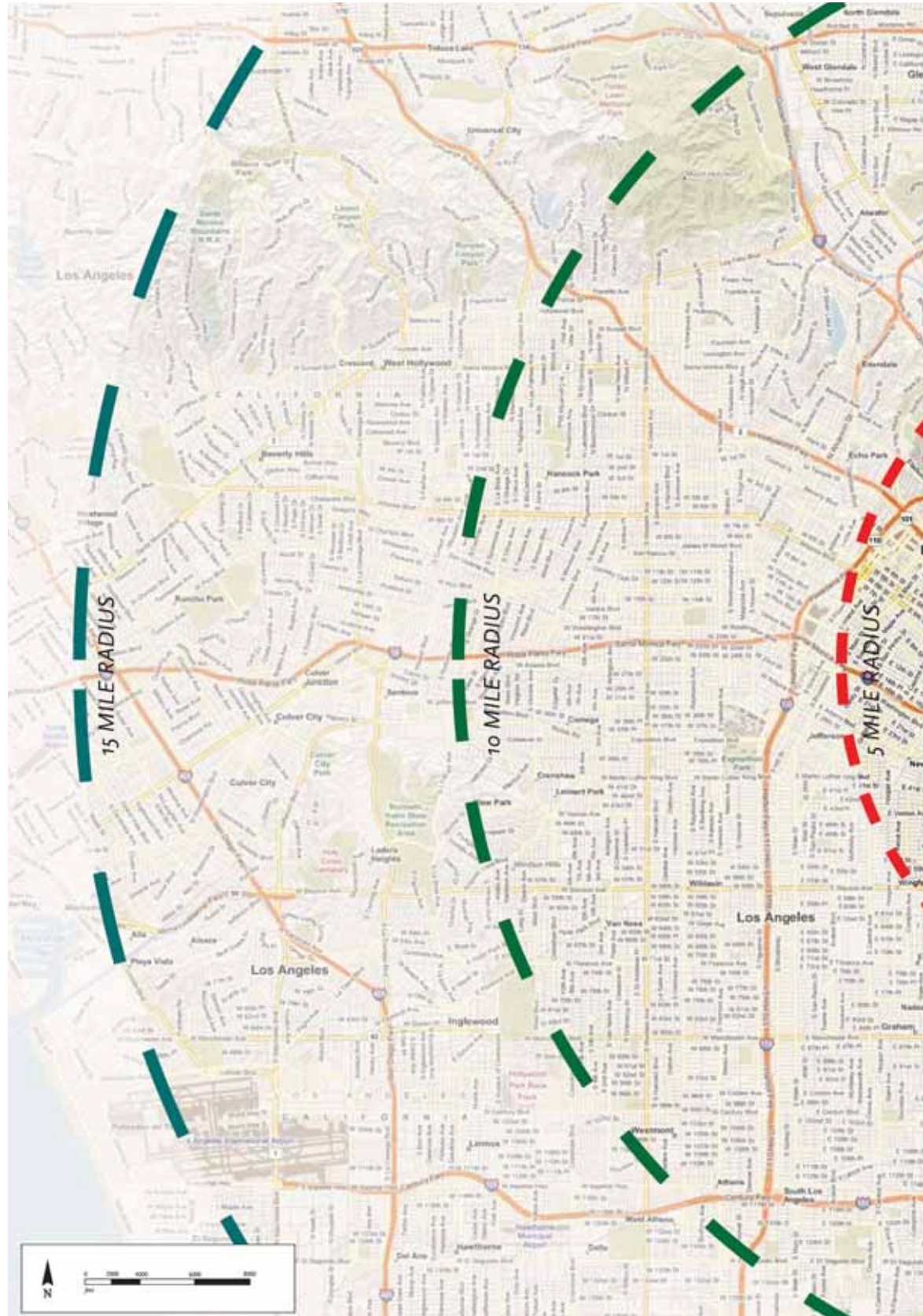


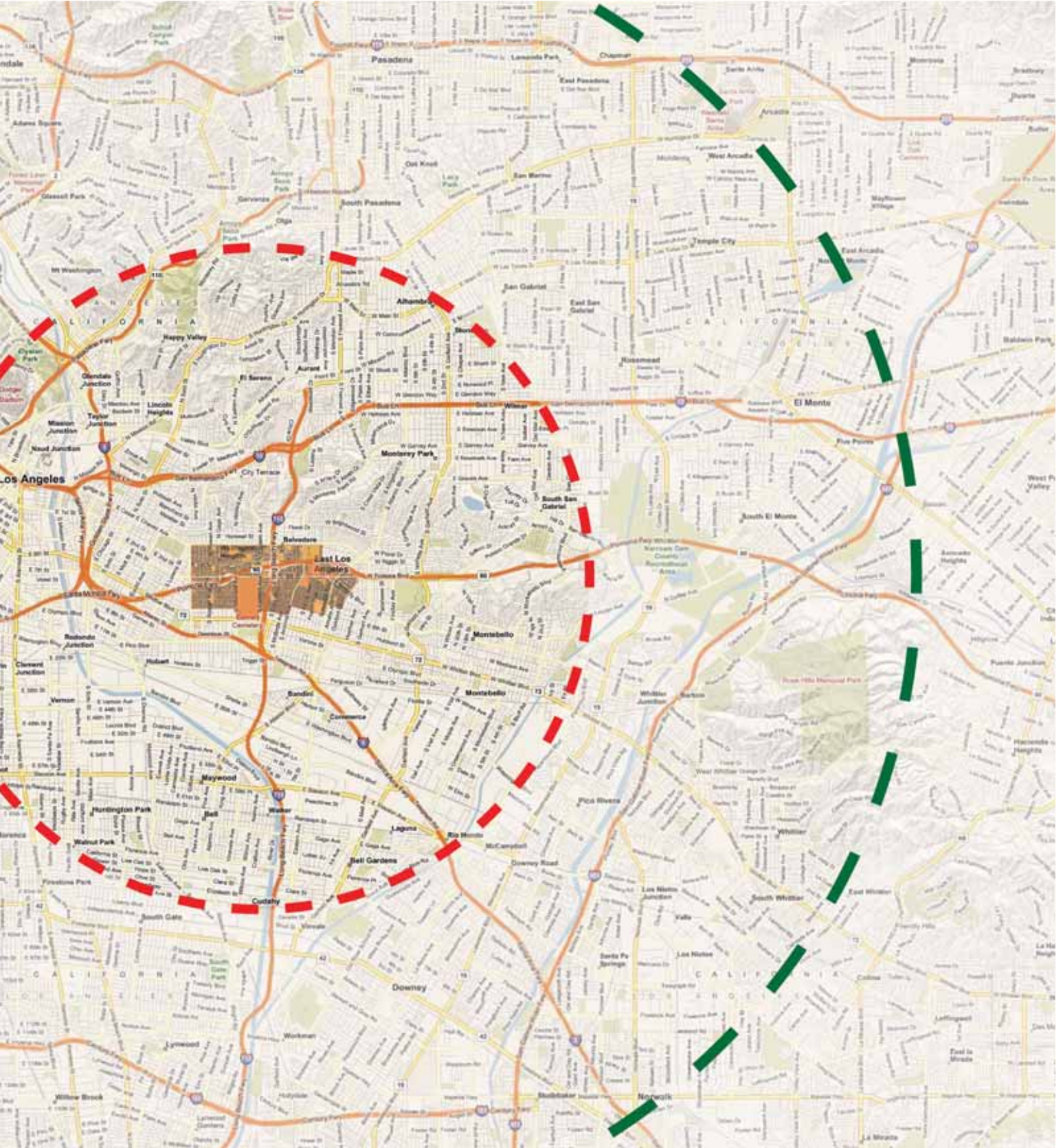
| SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA) | | | | |
|---|-----------------------|---------------------------|--|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 631-35 S. Humphreys Ave. | Residential | 1928 | | |
| 644 S. Humphreys Ave. | Institutional/Church | 1932 | Community Bible Fellowship; Art Deco | |
| 500 S. Humphreys Ave. | Institutional/ School | n/d | Humphreys Ave. Elementary School | |
| 480 Betty Ave. | Residential | 1924 | Spanish stucco bungalow | |
| 612 S. Duncan | Residential | 1921 | | |
| 408 S. McBride Ave | Residential | 1925 | | |
| 500 S. McDonnell Ave. | Residential | 1926 | | |
| 539 S. Arizona Ave. | Residential | 1922 | | |
| 353-55 S. Arizona Ave. | Residential | 1923 | Spanish stucco bungalow | |
| 4765 4th St. | Institutional/ School | 1939 | Griffith Middle School | 5S2 |
| 562-70 S. Fetterly Ave. | Residential | 1934 | Spanish stucco bungalow court; rare example of property type | |
| 560 S. Fetterly Ave. | Residential | 1936 | Tudor Revival bungalow | |
| 544-48 S. Fetterly Ave. | Residential | 1924 | Spanish stucco bungalow | |
| 449-50 S. Ferris Ave. | Residential | 1919 | Craftsman bungalow | |
| 400 Block S. LaVerne Ave. | Residential Block | 1920s | 1920s Revival style grouping | |
| 344-46 S. LaVerne Ave. | Residential | 1927 | Craftsman bungalow | |
| 326 S. LaVerne Ave. | Residential | 1929 | Spanish stucco bungalow | |
| 500 S. LaVerne Ave. | Residential | 1927 | Craftsman bungalow | |
| 400 Block Clela Ave. | Residential Block | 1920s | 1920s Revival style grouping | |
| 422 Clela Ave. | Residential | 1937 | Ranch house | |
| 389 Clela Ave. | Residential | 1928 | Storybook bungalow | |
| 377 Clela Ave. | Residential | 1928 | Spanish stucco bungalow | |
| 396 S. Vancouver Ave. | Residential | 1927 | Spanish stucco bungalow | |
| 5101 E. 6th St. | Institutional/ School | n/d | Garfield High School | |
| 400-500 Block S. Woods Ave. | Residential Block | 1920s | 1920s Revival style grouping | |
| 558 S. Woods Ave | Residential | 1930 | Spanish stucco bungalow | |
| 5134-3S. Eagle St. | Residential | 1941 | Streamline Moderne multi-family complex; rare example of property type | |
| 387 Amalia Ave. | Residential | 1924 | Craftsman bungalow | |
| 420 Amalia Ave. | Institutional/ School | n/d | Fourth Street Elementary School | |
| 428 Hillview Ave. | Residential | 1937 | Spanish stucco bungalow | |
| 400 Hillview Ave. | Residential | 1938 | Spanish stucco bungalow | |
| 400 Block Oakford Dr. | Residential Block | 1930s | 1930s Minimal Traditional style grouping | |
| 436 Oakford Dr. | Residential | 1930 | Minimal Traditional house | |
| 432 Oakford Dr. | Residential | 1939 | Minimal Traditional house | |
| 428 Oakford Dr. | Residential | 1941 | Minimal Traditional house | |



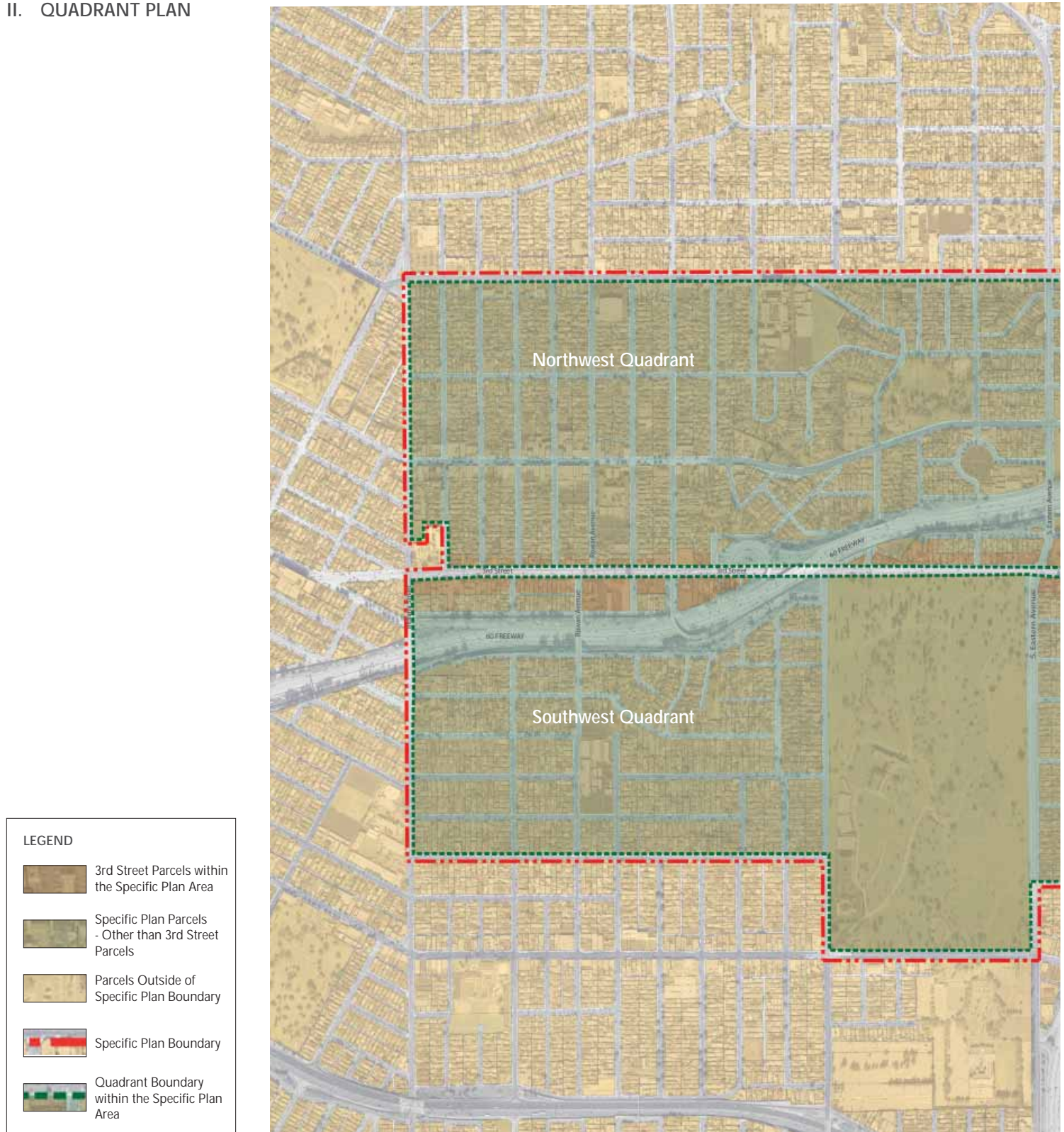
| SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA) | | | | |
|---|-------------------|---------------------------|--|-----------------|
| Property Address | Property Type | Approximate Year(s) Built | Comments | HRI Status Code |
| 424 Oakford Dr. | Residential | 1941 | Minimal Traditional house | |
| 403 Oakford Dr. | Residential | 1904 | Craftsman bungalow | |
| 5200-5300 Block Via Corona St. | Residential Block | 1940s-1950s | 1940s and 1950s Minimal Traditional style grouping with street trees | |
| 5264-66 Via San Delarro St. | Residential | 1952 | Minimal Traditional multi-family | |
| 5244 Via San Delarro St. | Residential | 1947 | Minimal Traditional multi-family | |
| 5326 Via San Delarro St. | Residential | 1941 | Minimal Traditional house | |
| 5377 Via San Delarro St. | Residential | 1940 | Minimal Traditional house | |
| 5323 Via San Delarro St. | Residential | 1941 | Minimal Traditional house | |
| 5262 Via Campo St. | Residential | 1952 | Minimal Traditional multi-family | |
| 5270 Dewar Ave. | Residential | 1935 | Minimal Traditional house | |
| 5326 Dewar Ave. | Residential | 1936 | Minimal Traditional house | |
| 5335 Dewar Ave | Residential | 1948 | Minimal Traditional multi-family | |
| 281 S. Hillview Ave. | Residential | 1950 | Minimal Traditional multi-family | |
| 291 S. Hillview Ave. | Residential | 1948 | Minimal Traditional multi-family | |
| 278 S. Hillview Ave. | Residential | 1946 | Minimal Traditional house | |
| 321 Margaret Ave. | Residential | 1941 | Minimal Traditional house | |
| 315-17 Margaret Ave. | Residential | 1951 | Minimal Traditional multi-family | |
| 309-11 Margaret Ave. | Residential | 1941 | Minimal Traditional multi-family | |
| 271 Oakford Dr. | Residential | 1949 | Minimal Traditional house | |
| 202 S. Vancouver Ave. | Residential | 1947 | Minimal Traditional house | |
| 225 S. Bleakwood Ave. | Residential | 1950 | Minimal Traditional house | |
| 230 S. Bleakwood Ave. | Residential | 1942 | Minimal Traditional house | |
| 215 S. Roscommon Ave. | Residential | 1942 | Minimal Traditional house | |
| 222 S. Roscommon Ave. | Residential | 1950 | Minimal Traditional house | |
| 213 S. Westcott Ave. | Residential | 1951 | Minimal Traditional house | |
| 206 S. Westcott Ave. | Residential | 1944 | Minimal Traditional house | |
| 212 S. Westcott Ave. | Residential | 1944 | Minimal Traditional house | |
| 5310-14 Fernfield Dr. | Residential | 1957/58 | Minimal Traditional house | |
| 5320 Fernfield Dr. | Residential | 1946 | Minimal Traditional house | |
| 5324 Fernfield Dr. | Residential | 1946 | Minimal Traditional house | |
| 5330 Fernfield Dr. | Residential | 1946 | Minimal Traditional house | |
| 5402 Fernfield Dr. | Residential | 1947 | Minimal Traditional house | |

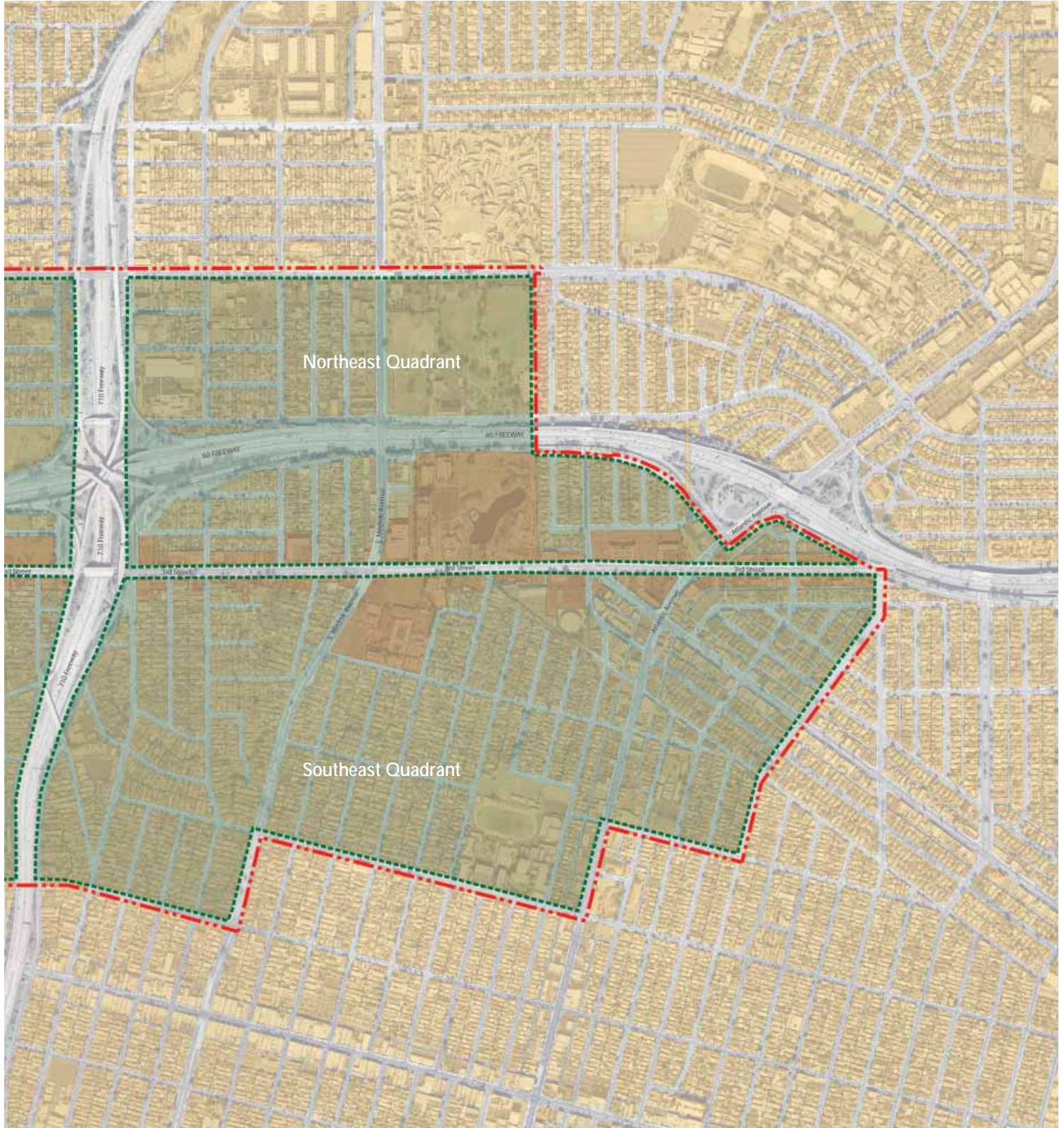
I. REGIONAL CONTEXT



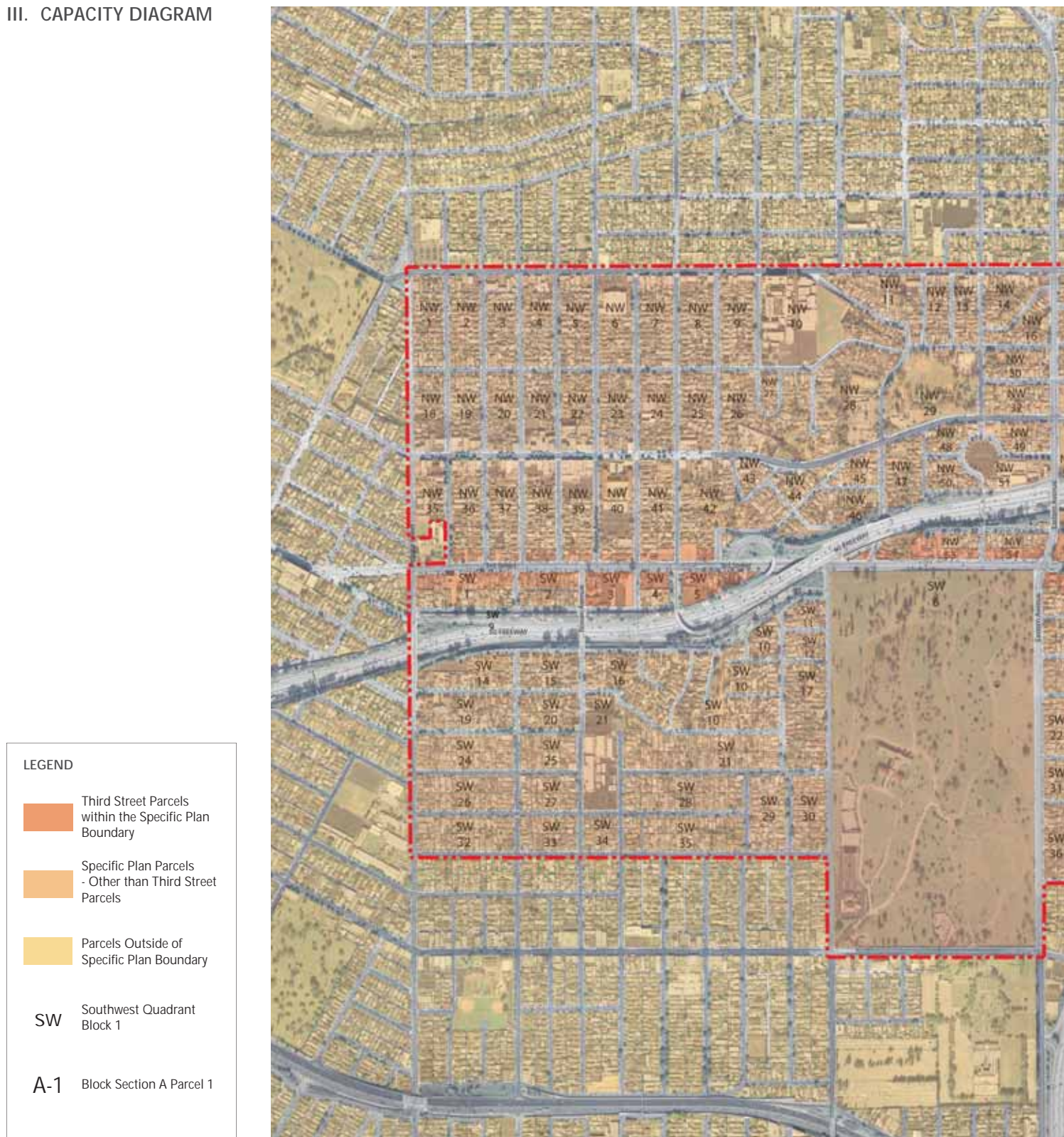


II. QUADRANT PLAN



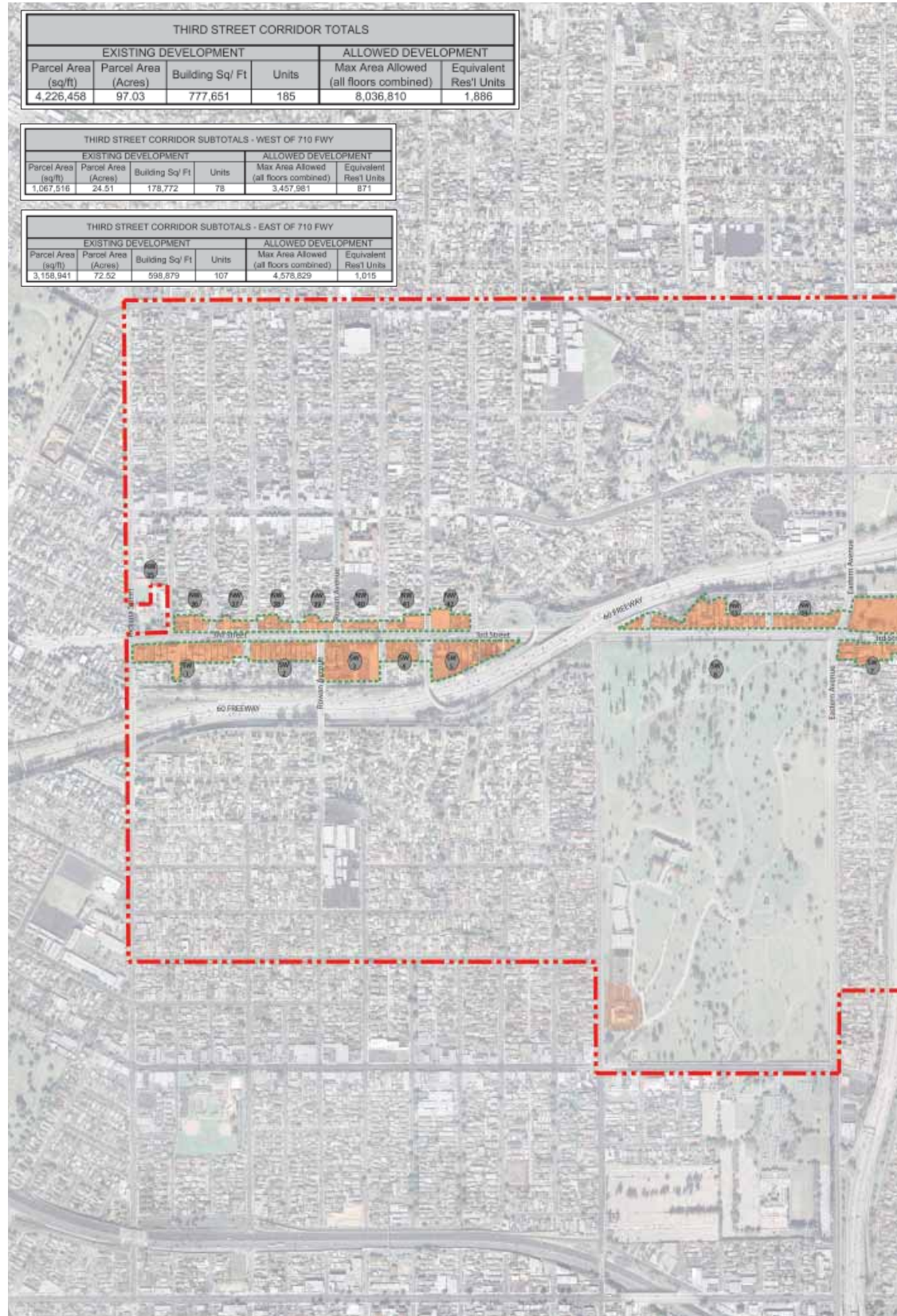


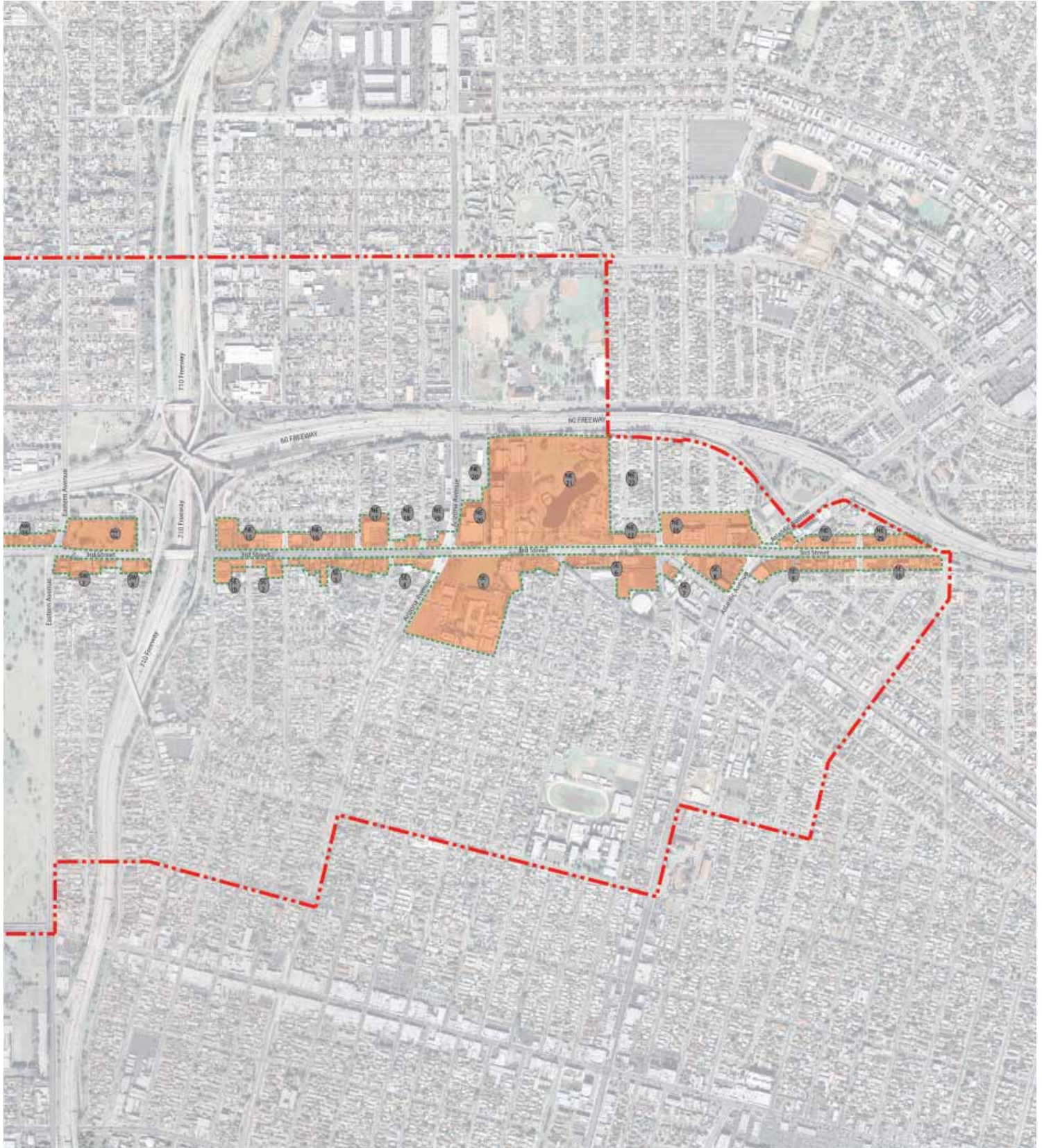
III. CAPACITY DIAGRAM



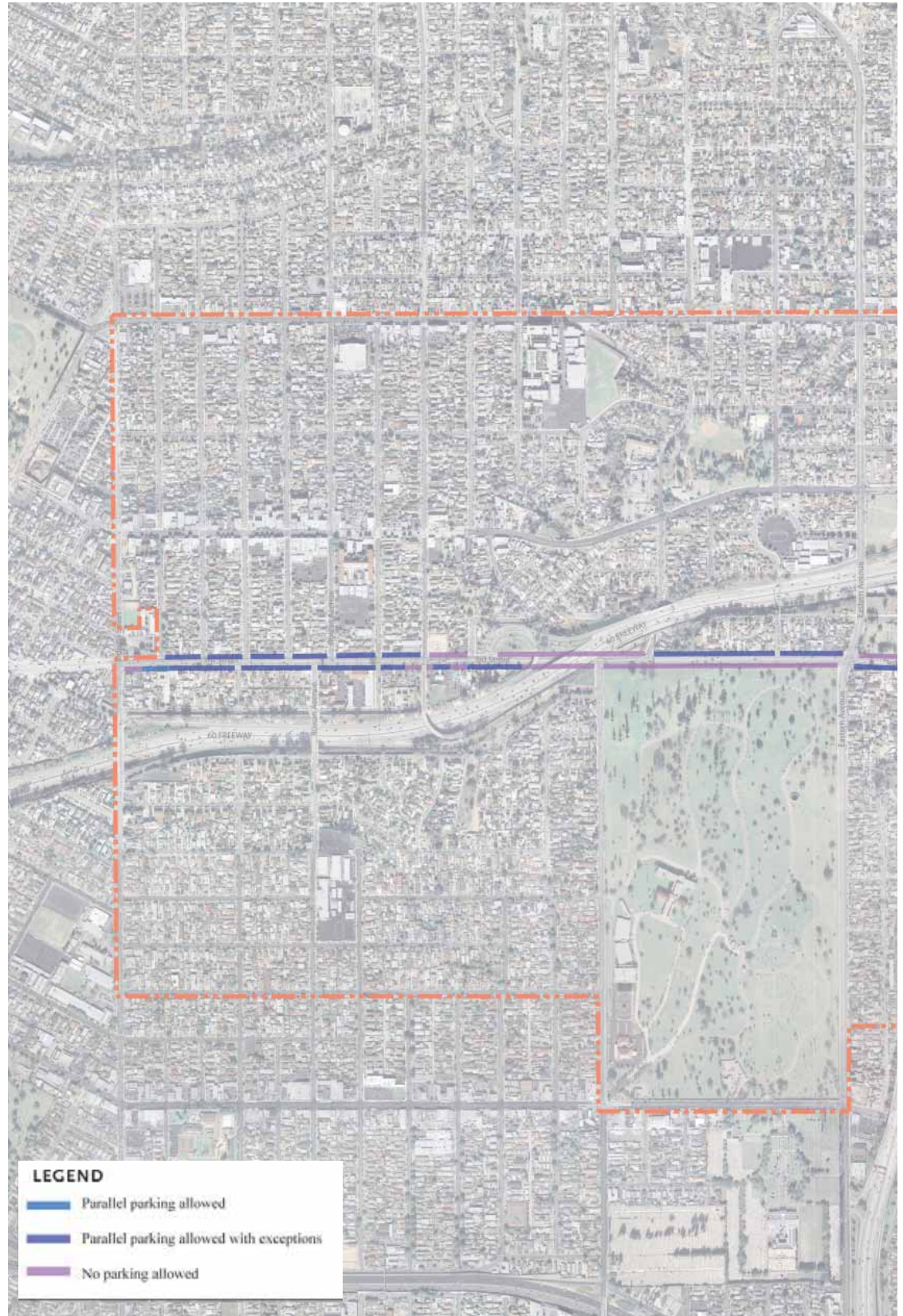


IV. 3RD STREET PARCELS SUMMARY



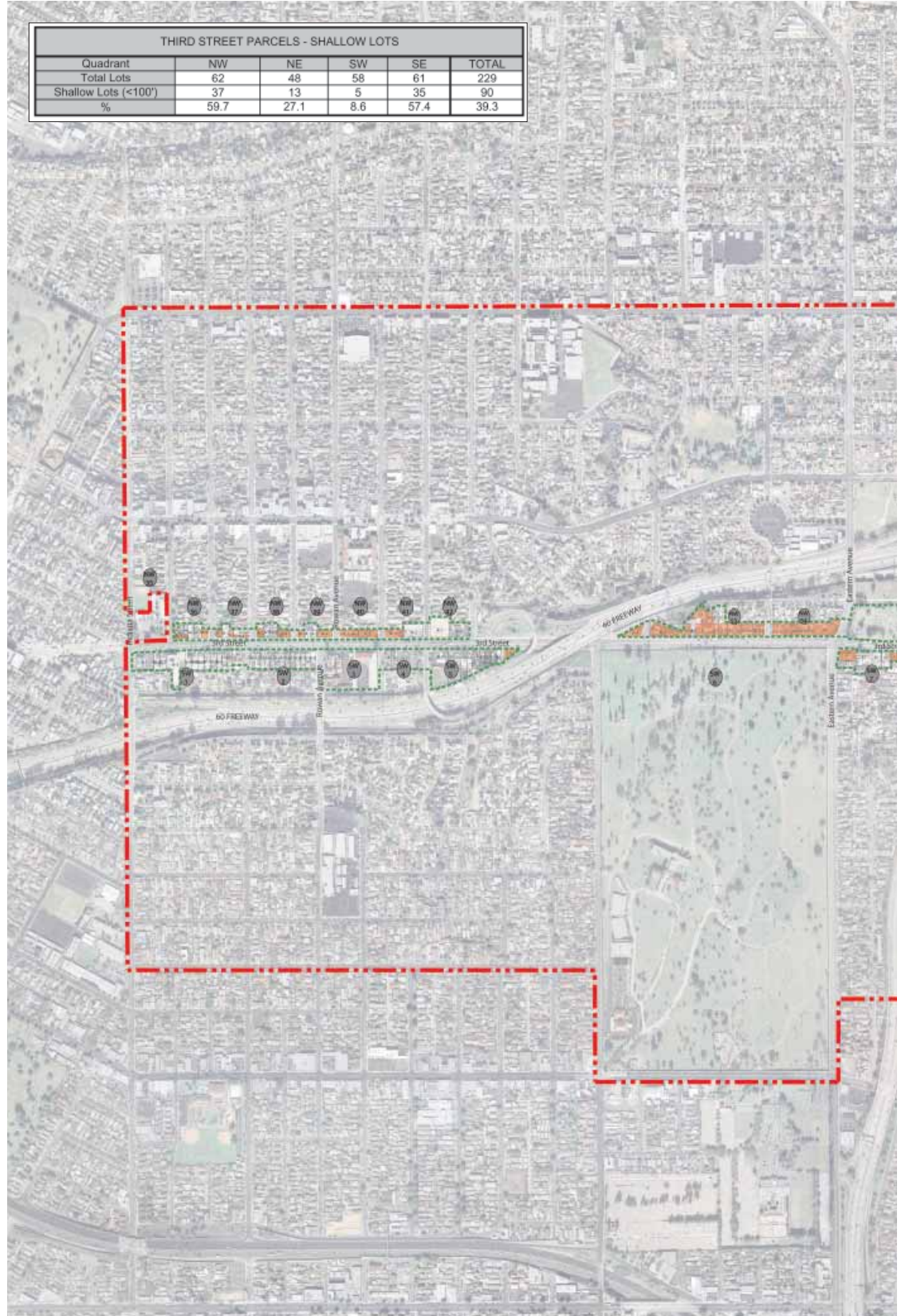


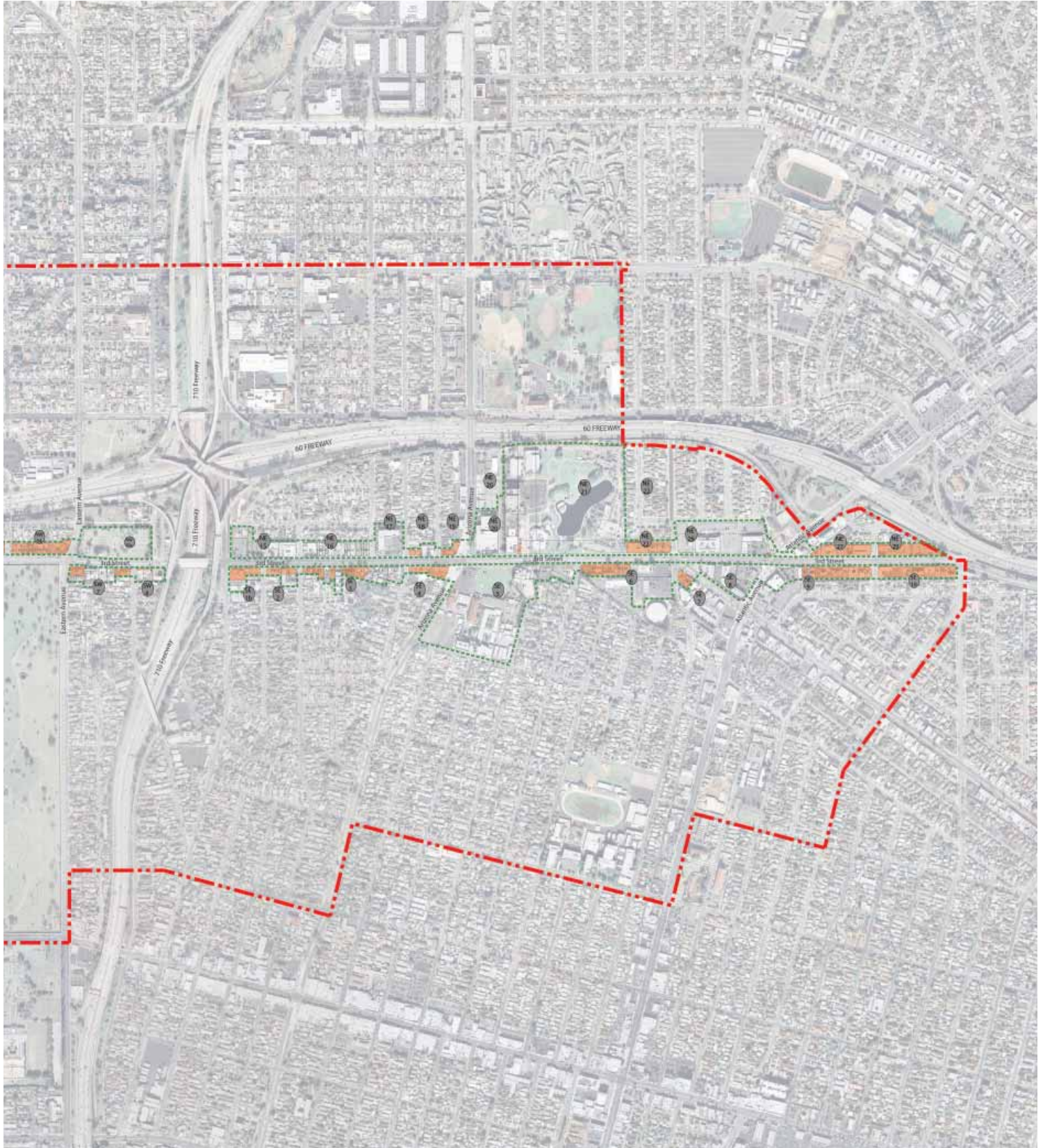
V. 3RD STREET PARKING CONDITIONS

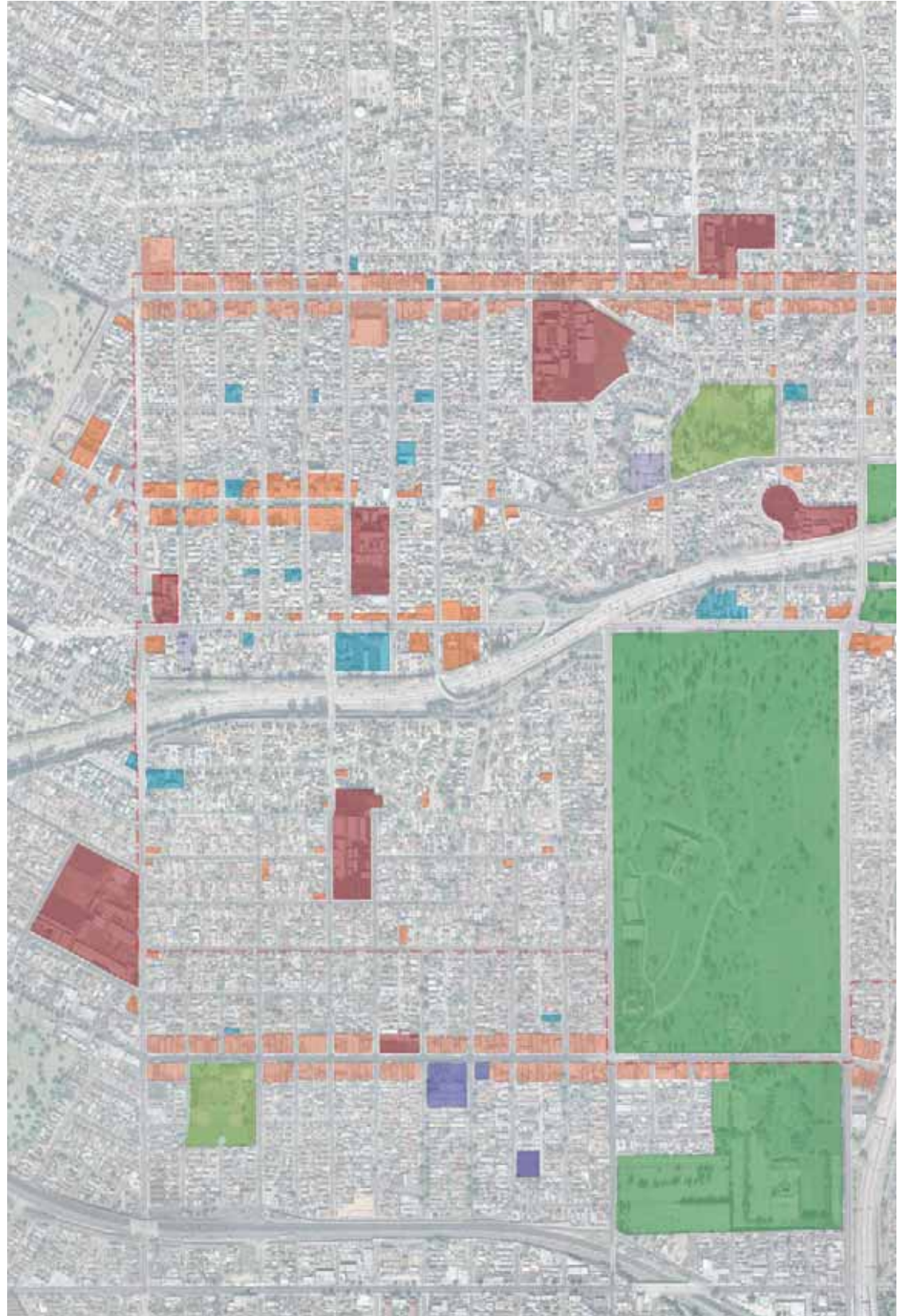




VI. 3RD STREET SHALLOW PARCELS





VII. COMMUNITY
RESOURCES



I. NEIGHBORHOOD HOUSING STUDIES

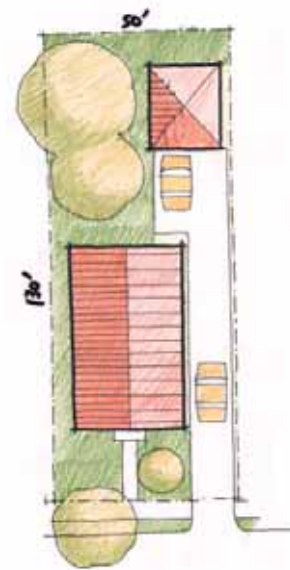
During the public outreach phase of this plan, the community reported a pervasive condition wherein detached single family residential units are occupied by several households and wherein single family lots are occupied by as many as six units. Evidence of the distribution of these situations indicates that it affects approximately 15% of the units within the plan area. The figures on the following pages diagram these existing conditions, and their quantification are based on indefinite field surveys conducted by the project team:

- How many dwelling units exist on each lot (Figure 4A);
- The number of lots that exceed the zoning requirements of R1 and R2 zoning from the Los Angeles County Code (Figure 4B);
- How automobile parking is addressed (Figure 4C);
- The condition of lots and their buildings (Figure 4D);

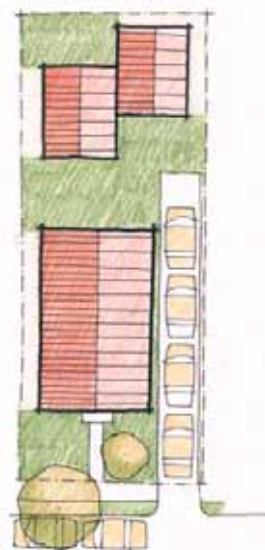
These nonconforming residential land uses have been viewed as one of the most significant impediments to attracting new investment within the plan area. As more units become occupied in this manner the following negative effects are experienced.

A. Physical Consequences. The unpermitted occupation of dwelling units beyond their designed capacity can pose significant life safety and public health consequences and the number of persons per available room results in increasing levels of overcrowding. In addition, the neighborhood infrastructure has become increasingly taxed as a result of unplanned levels of use of the sewage system and, excess demand for off street parking that cannot be accommodated. The net result of these conditions is the deterioration of the physical capital within the plan area for both public and private property. This condition causes actual difficulties in accommodating future rounds of private investment as well as contributing to a sense that the community is deteriorating physically.

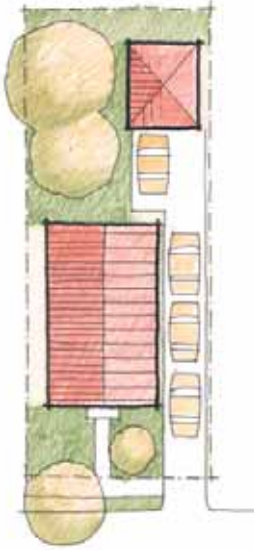
The sketches at right illustrate the correlation between the number of units on a typical 6,500 square foot lot, the number of parking spaces required for those units, the amount of usable back-yard open space on the lot, and the amount of landscaped front yard space. These sketches assume 2 parking spaces per unit.



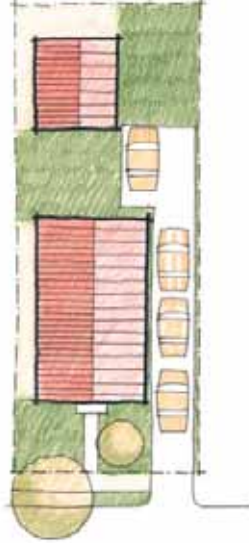
1 UNIT
1 primary residence
2 on-site parking spaces



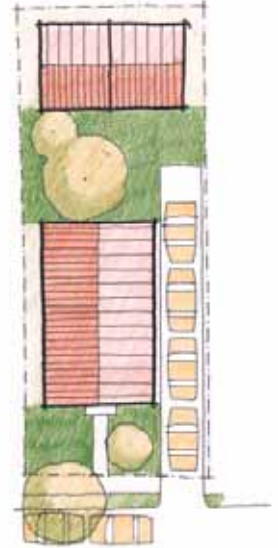
3 UNITS
1 primary residence + 2 rear yard units
4 on-site parking spaces + 2 on-street
parking spaces



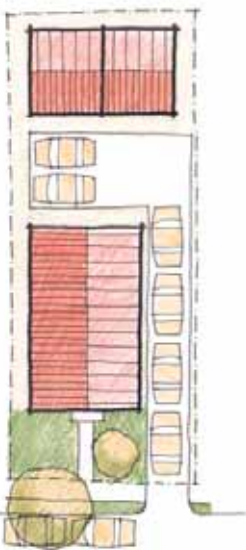
2 UNITS
1 primary residence + "granny flat"
4 on-site parking spaces



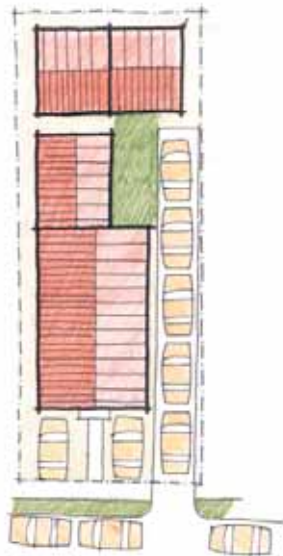
2 UNITS
1 primary residence + 1 rear yard unit
4 on-site parking spaces



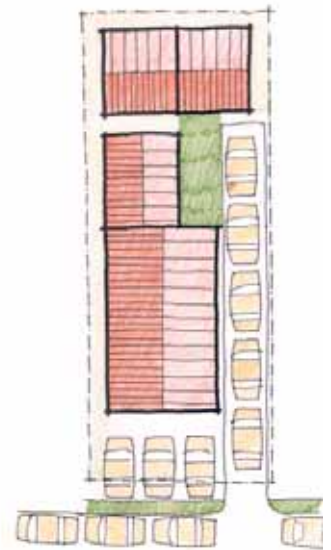
3 UNITS
1 primary residence + 2 rear yard units
4 on-site parking spaces + 2 on-street
parking spaces



4 UNITS
1 duplex + 2 rear yard units
6 on-site parking spaces + 2 on-street
parking spaces



5 UNITS
1 duplex + 3 rear yard units
7 on-site parking spaces + 3 on-street park-
ing spaces



6 UNITS
1 primary residence + 2 rear yard
units
4 on-site parking spaces + 2 on-
street parking spaces

When there are between 1 and 3 units on the lot, there is sufficient space on the lot to accommodate the buildings and the parking spaces, while still providing a sizable amount of usable backyard open space. All the parking spaces can be accommodated on the lot and the front yard remains landscaped.

When there are 4 or more units on the lot, the buildings and parking spaces begin to take the place of the usable open space and parking begins to spill out onto the street. Once there are more than 5 or more units on the lot, parking must occupy the front yard.

B. Economic consequences. This non-conforming level of residential occupation results in a wide range of economic consequences, including:

- Impeding the level of housing turnover that would occur if the units were occupied as single family rather than multifamily units. For example, if a homeowner is receiving \$1,000 per month in rent from four households within one dwelling unit, it generates an annual income stream of \$48,000 per year. The capitalized value of this income stream would be about \$480,000—nearly twice the median sales price (\$288,000) for houses in the plan area. In addition, these dwelling units are typically owned by absentee owners who have very low capital costs for maintaining the dwelling units and are therefore disinclined to return the unit to the market.
- Depriving the county of increased assessed valuation upon the sale of a unit as well as preventing the capture of the actual value of the property, based on the incomes that are being derived from this unpermitted use.
- Creating additional negative fiscal impacts to the county and to other service providers, such as Los Angeles Unified School District (LAUSD), through increased demand for public services without the normal fees, taxes, and transfers that are typically associated with increases in population.
- Degrading the quality of public services as limited resources are available to be directed at an increasing population.



FIGURE 4A - EXISTING DWELLINGS PER LOT





1" = 1200'



- Concentrating low income populations within the plan area and reinforcing the physical blight that is experienced in the community.

C. **Remediation.** At present this level of occupation within the plan area is not permitted by the existing code. While this land use pattern remains illegal, there have been difficulties addressing this condition. To begin with, the code enforcement system that covers the plan area is complaint-based which does not allow for any proactive enforcement of the building and safety codes. Secondly, these unpermitted units serve as an important reserve of housing that provides an alternative to emergency or transitional housing or homelessness. The specific plan recognizes the important social role that these unpermitted units serve within the community. At the same time the living conditions in these units are at best substandard and at worst represent potentially serious life safety hazards.

To address these conditions the plan recommends the establishment of a new blight abatement program to correct these nonconforming uses by providing a pathway to legitimizing these units by providing a set of incentives and penalties for the owners of these units. A program to address this could operate as follows:

- Adopt a specific ordinance that defines unpermitted occupation and sets significant fines for continuing non compliance. Ideally these should serve as a meaningful deterrent.
- Canvass the plan area for evidence of non-compliance. This can include a review of the number of utility connections per legal unit, postal records, postal information, and physical inspections.
- Notify the owners of non-conforming units with an order to correct the non-conforming condition.
- The property owner and the County would then agree on the extent of violations;
- At this point the property owner would have two pathways forward;
 - Correct the circumstances within 90 days or be subject to fines

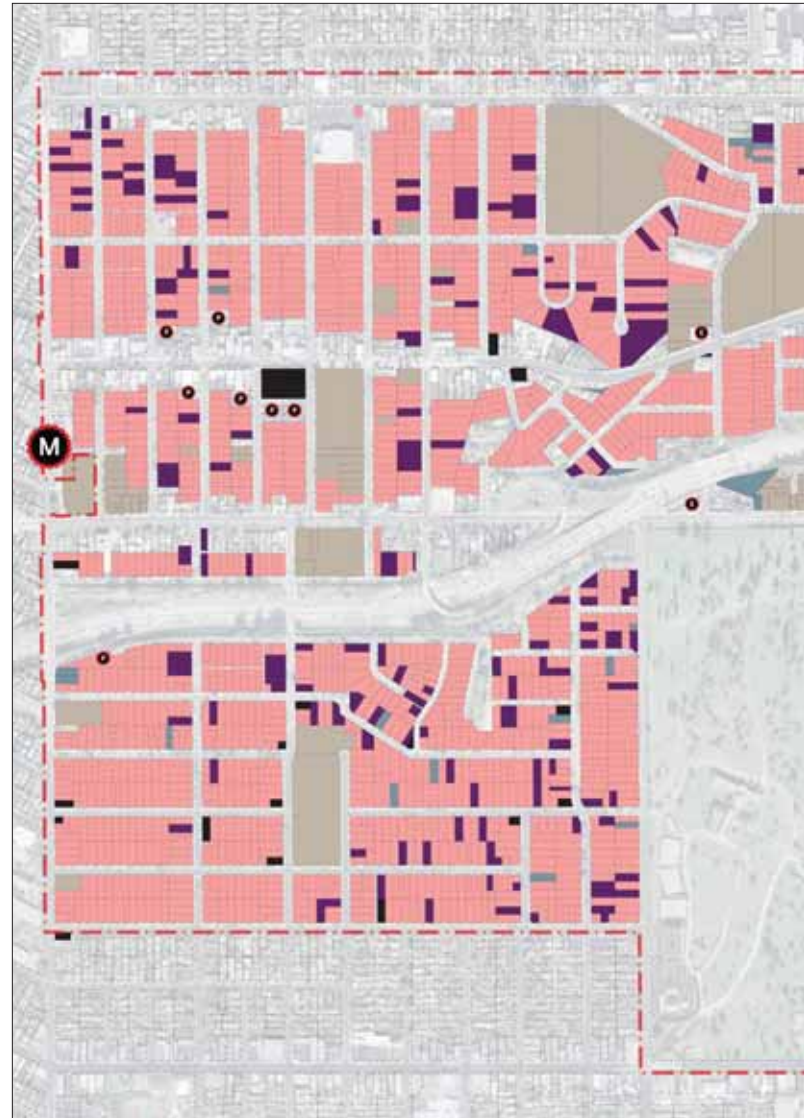
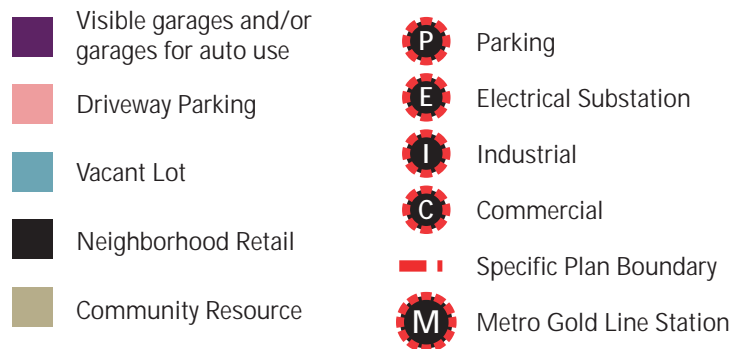
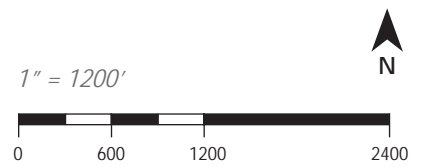


FIGURE 4B - EXISTING PARKING CONDITIONS





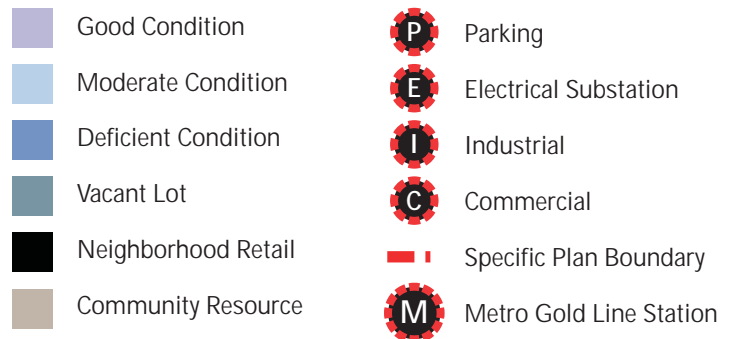
- ii. Agree to bring their units into compliance under a conditional use permit program

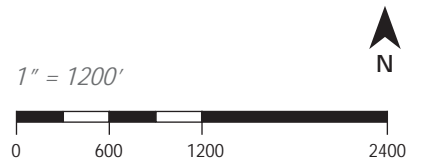
The conditional use permit would provide the owner with an increased unit yield which would allow them to preserve their income stream and would allow for the preservation of the dwelling units in the community. However, the CUP would require that the owner demonstrate conformance with life, safety and sanitary requirements. The maximum number of units that would be allowed would be capped at three units. Finally the CUP would only remain in effect as long the owner maintained their property in accordance with these safety and health requirements and would expire on the sale or transfer of the unit. The CUP contract should explicitly state that the terms are conditional and not a vested right.¹

This program will require a commitment from the appropriate County agencies and a timetable in order to work through the plan area. This remediation program should be implemented early in the plan process in order to create the conditions suitable for additional rounds of future investment.



FIGURE 4C - EXISTING PROPERTY CONDITIONS





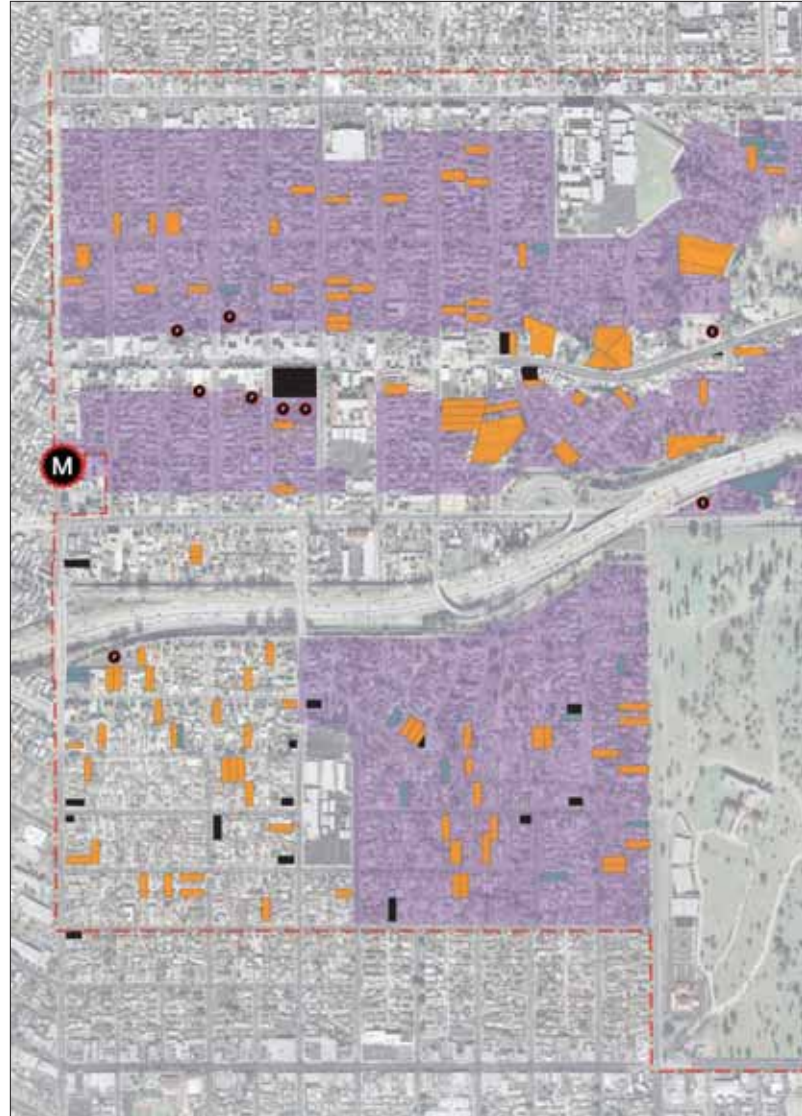
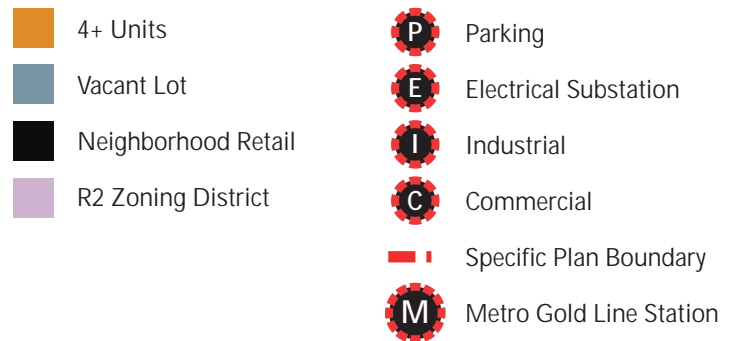


FIGURE 4D - CONCENTRATION OF 4+ DWELLINGS PER LOT





1" = 1200'

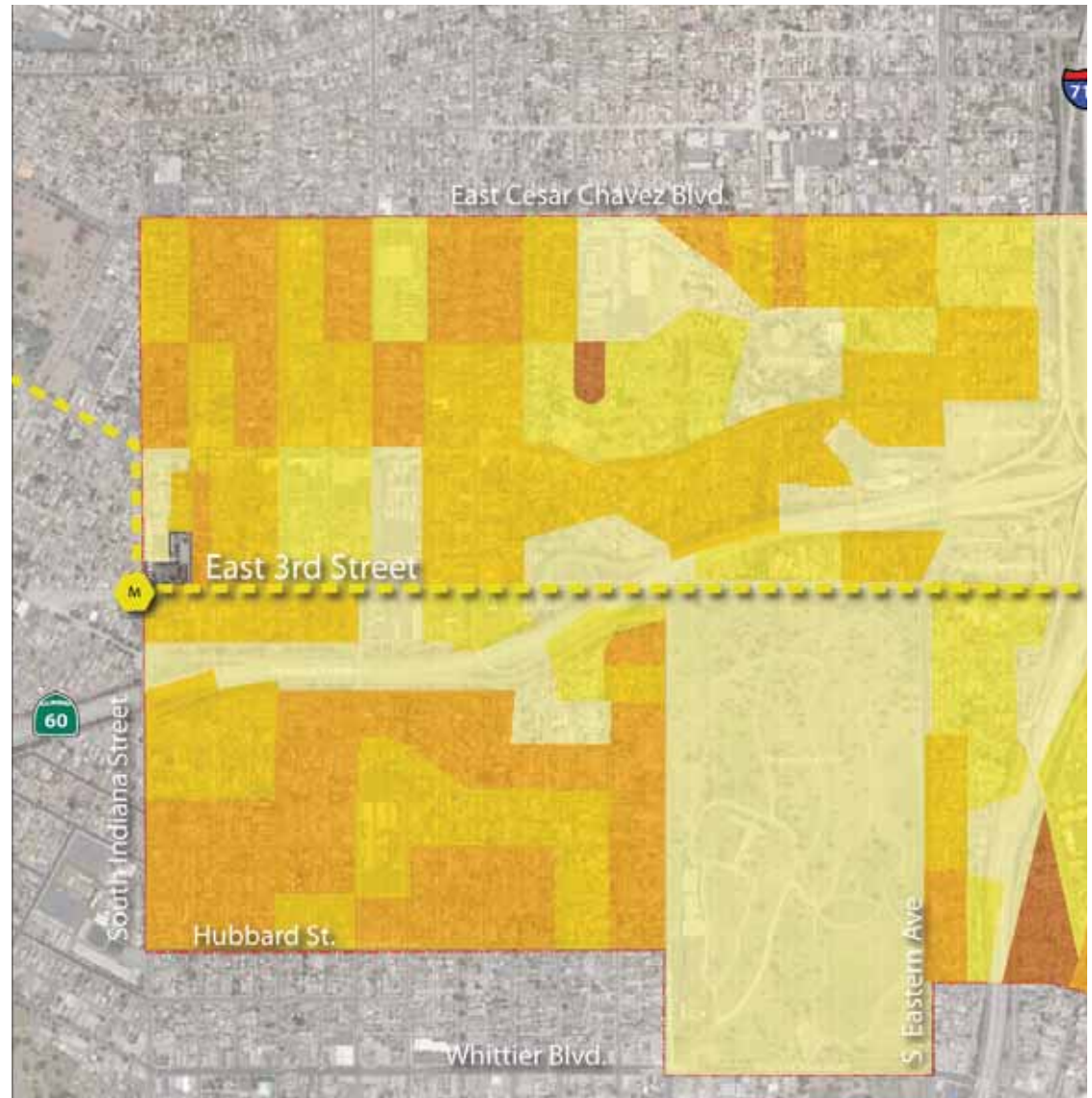


I. REGIONAL OPEN
SPACE AND
CONNECTIVITY





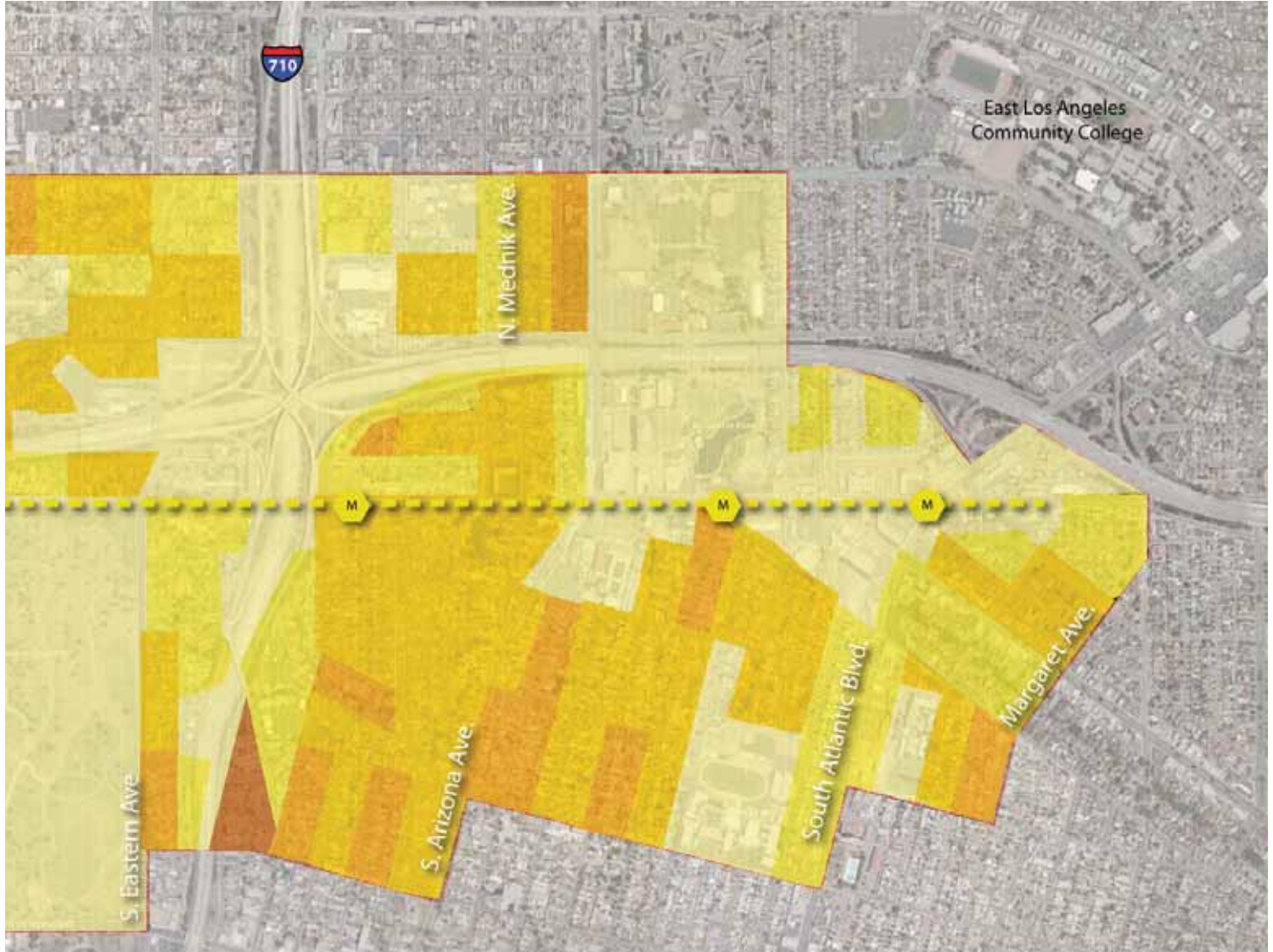
II. POPULATION



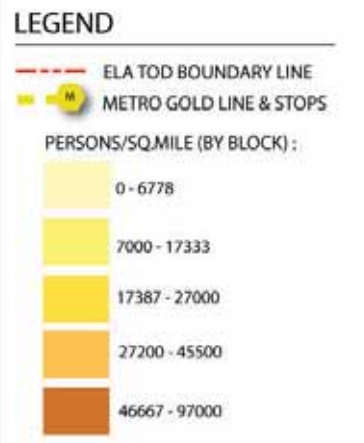
EAST LOS ANGELES DEMOGRAPHICS

- 96.7% Hispanic or Latino
- 56.3% Households with one or more children under 18 years old
- Estimated median household income: \$35,482 (California: \$59,948)
- Median resident age: 26.5 (California: 33.3)

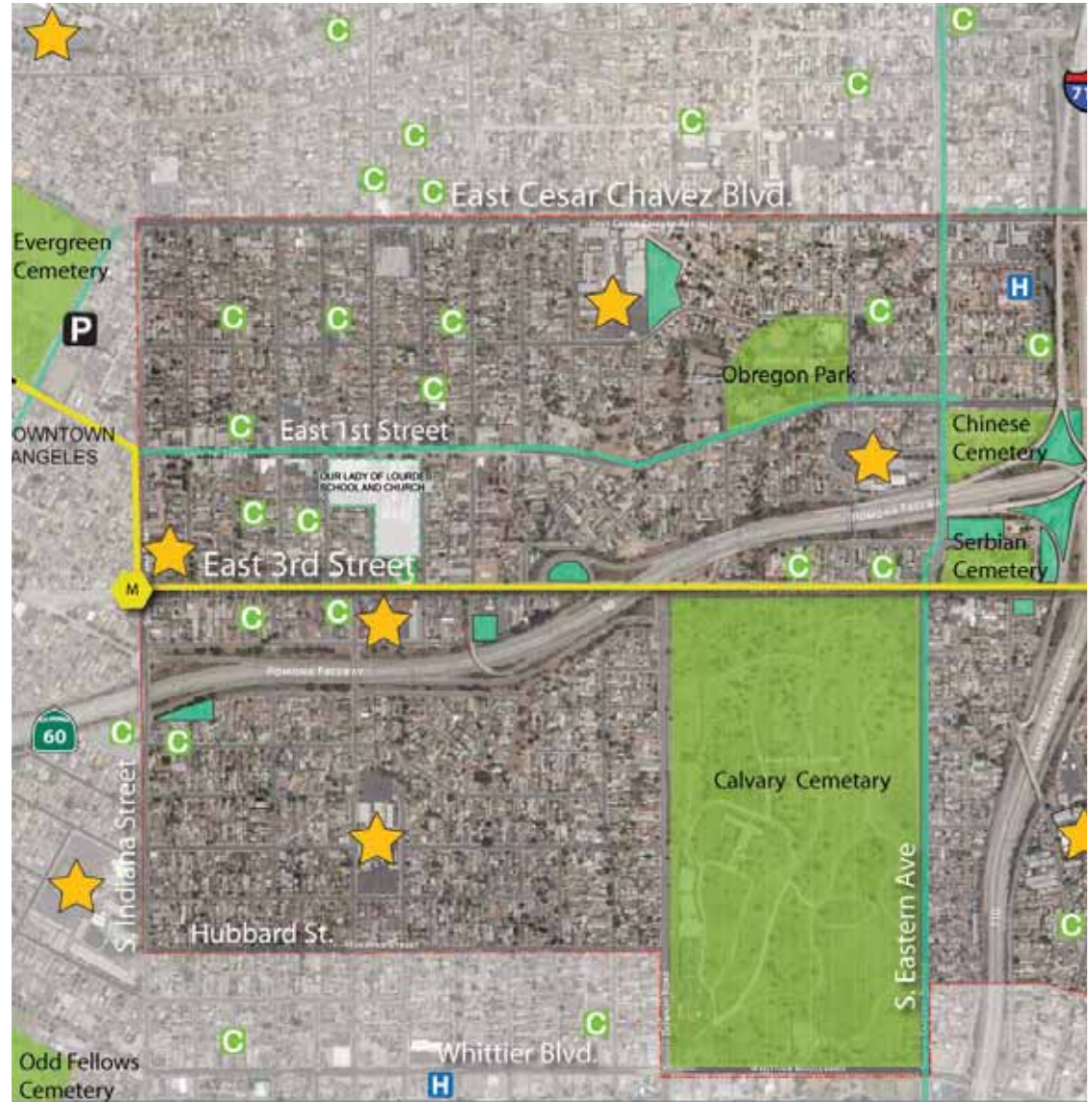
Source: U.S. Census Bureau (2000), www.citydata.com (2007)



Source: US Census Bureau; "East Los Angeles CDP" California by Block" (2000)



III. PUBLIC SPACE OPPORTUNITIES

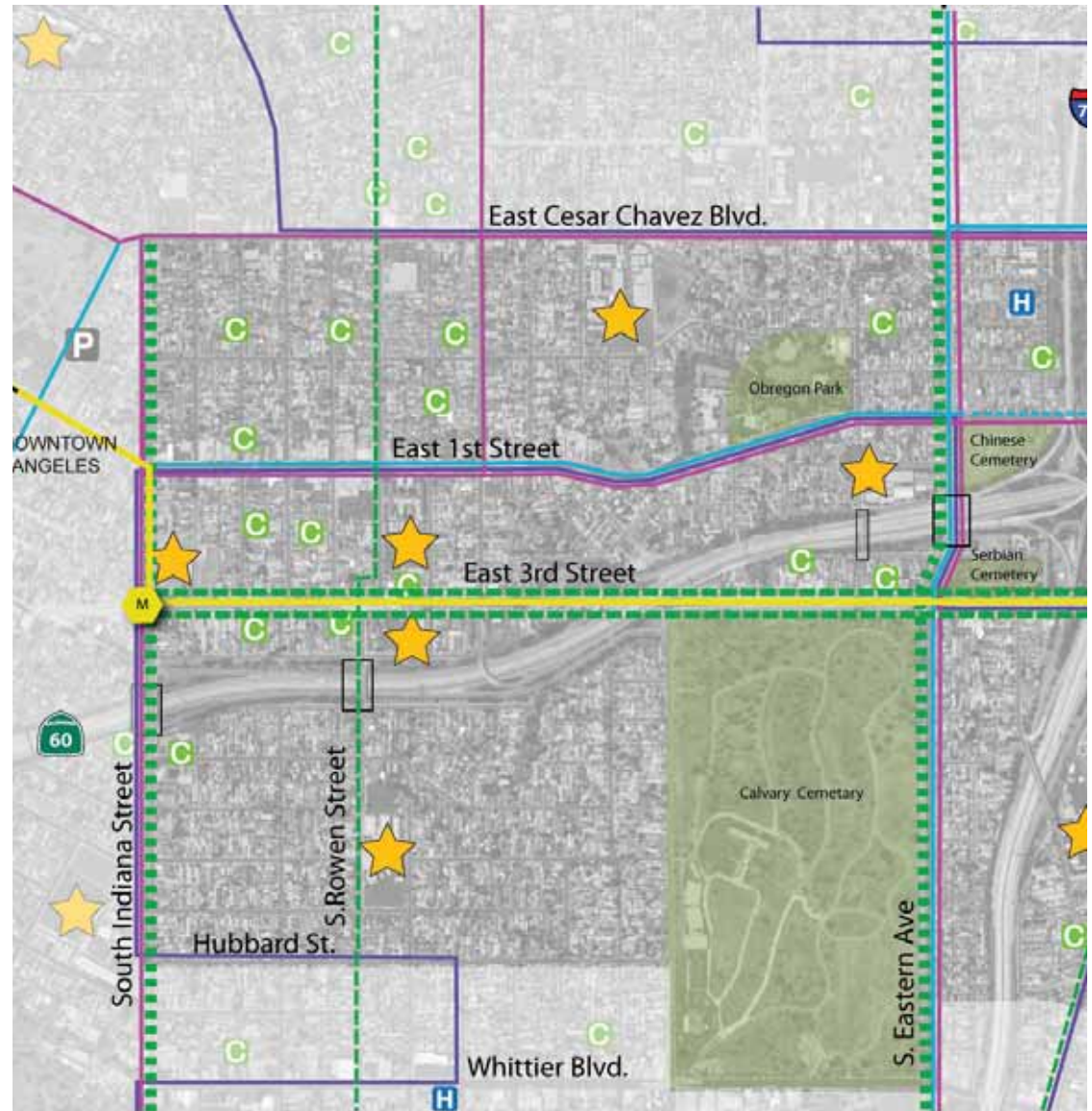


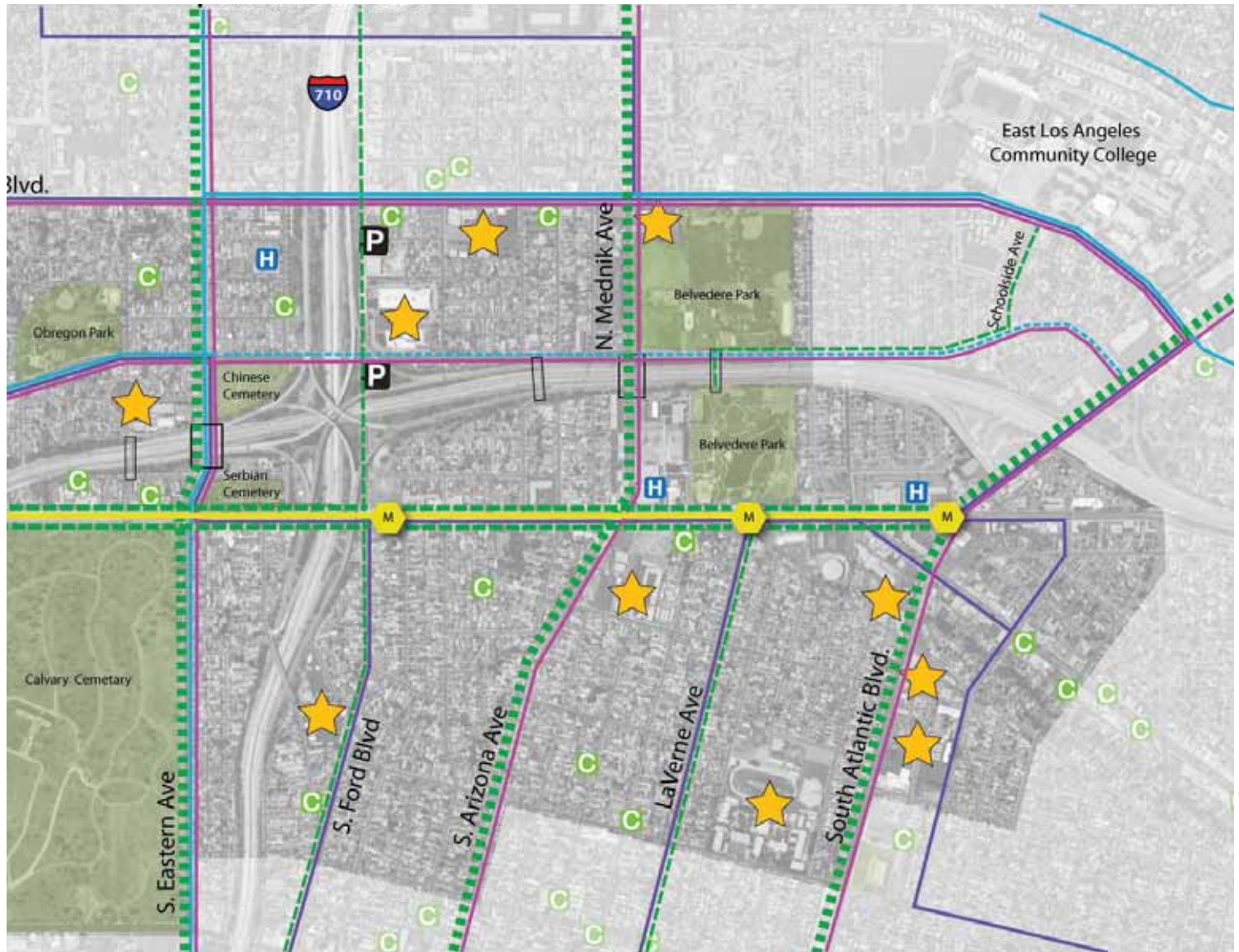


LEGEND

- ELA TOD BOUNDARY LINE
- M METRO GOLD LINE & STOPS
- BIKEWAY
- OPEN SPACE
- VACANT/UNDERUSED PARCEL
- POTENTIAL JOINT USE PARCEL
- ★ SCHOOLS
- P PARKING LOT
- C RELIGIOUS ESTABLISHMENT
- H HEALTH CENTER

IV. EXISTING AND PROPOSED CONNECTIVITY





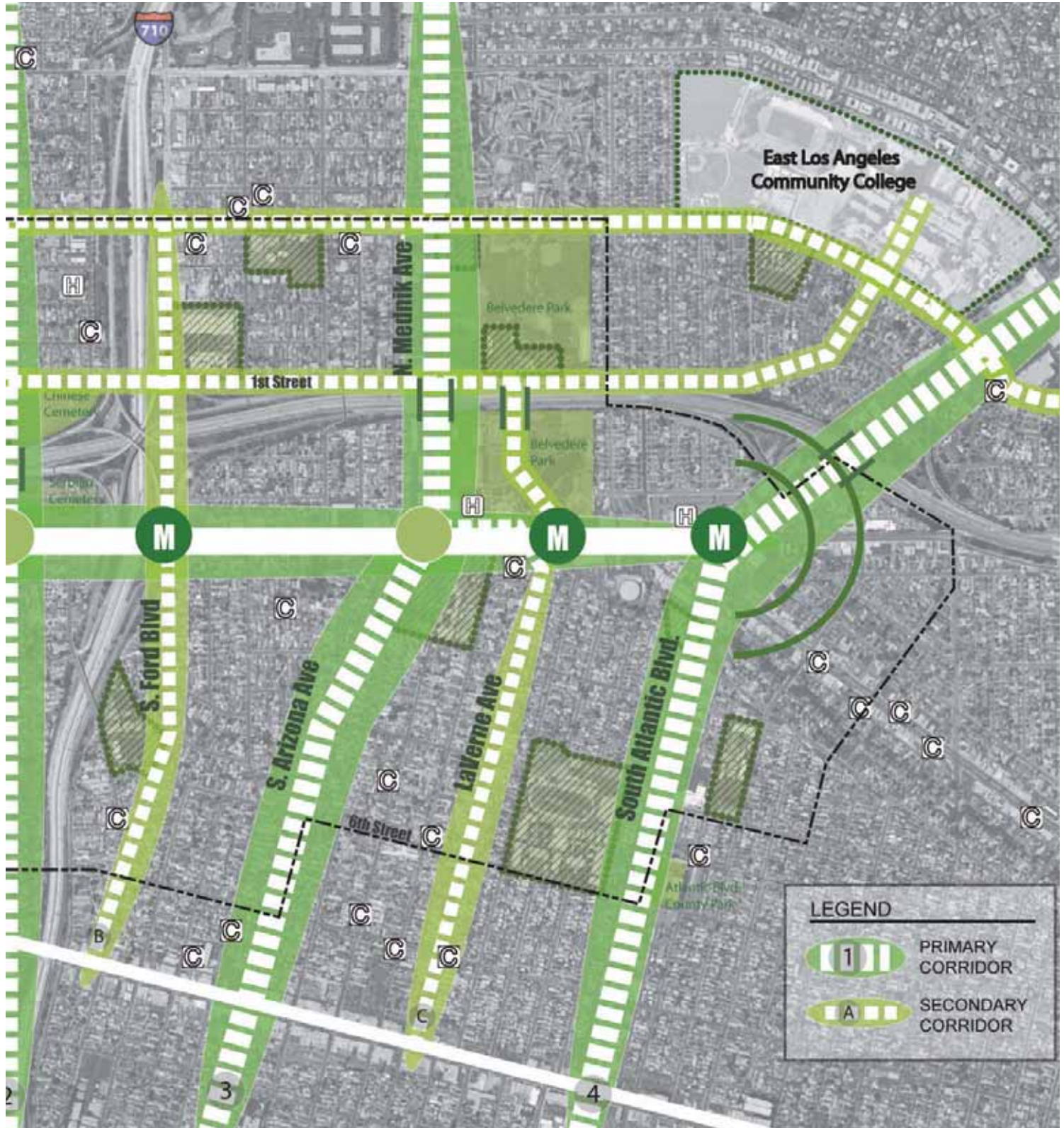
LEGEND

- METRO GOLD LINE & STOPS
- METRO BUS LINES
- EL SOL BUS LINES
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PRIORITY PROPOSED STREETScape IMPROVEMENT
- SECONDARY PROPOSED STREETScape IMPROVEMENT

- SCHOOLS
- PARKING LOT
- RELIGIOUS ESTABLISHMENT
- HEALTH CENTER

V. CONNECTING
COMMUNITIES
THROUGH GREEN
CORRIDORS





VI. INDIANA STATION



Schools

- 1- Ramona Opportunity High School
- 2- Belvedere Elementary School
- 3- Los Angeles Music & Art School
- 4- Our Lady of Lourdes School
- 5- Rowan Ave Elementary School
- 6- Stevenson Middle School
- 7- Lorena Terrace Alegria Pre-School

Civic Facilities

- 8- Robert Louis Stevenson Branch Library



VII. MARAVILLA STATION

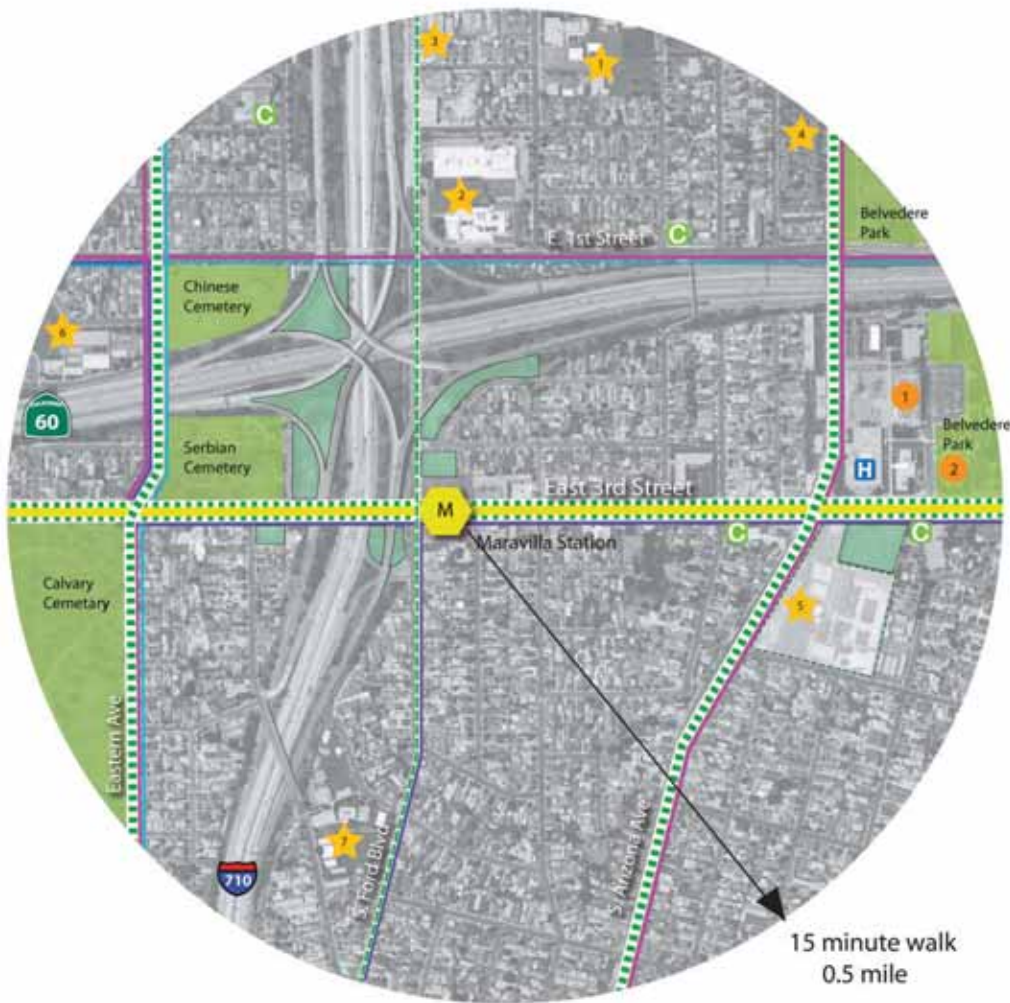


Schools

- 1- Brooklyn Ave Elementary School
- 2- Alfonso B. Perez Special Education Center
- 3- Magnum School Inc
- 4- University of California Cooperative Extension
- 5- After School All Stars
- 6- Marianna Ave Elementary School
- 7- Humphreys Ave Elementary School

Civic facilities

- 1- Civic Center and LA County East Courthouse
- 2- East Los Angeles Public Library



VIII. CIVIC CENTER STATION



Schools

- 1- University of California Co-Op
- 2- Morris K. Hamasaki Elementary School
- 3- Griffith Middle School / After School All Star
- 4- Fourth Street Elementary School
- 5- Monterey Continuation School
- 6- Garfield High School

Civic facilities

- 7- Civic Center and LA County East Courthouse
- 8- East Los Angeles Public Library



IX. ATLANTIC STATION



Schools

- 1- Fourth Street Elementary School
- 2- Monterey Continuation School
- 3- 4th Street Primary Center
- 4- Beverly Christian School
- 5- Robert Hill Lane Elementary School
- 6- East Los Angeles College

Civic facilities

- 1- Civic Center and LA County East Courthouse
- 2- East Los Angeles Public Library



X. CONNECTING COMMUNITIES THROUGH GREEN CORRIDORS

PRIMARY CORRIDORS

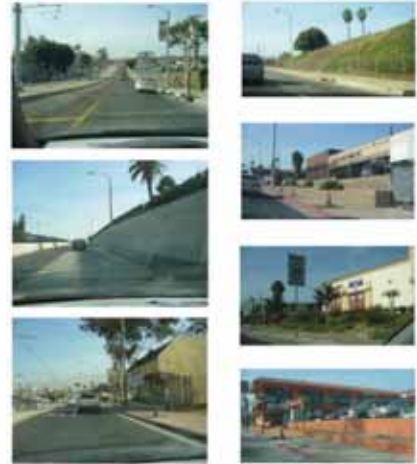
- 1 Indiana Opportunities – Between 72' and 84' right of way
 - Continue wider sidewalks and pedestrian scale lighting
 - Bike lane
 - Planted parkway
 - Planted medians (wider portions)
 - Connects to Salazar Park, Ramona High School and the 60 Freeway
 - Gold Line stop
 - Bus Route
- 2 Eastern Opportunities – 80' right of way
 - Wider sidewalks
 - Bike lane
 - Continuous landscape parkway
 - Planted medians
 - Paving changes at crosswalks
 - Connects to Obregon Park, City Terrace Park and Cal State Los Angeles
 - Bus route
- 3 Arizona/Mednik Opportunities – 72' right of way
 - Wider sidewalks
 - Bike lane
 - Planted medians
 - Planted parkway
 - Adjacent to Civic Center Gold Line stop
 - Connects to Belvedere Park and East Los Angeles College
- 4 Atlantic Opportunities – existing right of way 90'+
 - Wider sidewalks
 - Bike lane
 - Continuous landscape parkway
 - Large planted medians
 - Paving changes at crosswalks
 - Traffic calming measures
 - Connects to Monterey Senior High School and Atlantic Boulevard Park
 - Bus Route
 - Last Gold Line stop

SECONDARY CORRIDORS

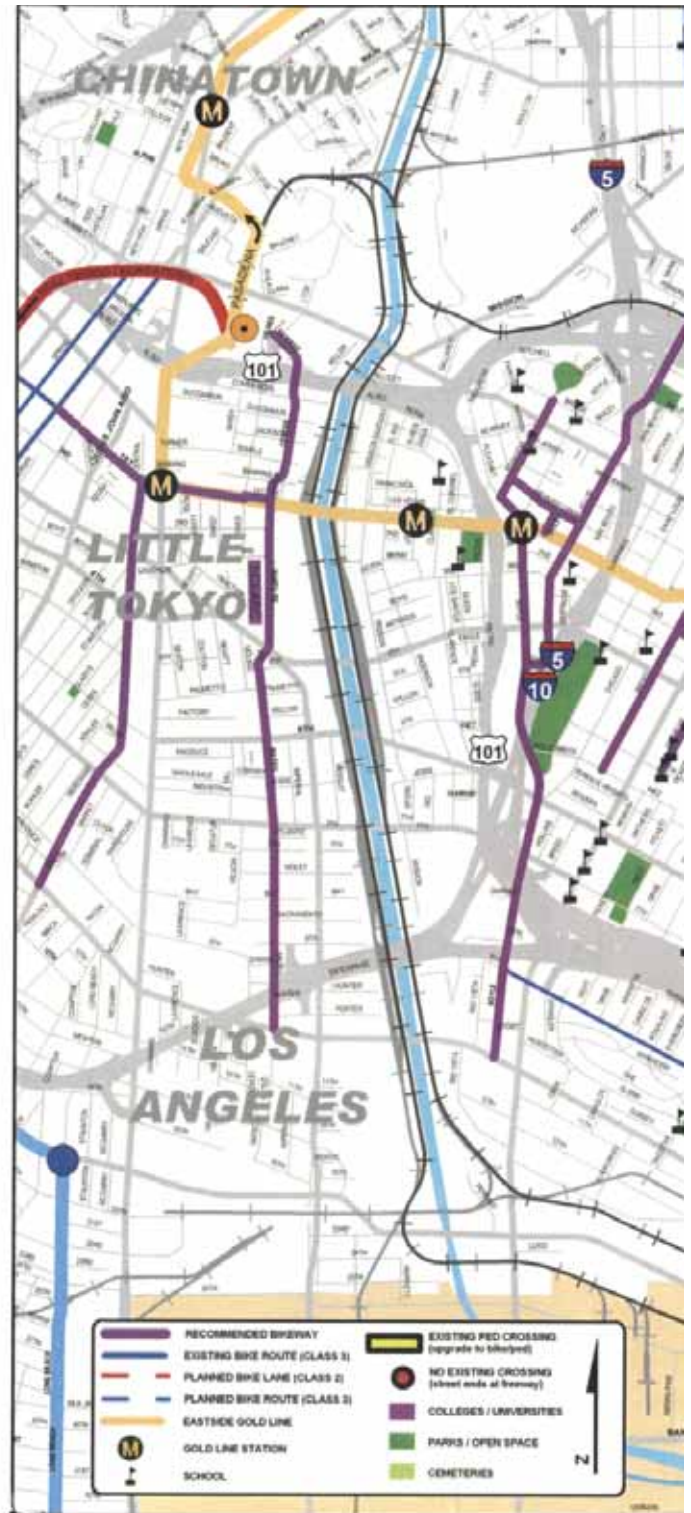
- A Rowan Opportunities – 60' right of way
 - Wider sidewalks
 - Street trees
 - Bike lane
 - Connects to residential neighborhood
 - Connects to Belvedere Elementary School
- B Ford Opportunities – 58'-78' right of way
 - Wider sidewalks
 - Bike lane
 - Utilize adjacent CalTrans land to increase tree canopy
 - Planted parkway
 - Planted median in wider areas
 - Gold Line stop
 - Bus route
- C La Verne Opportunities – 48' right of way
 - Continuous planted parkway
 - Paving changes at crosswalks
 - Connects to residential neighborhoods
 - El Sol bus line



- Third Street Opportunities – 100' right of way
- Wider sidewalks with opportunities for outdoor dining
 - Varied building setbacks
 - Bike lane
 - Planted parkway
 - Provide access across Third Street
 - Enhanced paving
 - Pedestrian scale lighting
 - Opportunity to create identity for East Los Angeles
 - Connects to downtown Los Angeles



I. EXISTING CONDITIONS ANALYSIS -
EASTSIDE LIGHT RAIL BIKE INTERFACE PLAN 2006
RECOMMENDED ROUTES

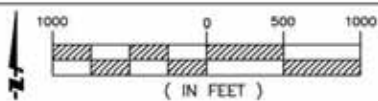
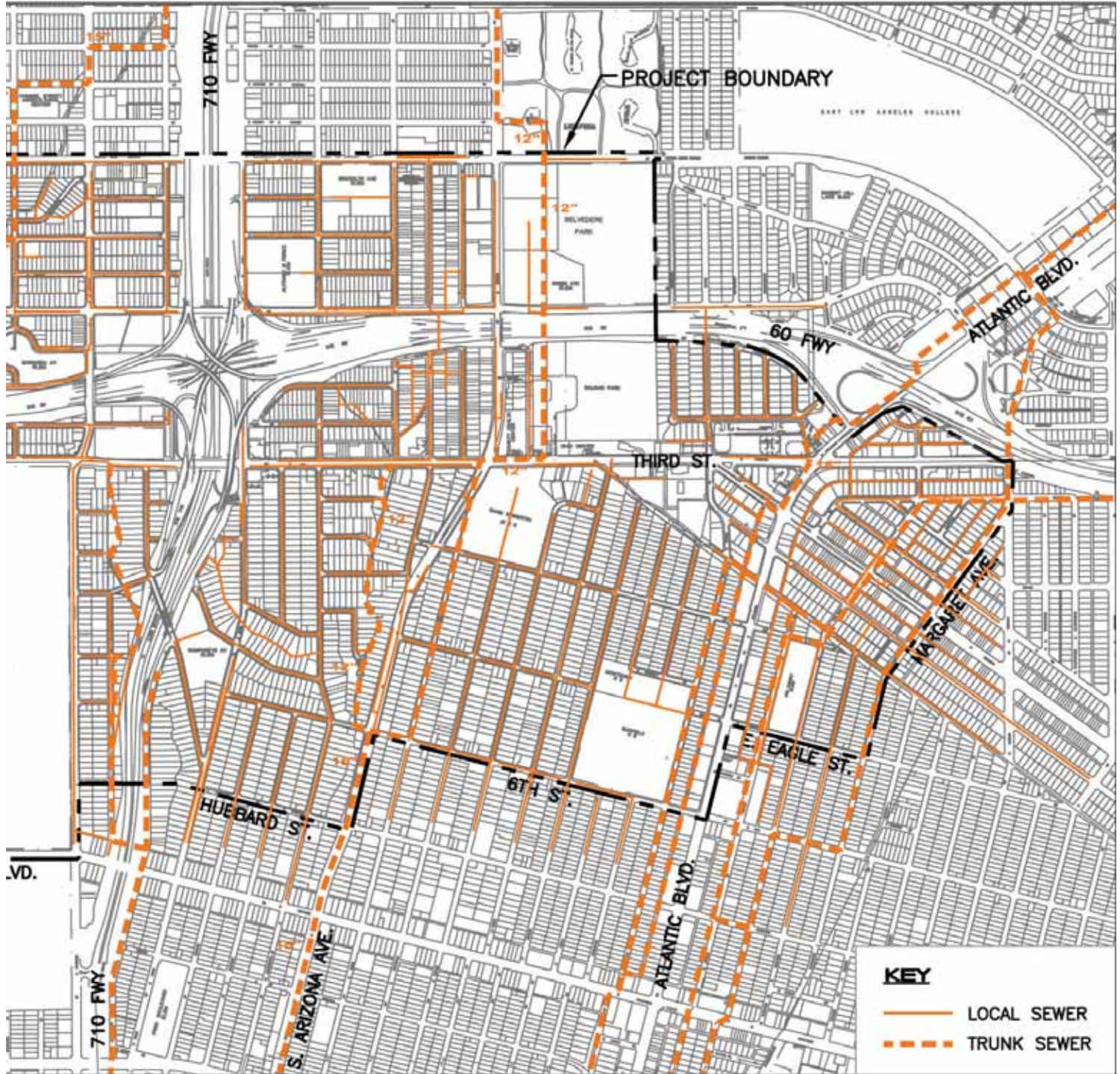




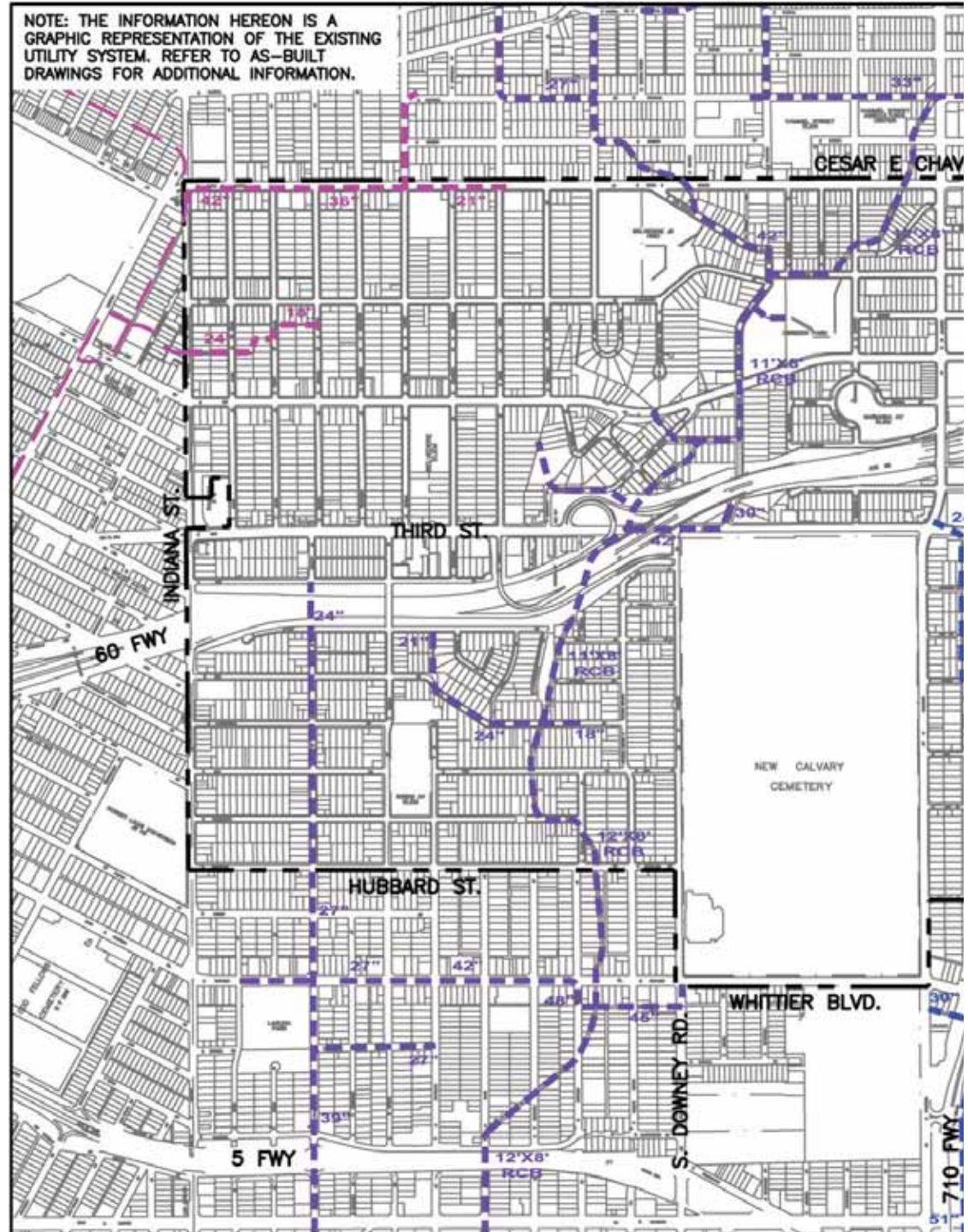
I. EXISTING SEWER
SYSTEM

Third Street Corridor TOD Specific Plan
East Los Angeles
Preliminary Infrastructure Analysis



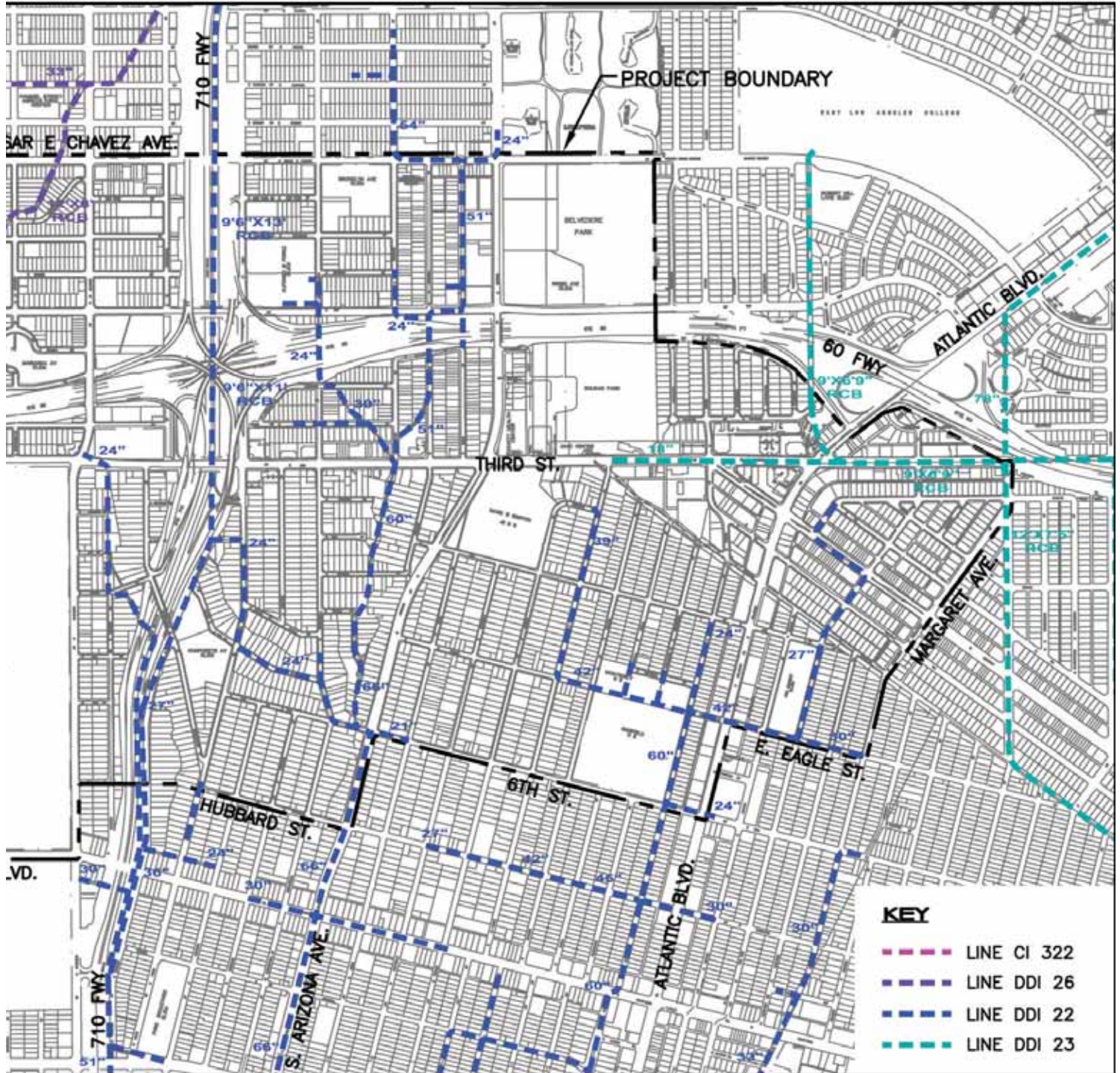


EXISTING SEWER SYSTEM

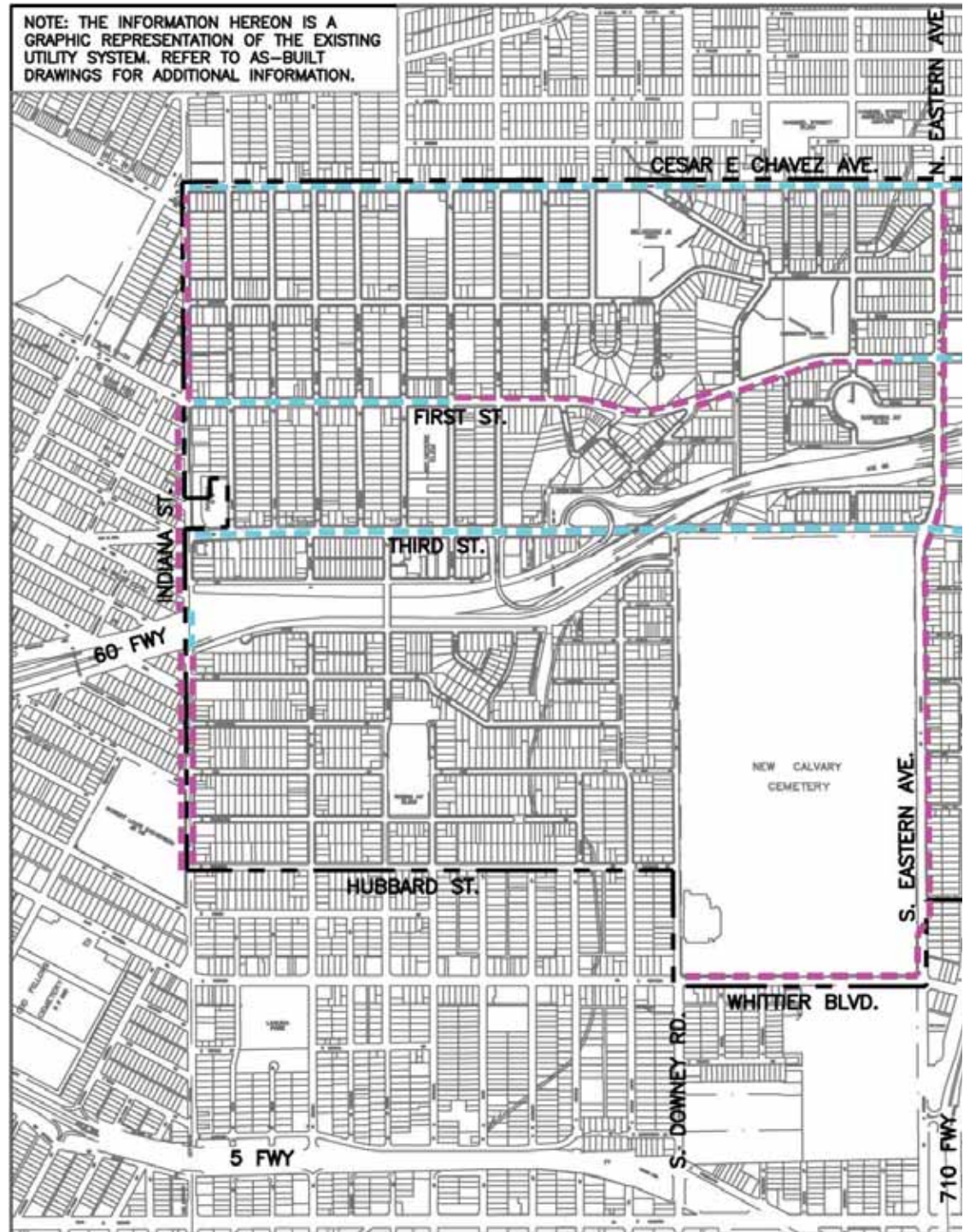
II. EXISTING STORM
DRAIN SYSTEM

Third Street Corridor TOD Specific Plan
East Los Angeles
Preliminary Infrastructure Analysis



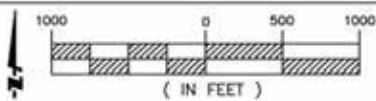
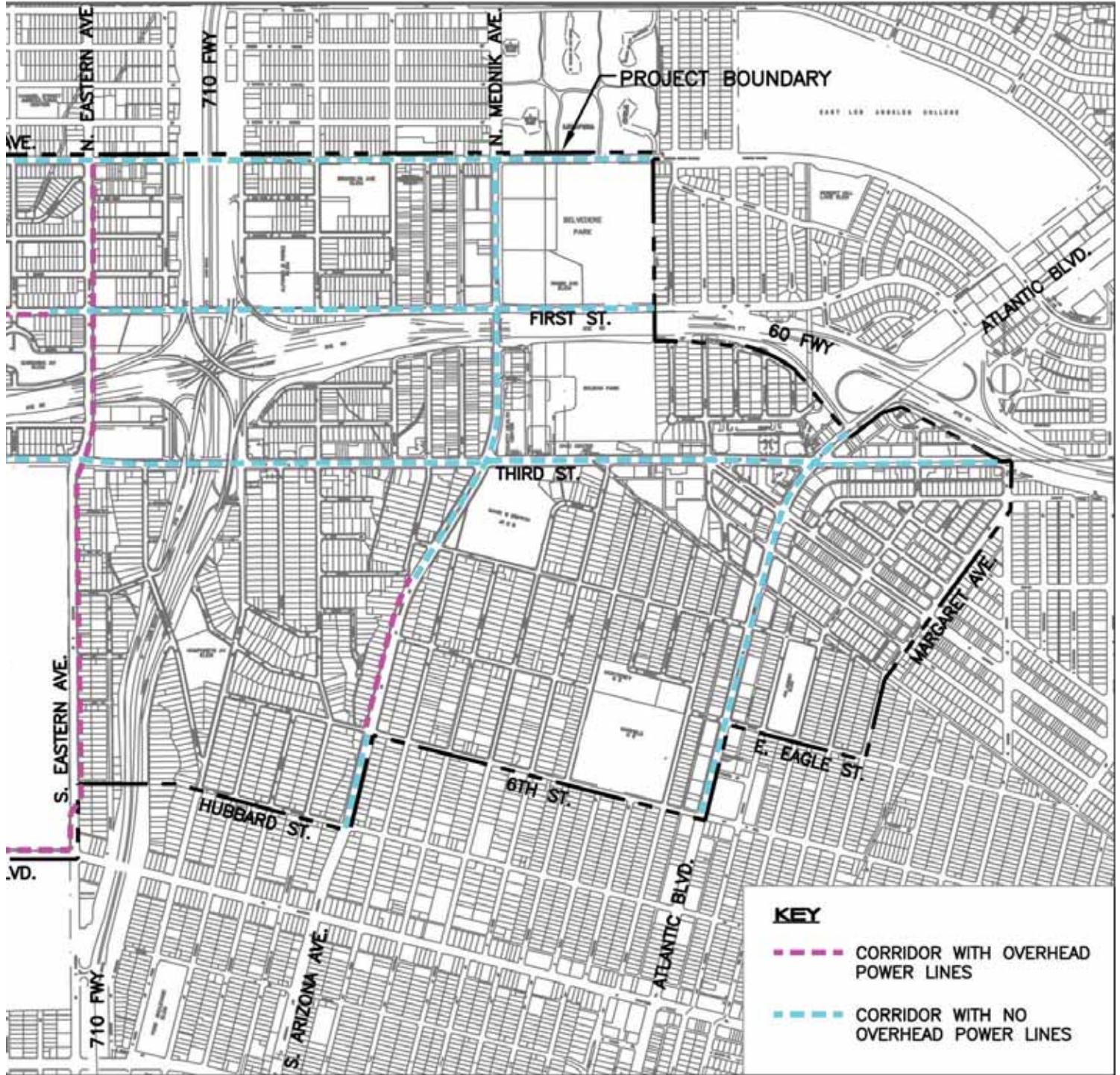


EXISTING STORM DRAIN SYSTEM

III. EXISTING ELECTRICAL
SYSTEM

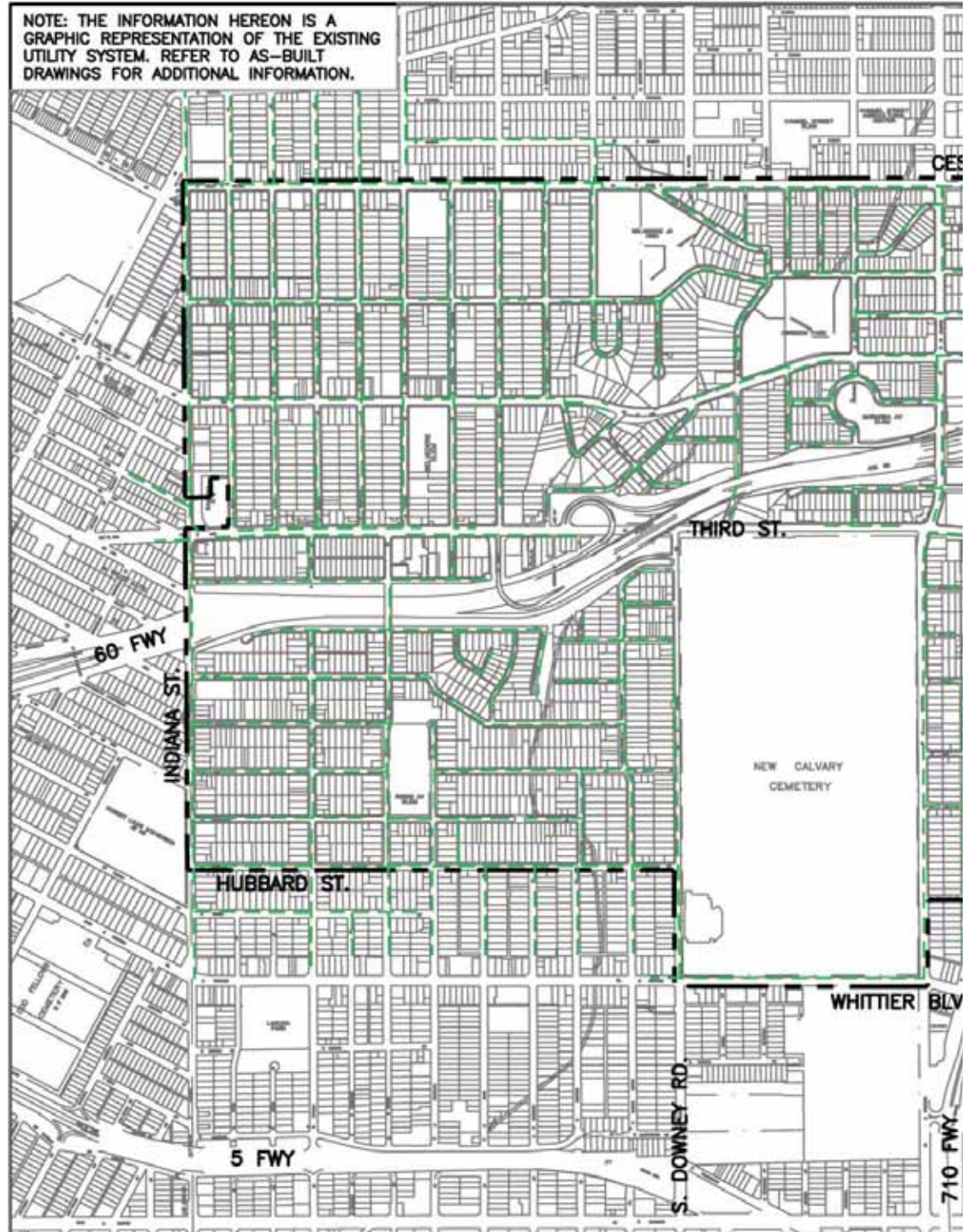
Third Street Corridor TOD Specific Plan
East Los Angeles
Preliminary Infrastructure Analysis





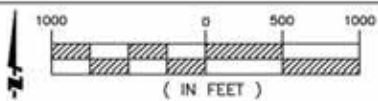
EXISTING ELECTRICAL SYSTEM

IV. EXISTING GAS SYSTEM

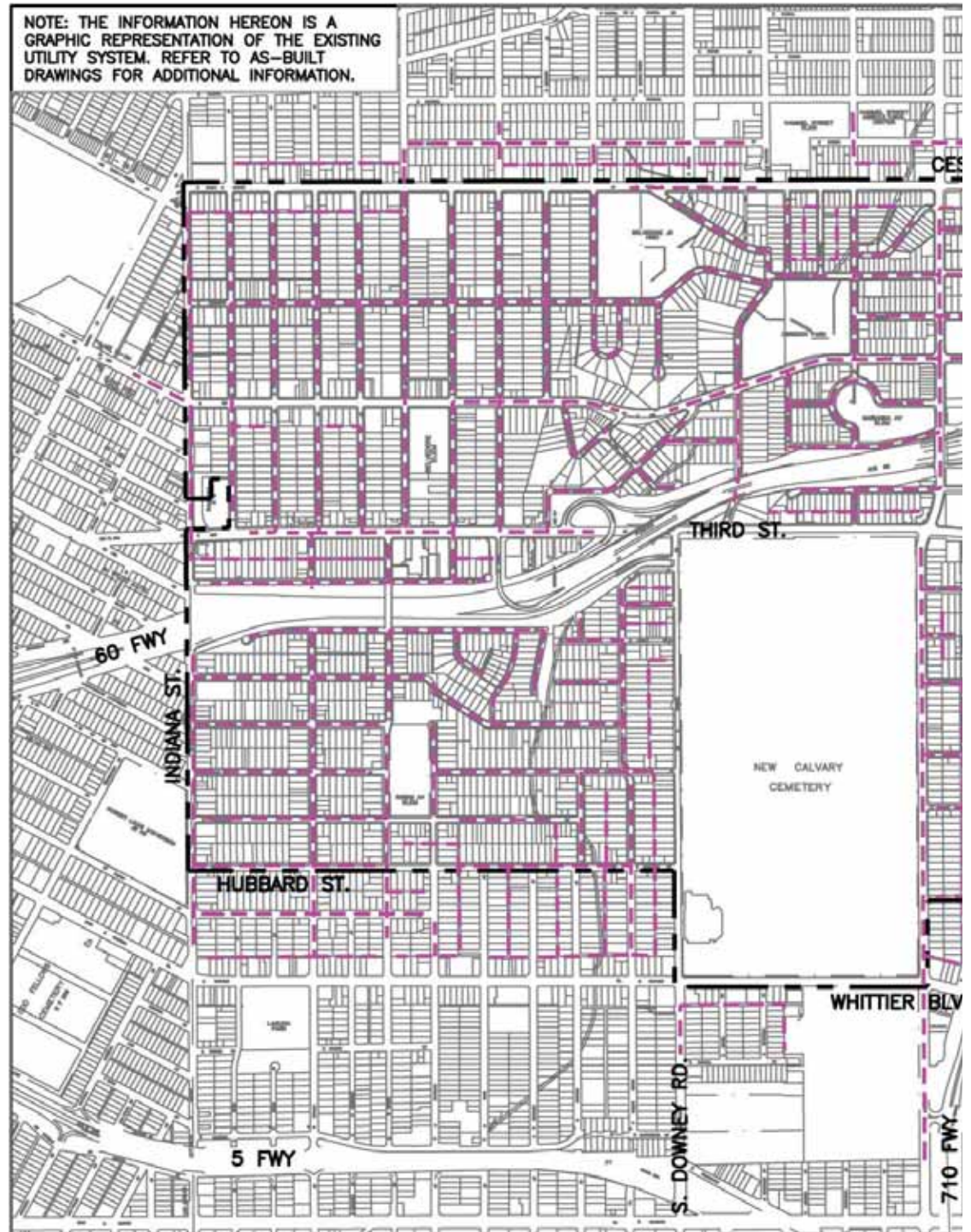


Third Street Corridor TOD Specific Plan
East Los Angeles
Preliminary Infrastructure Analysis



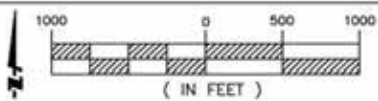


EXISTING GAS SYSTEM

V. EXISTING CABLE
SYSTEM

Third Street Corridor TOD Specific Plan
East Los Angeles
Preliminary Infrastructure Analysis





EXISTING CABLE SYSTEM

VI. PROGRESS MEMO

MR+E

Memorandum

To: Tony Perez, M&P
From: David Bergman, MR+E
Date: May 11, 2009
Re: 3rd st. Corridor Summit

Introduction

This memo is an accompaniment to the presentation materials previously submitted to M&P as part of the 3rd street corridor specific plan summit that was held on April 2nd 2009. During those meeting MR+E provided the County and consulting team staff with a PowerPoint presentation that outlined the critical economic planning factors that were being considered at the early stages of this process. The research presented was a working progress report with an understanding that once the community outreach portion of the team's work was underway that this information would be further refined. It is our expectation that community stakeholders will be able to provide valuable insights into the specific conditions along the corridor that will serve to illustrate directions for further research. Likewise as the project team continues to work collaboratively with County staff as new economic development issues are likely to arise.

The subjects covered in the presentation were as follows:

- Existing Conditions
 - Population
 - Housing
 - Incomes
- Transit Oriented Development
- Opportunities for 3rd Street

Existing Conditions

Data for the plan area is presented at three geographic levels;

- The plan area which includes all of the census tracts that 3rd street cross through within the specific plan boundaries
- The immediate area which includes all of the census tracts that are adjacent to the tracts in the plan area (i.e. the first ring of adjacent tracts. Note some of this area located in incorporated cities such as Los Angeles or Montebello)
- East Los Angeles, which is the census designated place covering the unincorporated portions of the county that make up the community of East Los Angeles.



Population

Table 1 summarizes the key population factors by age for each of the geographic areas examined. The tracts in the plan area are estimated to have a population of just under 39,000 people in 2008 based on a 2000 census count of 35,000. The plan area grew at over 11% which represented a significantly larger rate of increase than was experienced by the county as a whole over the same time period.

In terms of age, the population of the plan area is significantly younger than the population in the county as a whole. The median age in this district is just over 32 where as the county wide median is 37.7 years of age. 35% of the population of the plan area is under 20 years old. Household structure reflects this pattern as well with 56% of all households in the plan area reporting that they have children under 18 present in the household. Figure 1 graphically displays the relative population by cohort in the plan area as compared to the county as a whole. This shows the strong representation of younger population groups within the plan area. Table 2 illustrates census data on race and ethnicity. This shows that the plan area population is largely Hispanic. Additional information on natality (place of birth) and primary language will be provided to the project team as we move forward in the process.

Housing

The plan area plays an important role in the regional housing market as a reserve of attainably priced housing. The majority of the housing stock in the plan area is made up of single family residences. Like the rest of the nation, housing prices in East Los Angeles have been negatively affected by the credit crisis of 2008-2009. One of the effects of this crisis has been to effectively freeze transactions from between September of 2008 and March of 2009. This has had the effect of distorting recent pricing information. MR+E will continue to track and refine housing sales data and rents as part of our ongoing work in preparation of the market study in support of the specific plan.

Based on 2008 annual average data, the median sales price for a single family unit in zip code 90022 (which covers the plan area) was \$288,000. This compares to a county wide average of \$400,000 for the same time period. The price has declined over 40% on a year over year basis as of February 2009. However, as was mentioned above this is based on a relatively small number of sales which will produce a distorted price signal. The plan area was comprised of 53% owner occupied dwelling units which was lower than the county wide average of 50%.

Incomes

Table 3 provides data on household income by category and provides comparative data with the county. Median household income in the plan area is estimated at \$28,800 which represented 60% of the county wide value. As a planning factor based on the US Department of Labor, Bureau of Labor Statistics household expenditure surveys, approximately 35% of household income is spent on retail goods and services. This implies that the plan area has the ability to support just over \$127 million in retail sales. As figure 2 illustrates the plan area skews towards lower incomes when compared to the county as a whole. In fact over 50% of all plan area households report incomes less than \$35,000.

Some of this is explained by a review of the occupational structure of the community. Table 4 provides data on employment by residents within each of the geographic areas of analysis. Much of the plan area's labor force is employed in service occupations. There are strong

representations within the transportation and warehousing sector, professional services and public employment. These sectors have a significant number of low and moderate wage occupations within their labor structure. Additionally the plan area is experiencing high rates of unemployment estimated at over 11% in March of 2009, nearly double the county wide average.

Transit Oriented Development

Several important aspects of transit oriented development were discussed during the summit. These discussions included the importance of creating pedestrian oriented physical environments, candidate uses for joint station development and the importance of mixed use program, there was one strategic concept that was the focus of most of the summits attention. This was the regional role that a transit stop plays in the context of the overall network. Transit oriented development can take one of two basic forms; firstly a sending location which distributes population from their residential locations to their place of employment and secondly receiving locations which are centers of employment and are destination locations within the system. While there is generally a mix of uses at all successful station sites, the general character of development is determined by this sending or receiving role. One of the important drivers behind this relationship is the fact that the overwhelming majority of transit trips are either for a journey to work or other non-discretionary travel. While transit stations embedded in neighborhoods can have limited non-residential program integrated in to the station and its immediate area, they are primarily supported by neighborhood activity in which transit adds an additional level of marginal value. Similarly while destination stations can have residential components they are primarily places of employment. When preparing a land use and development strategy the nature of the station sites, in terms of their role as either sending or receiving stations, will be determinative of the eventual form that development takes near the station sites.

Other issues discussed included:

- Any retail development that is entitled should be in discrete districts
- Streetscape and pedestrian improvements are critical factors for success
- The most successful TOD corridors tend to have local marketing and management institutions such as business improvement districts (BIDs) who continually manage and the conditions nearby and actively recruit new businesses to the area.
- Increased utilization and a more intense development pattern is central to the logic of transit oriented development. This should be communicated consistently to stakeholders so that there are no surprises as the plan moves forward.
- The economic value of transit sites can only be unlocked by taking advantage of the sites' accessibility characteristics.

Opportunities for 3rd St.

Presently 3rd street is an employment center. Currently there are over 730,000 sq. ft. of non residential space within the plan area. This is occupied by a broad variety of activities ranging from community serving retail to region serving government offices. For the most part 3rd st has developed in a manner that supports institutional users, and this evidenced by the large presence of government offices, health care and medical offices as well as schools and religious facilities. Historically, both 1st st to the north and Whittier Blvd. to the south have been the major sites for retail activity in the area. In this role 3rd has become more of a destination for employment and institutional visits.

MR+E

Between the government offices, schools, community institutions and major private employers, the 3rd st corridor has an estimated day time population of over 2,800 employees. This is supplemented by nearly 1,700 institutional patrons each day. This is a significant level of activity that represents a strategic advantage for the area. Most of this activity is located on the east end of the corridor east of the 710 freeway. Leveraging these existing conditions may represent most promising approach for economic development within the plan area. Seeing 3rd street as an employment center is consistent with the logic of transit oriented development and provides an economic basis for growth and development in the community. Likewise the creation of new employment generating land uses within the plan area offers the potential to address employment needs for the community that resides within the plan area and within the broader community of East Los Angeles.

Table 1
Population by Age

| | | Plan Area | Immediate Vicinity | East LA CDP | Los Angeles County | Index: Plan Area compared to County |
|--------------------------|-------------------|-----------|-----------------------|-------------|-----------------------|--|
| Total Population | | | | | | |
| | 2008 | 38,996 | 53,754 | 144,086 | 10,024,081 | 0.39% |
| | 2000 | 35,013 | 48,068 | 127,223 | 9,519,320 | 0.37% |
| Population by Age | | | | | | |
| | Under 5 years | 3,129 | 4,171 | 11,588 | 636,676 | |
| | 5 to 9 years | 3,606 | 4,795 | 13,294 | 747,304 | |
| | 10 to 14 years | 3,611 | 4,823 | 13,272 | 768,664 | |
| | 15 to 19 years | 3,456 | 4,633 | 12,653 | 753,005 | |
| | 20 to 24 years | 3,332 | 4,436 | 12,103 | 730,265 | |
| | 25 to 34 years | 6,395 | 8,453 | 23,207 | 1,438,700 | |
| | 35 to 44 years | 5,644 | 7,698 | 20,796 | 1,525,818 | |
| | 45 to 54 years | 4,102 | 5,836 | 15,449 | 1,368,833 | |
| | 55 to 59 years | 1,537 | 2,215 | 5,761 | 554,333 | |
| | 60 to 64 years | 1,110 | 1,636 | 4,136 | 407,389 | |
| | 65 to 74 years | 1,572 | 2,440 | 5,886 | 559,902 | |
| | 75 to 84 years | 1,013 | 1,729 | 3,959 | 346,220 | |
| | 85 years and over | 489 | 889 | 1,982 | 186,972 | |
| | Median Age | 32.3 | 34.5 | 33.2 | 37.7 | 86% |
| Age Distribution | | | | | | |
| | Under 5 years | 8% | 8% | 8% | 6% | 126% |
| | 5 to 9 years | 9% | 9% | 9% | 7% | 124% |
| | 10 to 14 years | 9% | 9% | 9% | 8% | 121% |
| | 15 to 19 years | 9% | 9% | 9% | 8% | 118% |
| | 20 to 24 years | 9% | 8% | 8% | 7% | 117% |
| | 25 to 34 years | 16% | 16% | 16% | 14% | 114% |
| | 35 to 44 years | 14% | 14% | 14% | 15% | 95% |
| | 45 to 54 years | 11% | 11% | 11% | 14% | 77% |
| | 55 to 59 years | 4% | 4% | 4% | 6% | 71% |
| | 60 to 64 years | 3% | 3% | 3% | 4% | 70% |
| | 65 to 74 years | 4% | 5% | 4% | 6% | 72% |
| | 75 to 84 years | 3% | 3% | 3% | 3% | 75% |
| | 85 years and over | 1% | 2% | 1% | 2% | 67% |
| | Median Age | | | | | |

Source: US Census, Infolytics and MR+E

Table 3
Household Income

| | Plan Area | Immediate Vicinity | East LA CDP | Los Angeles County | Index: Plan Area compared to County |
|-------------------------------|---------------|--------------------|-----------------|--------------------|-------------------------------------|
| Median Household Income | \$28,881 | \$32,945 | \$29,227 | \$48,196 | 59.9% |
| Average Household income | \$38,259 | \$39,873 | \$37,467 | \$60,523 | 63.2% |
| Aggregate Household Income | \$364,997,445 | \$532,712,544 | \$1,376,632,115 | \$201,980,619,354 | 0.2% |
| Per Capita Income | \$9,344 | \$10,483 | \$9,433 | \$20,150 | 46.4% |
| Household Income 2008 | | | | | |
| Less than \$10,000 | 1,206 | 1,886 | 4,658 | 345,351 | |
| \$10,000 to \$14,999 | 1,018 | 1,250 | 3,762 | 219,760 | |
| \$15,000 to \$19,999 | 978 | 1,262 | 3,701 | 212,321 | |
| \$20,000 to \$24,999 | 934 | 1,301 | 3,603 | 217,001 | |
| \$25,000 to \$29,999 | 786 | 1,163 | 3,045 | 205,513 | |
| \$30,000 to \$34,999 | 780 | 912 | 2,773 | 201,785 | |
| \$35,000 to \$39,999 | 616 | 793 | 2,171 | 179,429 | |
| \$40,000 to \$44,999 | 476 | 619 | 1,862 | 171,438 | |
| \$45,000 to \$49,999 | 527 | 576 | 1,540 | 147,517 | |
| \$50,000 to \$59,999 | 635 | 1,048 | 2,815 | 267,375 | |
| \$60,000 to \$74,999 | 608 | 1,022 | 2,567 | 318,898 | |
| \$75,000 to \$99,999 | 453 | 827 | 1,857 | 329,925 | |
| \$100,000 to \$124,999 | 133 | 339 | 645 | 184,911 | |
| \$125,000 to \$149,999 | 70 | 137 | 268 | 95,556 | |
| \$150,000 to \$199,999 | 21 | 83 | 138 | 87,326 | |
| Over \$200,000 | 87 | 123 | 294 | 110,816 | |
| Total Households | 9,328 | 13,341 | 35,699 | 3,294,922 | 0.28% |
| Household Income, 2008 | | | | | |
| Less than \$10,000 | 12.9% | 14.1% | 13.0% | 10.5% | 123.4% |
| \$10,000 to \$14,999 | 10.9% | 9.4% | 10.5% | 6.7% | 163.6% |
| \$15,000 to \$19,999 | 10.5% | 9.5% | 10.4% | 6.4% | 162.7% |
| \$20,000 to \$24,999 | 10.0% | 9.8% | 10.1% | 6.6% | 152.0% |
| \$25,000 to \$29,999 | 8.4% | 8.7% | 8.5% | 6.2% | 135.1% |
| \$30,000 to \$34,999 | 8.4% | 6.8% | 7.8% | 6.1% | 136.5% |
| \$35,000 to \$39,999 | 6.6% | 5.9% | 6.1% | 5.4% | 121.3% |
| \$40,000 to \$44,999 | 5.1% | 4.6% | 5.2% | 5.2% | 98.1% |
| \$45,000 to \$49,999 | 5.6% | 4.3% | 4.3% | 4.5% | 126.2% |
| \$50,000 to \$59,999 | 6.8% | 7.9% | 7.9% | 8.1% | 83.9% |
| \$60,000 to \$74,999 | 6.5% | 7.7% | 7.2% | 9.7% | 67.3% |
| \$75,000 to \$99,999 | 4.9% | 6.2% | 5.2% | 10.0% | 48.5% |
| \$100,000 to \$124,999 | 1.4% | 2.5% | 1.8% | 5.6% | 25.4% |
| \$125,000 to \$149,999 | 0.8% | 1.0% | 0.8% | 2.9% | 25.9% |
| \$150,000 to \$199,999 | 0.2% | 0.6% | 0.4% | 2.7% | 8.5% |
| Over \$200,000 | 0.9% | 0.9% | 0.8% | 3.4% | 27.7% |

Source: US Census, Infolytics and MR+E

Table 2
Age, Race and Ethnicity

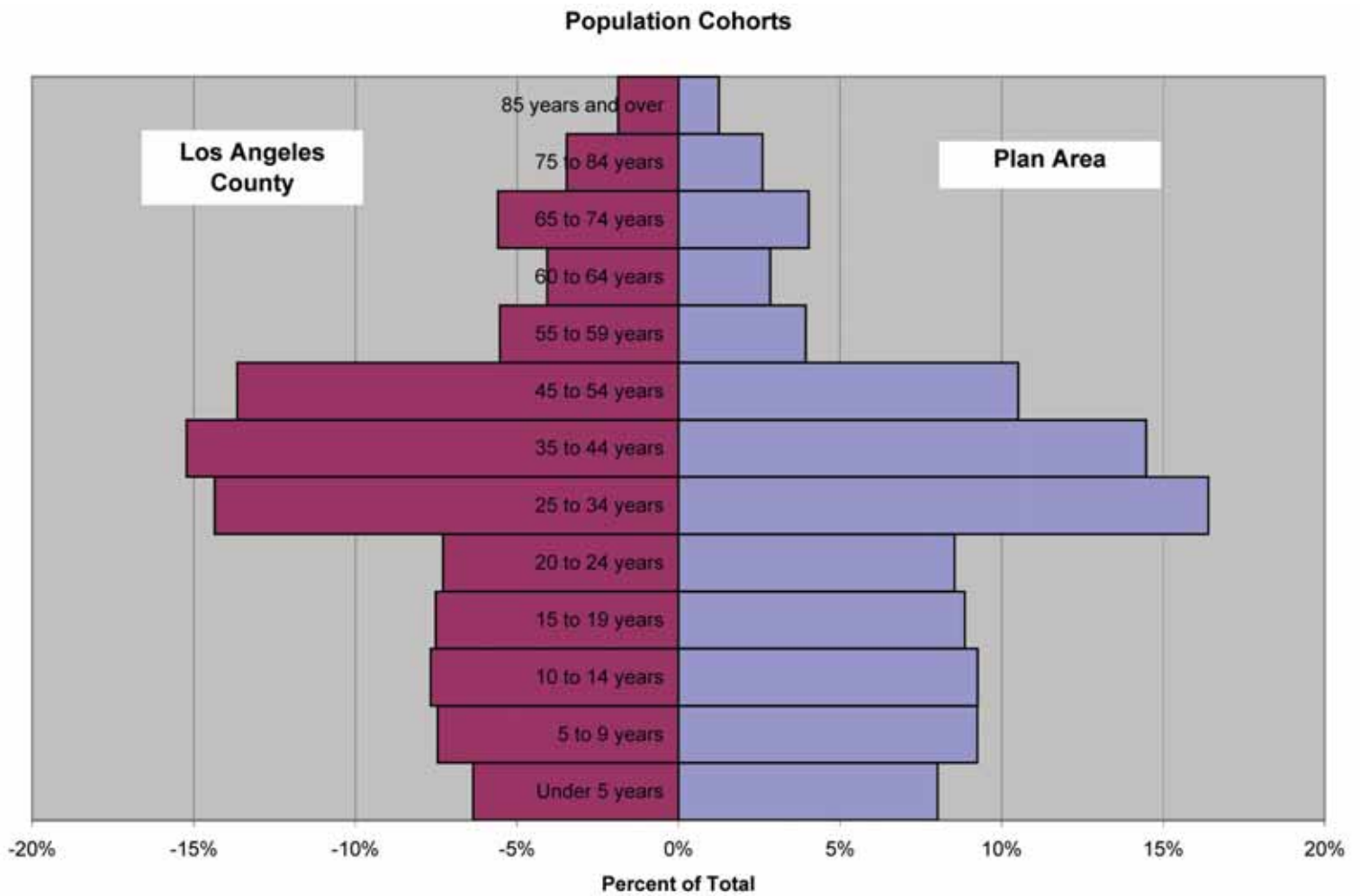
| | Plan Area | Immediate Vicinity | East LA CDP | Los Angeles County | Index: Plan Area compared to County |
|---|---------------|-----------------------|----------------|-----------------------|--|
| Race and Ethnicity, | | | | | |
| White | 38,299 | 49,664 | 140,206 | 7,457,731 | |
| African American | 142 | 248 | 517 | 944,798 | |
| American Indian/Alaska Native | 411 | 510 | 1,719 | 85,041 | |
| Asian | 109 | 3,200 | 1,494 | 1,341,832 | |
| Islander | 1 | 16 | 24 | 26,176 | |
| Two or more races | 34 | 116 | 126 | 168,503 | |
| <i>Total Hispanic or Latino:</i> | 38,493 | 49,620 | 140,206 | 4,812,410 | |
| Hispanic White | 37,825 | 48,700 | 138,352 | 4,722,290 | |
| Hispanic Other | 668 | 920 | 1,854 | 90,120 | |
| Total Population | 38,996 | 53,754 | 144,086 | 10,024,081 | 0.39% |
| Distribution of Race and Ethnicity | | | | | |
| White | 98.2% | 92.4% | 97.3% | 74.4% | 132% |
| African American | 0.4% | 0.5% | 0.4% | 9.4% | 4% |
| American Indian/Alaska Native | 1.1% | 0.9% | 1.2% | 0.8% | 124% |
| Asian | 0.3% | 6.0% | 1.0% | 13.4% | 2% |
| Native Hawaiian/Other Pacific | 0.0% | 0.0% | 0.0% | 0.3% | 1% |
| Two or more races | 0.1% | 0.2% | 0.1% | 1.7% | 5% |
| <i>Total Hispanic or Latino:</i> | 98.7% | 92.3% | 97.3% | 48.0% | 206% |
| Hispanic White | 97.0% | 90.6% | 96.0% | 47.1% | 206% |
| Hispanic Other | 1.7% | 1.7% | 1.3% | 0.9% | 191% |
| Hispanic as a percent of White | 98.8% | 98.1% | 98.7% | 63.3% | |

Source: US Census, Infolytics and MR+E

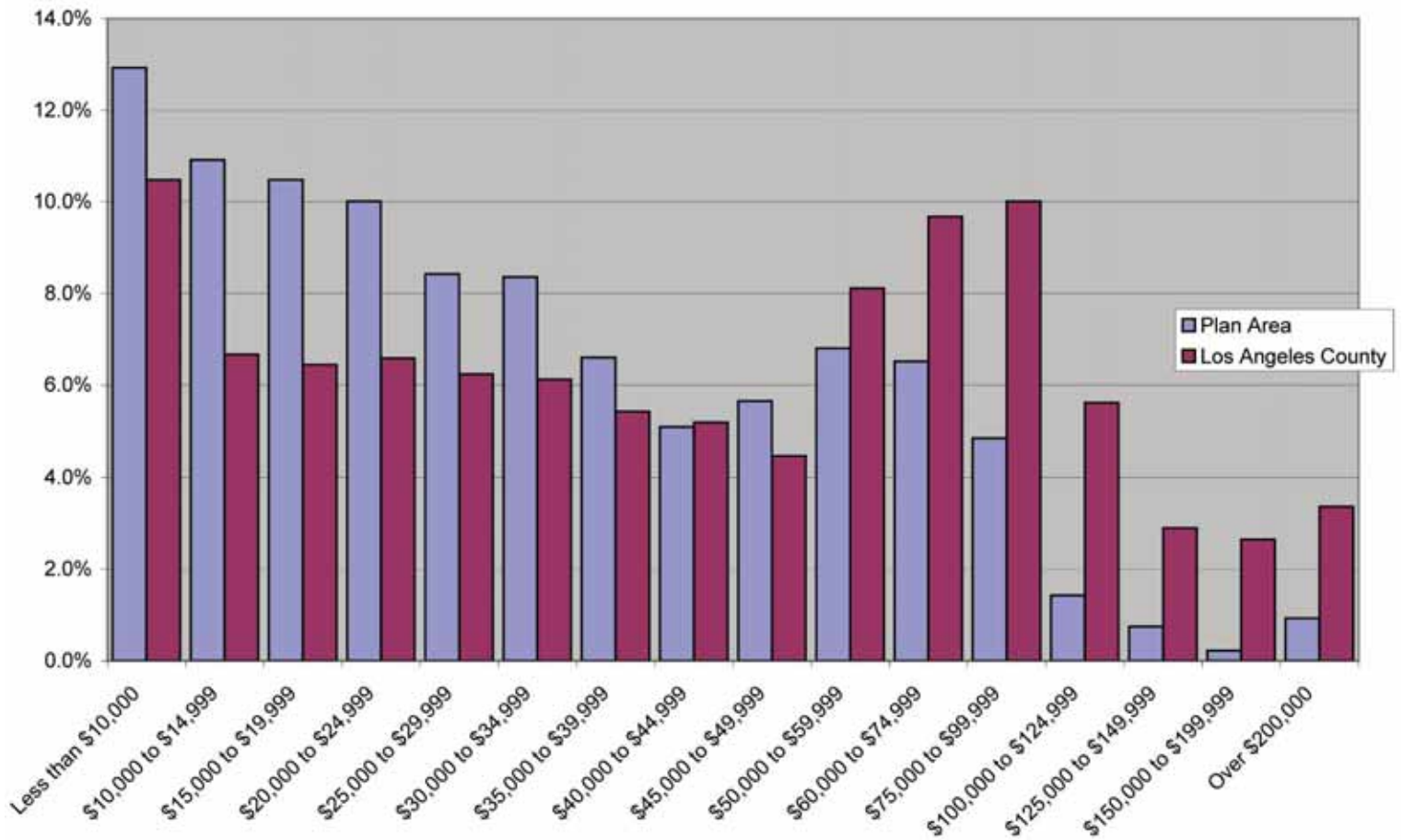
Table 4
Income and Employment

| | Plan Area | Immediate Vicinity | East LA CDP | Los Angeles County | Index: Plan Area compared to County |
|--|-----------|--------------------|-------------|--------------------|-------------------------------------|
| Median Household Income | \$ 28,881 | \$ 32,945 | \$ 29,227 | \$ 48,196 | 60% |
| Industry | | | | | |
| Agriculture, forestry, and mining | 156 | 273 | 681 | 92,544 | 0.17% |
| Construction | 269 | 432 | 966 | 264,658 | 0.10% |
| Manufacturing | 1,151 | 1,559 | 4,354 | 435,922 | 0.26% |
| Wholesale trade | 59 | 112 | 237 | 83,043 | 0.07% |
| Retail trade | 899 | 1,464 | 3,772 | 447,029 | 0.20% |
| Transportation and warehousing | 3,593 | 4,484 | 12,646 | 516,573 | 0.70% |
| Information | 389 | 561 | 1,726 | 102,332 | 0.38% |
| Finance, insurance, and real estate | 1,355 | 1,593 | 4,623 | 330,625 | 0.41% |
| Professional, scientific, management, and admin. | 1,473 | 2,258 | 6,004 | 606,382 | 0.24% |
| Educational, health and social services | 1,246 | 2,526 | 5,445 | 759,445 | 0.16% |
| Arts, entertainment, and recreation | 747 | 1,175 | 3,001 | 485,961 | 0.15% |
| Other services | 587 | 989 | 2,439 | 233,512 | 0.25% |
| Public administration | 1,005 | 1,105 | 3,463 | 255,456 | 0.39% |
| Total | 12,929 | 18,531 | 49,357 | 4,613,482 | 0.28% |
| Industry (Distribution) | | | | | |
| Agriculture, forestry, and mining | 1% | 1% | 1% | 2% | 60% |
| Construction | 2% | 2% | 2% | 6% | 36% |
| Manufacturing | 9% | 8% | 9% | 9% | 94% |
| Wholesale trade | 0% | 1% | 0% | 2% | 25% |
| Retail trade | 7% | 8% | 8% | 10% | 72% |
| Transportation and warehousing | 28% | 24% | 26% | 11% | 248% |
| Information | 3% | 3% | 3% | 2% | 136% |
| Finance, insurance, and real estate | 10% | 9% | 9% | 7% | 146% |
| Professional, scientific, management, and admin. | 11% | 12% | 12% | 13% | 87% |
| Educational, health and social services | 10% | 14% | 11% | 16% | 59% |
| Arts, entertainment, and recreation | 6% | 6% | 6% | 11% | 55% |
| Other services | 5% | 5% | 5% | 5% | 90% |
| Public administration | 8% | 6% | 7% | 6% | 140% |
| Estimated Unemployment Rate | 11.13% | 13.10% | 12.14% | 7.40% | 150.4% |

Source: US Census, Infolytics and MR+E

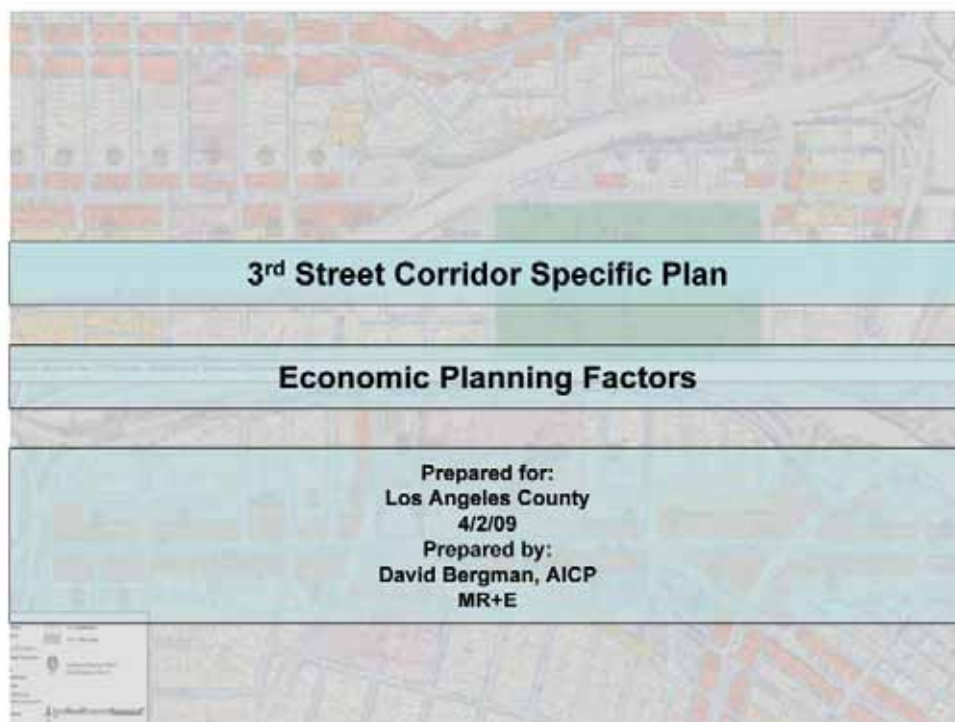


Household Incomes

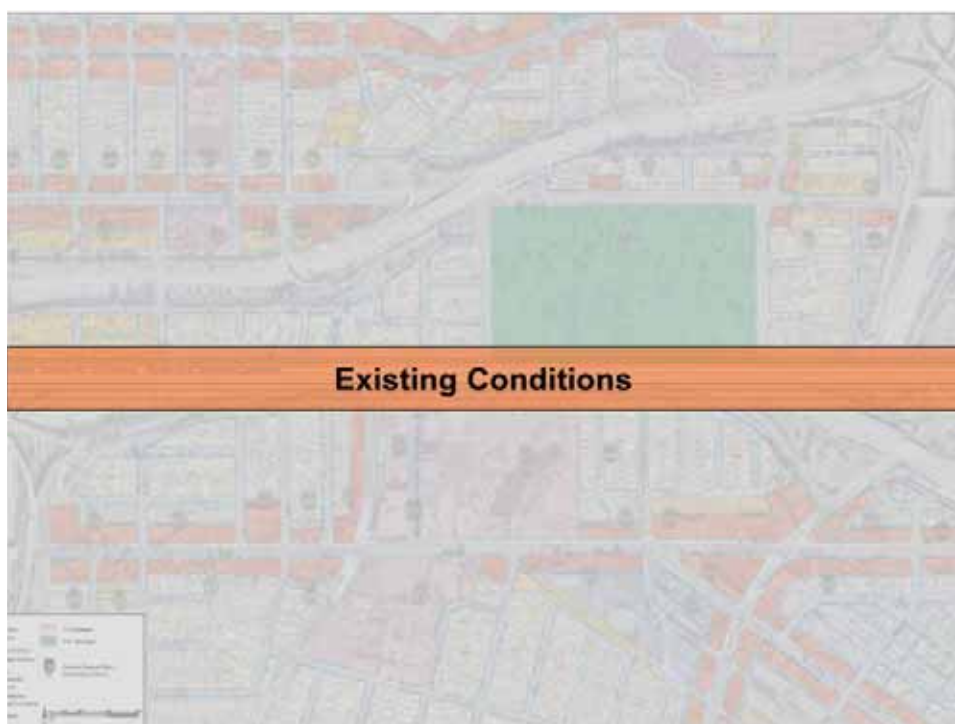


VII. ECONOMIC PLANNING
FACTORS

1



2



3

Existing Conditions

Population

- Plan area population is estimated at 38,669 for 2008
- Plan area grew over 11% from 2000 compared to just over 5% for the county as a whole.
- Median age is 32.3 which is 14% younger than the county as a whole
- 56% of households have children under 18 present
- The area is largely Hispanic (97%) compared to Los Angeles County as a whole (estimated at 48%)

4

Introduction

- Existing Conditions
 - Population
 - Housing
 - Incomes
- Corridor and TOD Strategies
- Opportunities for 3rd Street

5

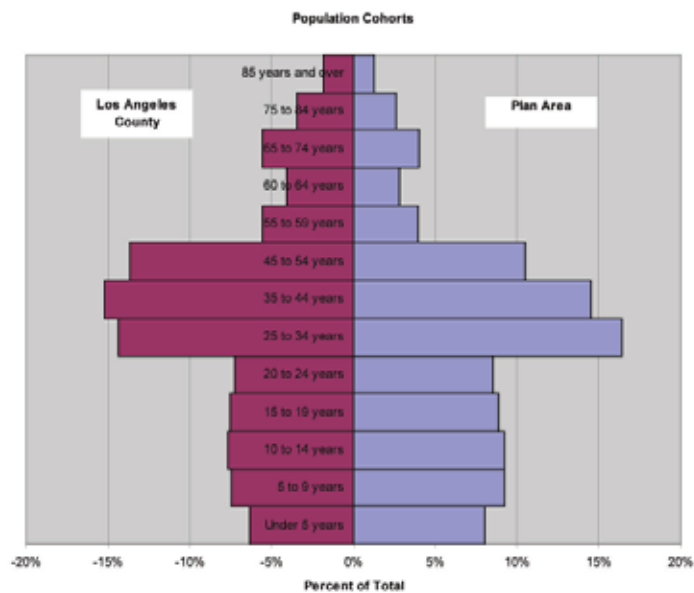
Existing Conditions

- Three areas of analysis:
 - Plan Area
 - Census tracts containing 3rd st.
 - Immediate Vicinity
 - First ring of adjacent tracts
 - East Los Angeles CDP
- All indexed to county averages



6

Existing Conditions

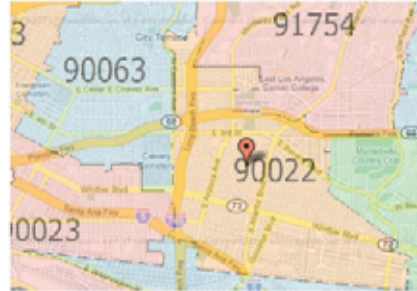


7

Existing Conditions

Housing

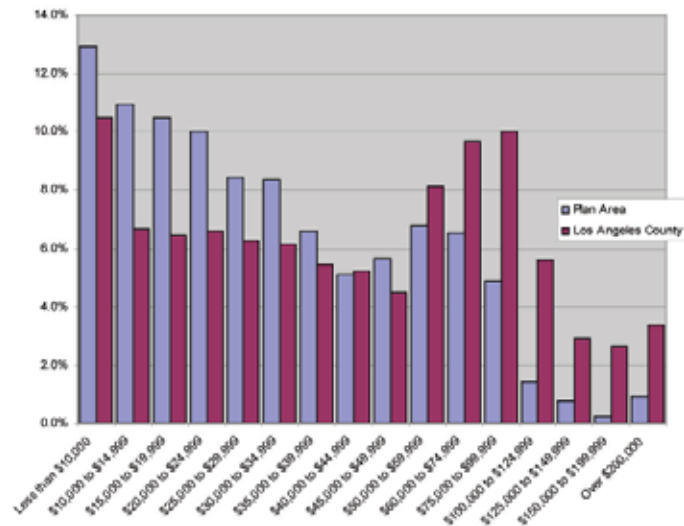
- 35% of dwelling units are owner occupied compared to just under 50% for the county
- For 90022 median sales price was \$288,000 (\$275 / sq. ft.) for SFR; 90063 median price was \$250,000 (\$235/ sq. ft.)
- County median \$400,000 (\$279/ sq. ft.)
 - 2008 annual averages
- Important reserve of attainably priced housing



8

Existing Conditions

Household Incomes



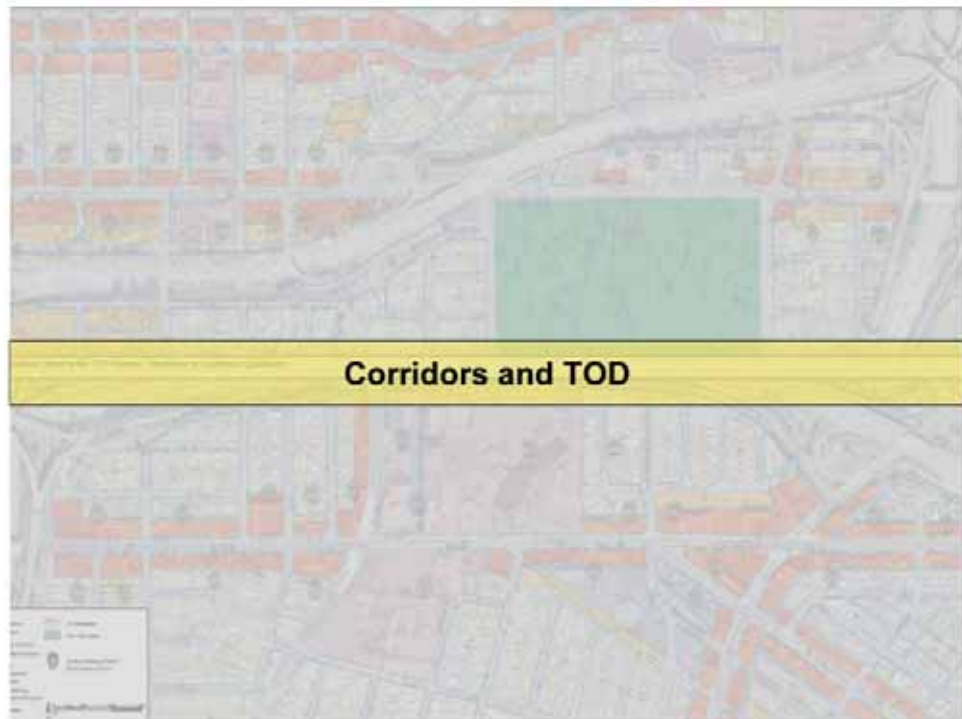
Corridors and TOD

- Streets are for communities
 - Resist the call to “take” all of the traffic being delivered
 - Transportation efficiency is only one consideration among many
- Reflect Consumer demand
 - Know your market
 - Retail trends are changing--the box is getting bigger, the town center is preferred to the “strip”

Existing Conditions**Incomes**

- Plan area median household income is just under \$29,000—only 60% of the County Median
- Aggregate income in plan area can support about \$127 million in retail sales.
 - A gap analysis needs to be undertaken
- Unemployment in plan area labor force is estimated at over 11% compared to county wide rate of 7.5%

11



12

Corridors and TOD

- Concentrate retail into districts
 - Surplus of retail space in most communities--focus on quality opportunities.
 - Consider mixed use strategies
- Provide distinctive identities
 - Connections to surrounding land uses
 - Develop a sense of place and or destination

13

Corridors and TOD

- Provide appropriate infrastructure
 - “Park once” garages and other shared parking strategies
 - Landscape, medians and sidewalks
- Manage the product
 - Business improvement districts
 - Peruse key quality tenants
 - Maintain, invest and market

14



15

Opportunities for 3rd St

- Next Steps:
 - Gap Analysis (need sales tax data)
 - Recent Transactions (need county assessor data)
 - Confirm ridership
 - Numbers
 - Origins and destination
 - Understand institutional needs:
 - County, Schools and Medical

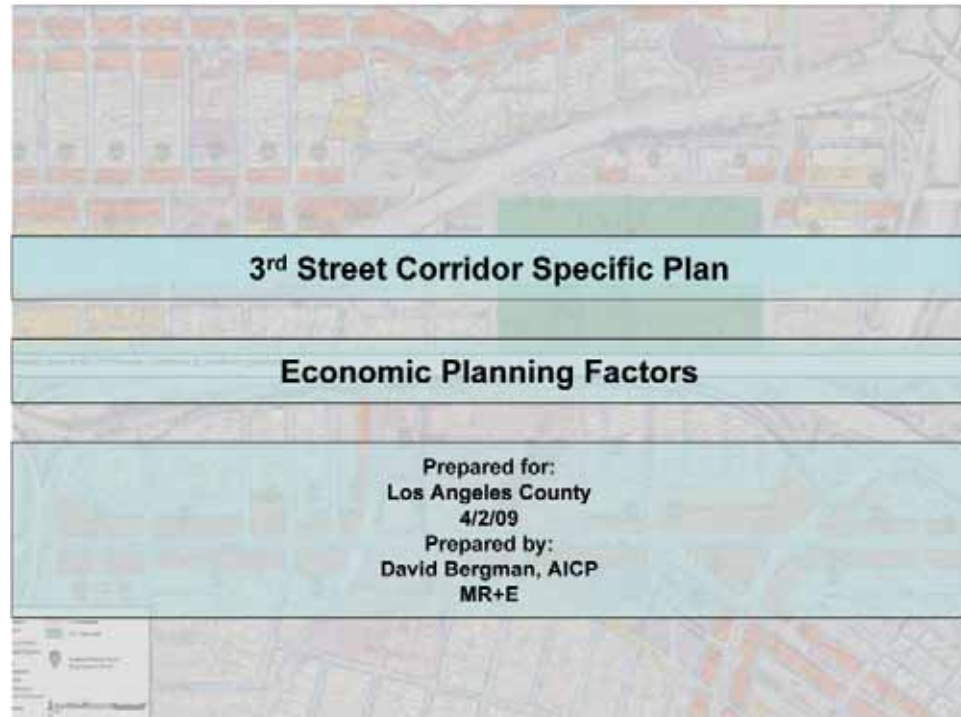
16

Corridors and TOD

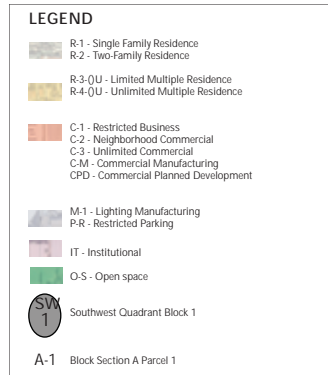
- Transit Oriented Development can support two types of functions
 - Distribution of workers to regional employment
 - Destination for employment
- Journey to work accounts for most TOD trips
 - Recreation and discretionary trips generally are a smaller amount
- TOD implies greater density than non-transit locations

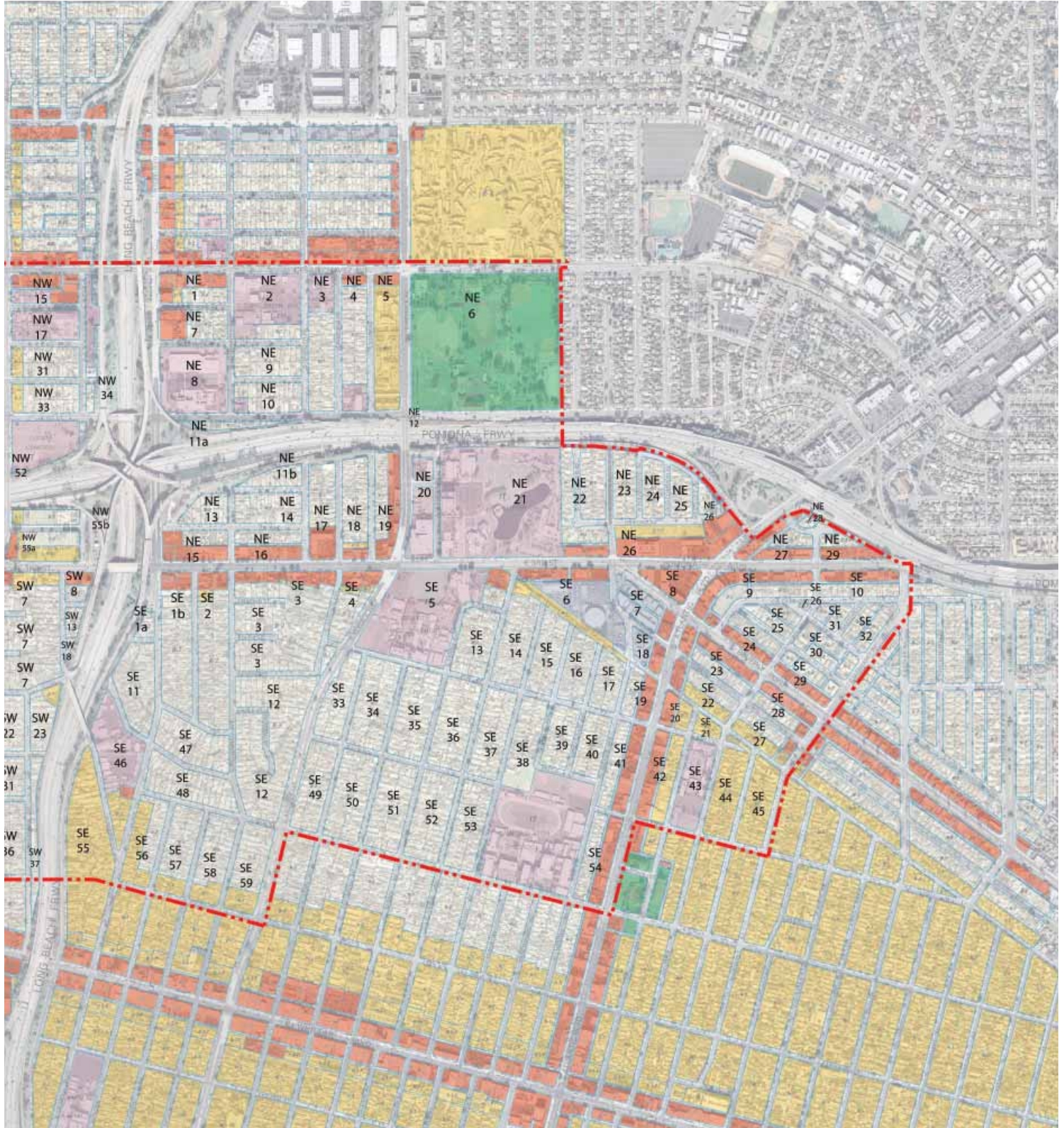
Opportunities for 3rd St

- 3rd St. is an employment center
 - Approximately 730,000 sq. ft. of non residential space
 - Major employment anchors
 - The County
 - Kaiser
 - Schools
 - Day time population estimates
 - 2,846 FTE jobs
 - 1,699 on site patrons
 - 4,545 extra consumers on site every day
- Transit can strengthen this
 - Comparative advantage for employment generating land uses
 - Development opportunities East of the 710
 - Leverage a distinctive role



I. EXISTING ZONING








II. 3RD STREET PARCELS - NORTHWEST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY

| 3RD STREET PARCELS - NORTHWEST | | | | | | | | | |
|--------------------------------|--------------------|-----------|---------------|------------|-----------------|----------------------------|--------------------|---------------------|---------------------|
| PARCEL IDENTIFICATION | | | | | EXISTING ZONING | | | | |
| Quadrant & Block # | Section & Parcel # | Address # | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (Sq/Ft) | Parcel Area (Acres) |
| NW-36 | A-1 | 3631 | 3RD ST | 5232019900 | C-3 | Unlimited Commercial | Yes | 2,946 | 0. |
| NW-36 | A-1 | 3643 | 3RD ST | 5232019905 | C-3 | Unlimited Commercial | Yes | 1,483 | 0. |
| NW-36 | A-1 | 234 | ALMA AVE | 5232019904 | C-3 | Unlimited Commercial | Yes | 2,682 | 0. |
| NW-36 | A-1 | 230 | ALMA AVE | 5232019901 | C-3 | Unlimited Commercial | Yes | 5,591 | 0. |
| NW-36 | A-2 | 3645 | 3RD ST | 5232019023 | C-3 | Unlimited Commercial | Yes | 6,057 | 0. |
| NW-36 | A-3 | 3651 | 3RD ST | 5232019022 | C-3 | Unlimited Commercial | Yes | 6,066 | 0. |
| NW-36 | A-4 | 237 | HICKS AVE | 5232019043 | C-3 | Unlimited Commercial | Yes | 3,682 | 0. |
| NW-37 | A-1 | 238 | HICKS AVE | 5232018024 | C-3 | Unlimited Commercial | Yes | 3,411 | 0. |
| NW-37 | A-2 | 3673 | 3RD ST | 5232018023 | C-3 | Unlimited Commercial | Yes | 5,661 | 0. |
| NW-37 | A-3 | 3675 | 3RD ST | 5232018022 | C-3 | Unlimited Commercial | Yes | 2,162 | 0. |
| NW-37 | A-3 | 3691 | 3RD ST | 5232018021 | C-3 | Unlimited Commercial | Yes | 2,099 | 0. |
| NW-37 | A-3 | 237 | DITMAN AVE | 5232018020 | C-3 | Unlimited Commercial | Yes | 5,616 | 0. |
| NW-38 | A-1 | 3701 | 3RD ST | 5232017022 | C-3 | Unlimited Commercial | Yes | 3,992 | 0. |
| NW-38 | A-2 | 3715 | 3RD ST | 5232017021 | C-3 | Unlimited Commercial | Yes | 5,831 | 0. |
| NW-38 | A-3 | 3719 | 3RD ST | 5232017020 | C-3 | Unlimited Commercial | Yes | 5,866 | 0. |
| NW-38 | A-4 | 3731 | 3RD ST | 5232017039 | C-3 | Unlimited Commercial | Yes | 6,102 | 0. |
| NW-38 | A-4 | 231 | TOWNSEND AVE | 5232017038 | C-3 | Unlimited Commercial | Yes | 5,387 | 0. |
| NW-39 | A-1 | 3741 | 3RD ST | 5232016023 | C-3 | Unlimited Commercial | Yes | 2,883 | 0. |
| NW-39 | A-2 | 3747 | 3RD ST | 5232016022 | C-3 | Unlimited Commercial | Yes | 5,744 | 0. |
| NW-39 | A-3 | 3751 | 3RD ST | 5232016043 | C-3 | Unlimited Commercial | Yes | 4,868 | 0. |
| NW-39 | A-4 | 3763 | 3RD ST | 5232016042 | C-3 | Unlimited Commercial | Yes | 6,747 | 0. |
| NW-40 | A-1 | 3777 | 3RD ST | 5232021002 | C-3 | Unlimited Commercial | Yes | 5,775 | 0. |
| NW-40 | A-2 | 3787 | 3RD ST | 5232021001 | C-3 | Unlimited Commercial | Yes | 2,979 | 0. |
| NW-40 | A-3 | 3809 | 3RD ST | 5232021011 | C-3 | Unlimited Commercial | Yes | 9,132 | 0. |
| NW-41 | A-1 | 234 | EASTMAN AVE | 5232022002 | C-3 | Unlimited Commercial | Yes | 8,420 | 0. |
| NW-41 | A-2 | 3845 | THIRD ST #196 | 5232022001 | C-3 | Unlimited Commercial | Yes | 499 | 0. |
| NW-41 | A-2 | 3845 | 3RD ST | 5232022037 | C-3 | Unlimited Commercial | Yes | 16,610 | 0. |
| NW-42 | A-1 | 3853 | 3RD ST | 5233017041 | C-3 | Unlimited Commercial | Yes | 23,767 | 0. |
| NW-42 | A-2 | 233 | HERBERT AVE | 5233017040 | C-3 | Unlimited Commercial | Yes | 16,436 | 0. |
| NW-53 | A-1 | N/A | N/A | 5236001060 | R-2 | Two-family Residence | No | 7,504 | 0. |
| NW-53 | B-1 | N/A | N/A | 5236001048 | C-3 | Unlimited Commercial | Yes | 4,316 | 0. |
| NW-53 | B-1 | 4101 | 3RD ST | 5236001049 | C-3 | Unlimited Commercial | Yes | 9,317 | 0. |
| NW-53 | B-1 | 4103 | 3RD ST | 5236001050 | C-3 | Unlimited Commercial | Yes | 12,876 | 0. |
| NW-53 | B-1 | 4100 | 2ND ST | 5236001037 | R-2 | Two-family Residence | No | 9,535 | 0. |
| NW-53 | B-1 | 4104 | 2ND ST | 5236001038 | R-2 | Two-family Residence | No | 4,466 | 0. |
| NW-53 | B-1 | 4113 | 3RD ST | 5236001051 | R-2 | Two-family Residence | No | 4,281 | 0. |
| NW-53 | B-1 | 4108 | 2ND ST | 5236001039 | R-2 | Two-family Residence | No | 5,679 | 0. |
| NW-53 | B-1 | N/A | N/A | 5236001052 | R-2 | Two-family Residence | No | 6,449 | 0. |
| NW-53 | B-1 | 4112 | 2ND ST | 5236001040 | R-2 | Two-family Residence | No | 5,902 | 0. |
| NW-53 | B-1 | 4127 | 3RD ST | 5236001053 | R-2 | Two-family Residence | No | 6,396 | 0. |
| NW-53 | B-2 | 4131 | 3RD ST | 5236001054 | R-2 | Two-family Residence | No | 4,264 | 0. |
| NW-53 | B-3 | 4133 | 3RD ST | 5236001055 | R-2 | Two-family Residence | No | 4,377 | 0. |
| NW-53 | B-4 | 4137 | 3RD ST | 5236001056 | R-2 | Two-family Residence | No | 4,200 | 0. |
| NW-53 | B-5 | 4143 | 3RD ST | 5236001057 | R-2 | Two-family Residence | No | 4,124 | 0. |
| NW-53 | B-6 | 219 | MARIANNA AVE | 5236001058 | R-2 | Two-family Residence | No | 4,260 | 0. |
| NW-54 | A-1 | 214 | MARIANNA AVE | 5236017035 | R-2 | Two-family Residence | No | 4,743 | 0. |
| NW-54 | A-1 | 4209 | 3RD ST | 5236017036 | R-2 | Two-family Residence | No | 4,916 | 0. |
| NW-54 | A-2 | 4213 | 3RD ST | 5236017037 | R-2 | Two-family Residence | No | 4,649 | 0. |
| NW-54 | A-3 | 4219 | 3RD ST | 5236017038 | R-2 | Two-family Residence | No | 4,436 | 0. |
| NW-54 | A-4 | 4225 | 3RD ST | 5236017039 | R-2 | Two-family Residence | No | 4,085 | 0. |
| NW-54 | A-5 | 4227 | 3RD ST | 5236017040 | R-2 | Two-family Residence | No | 4,465 | 0. |
| NW-54 | A-6 | 4231 | 3RD ST | 5236017041 | R-2 | Two-family Residence | No | 4,133 | 0. |
| NW-54 | A-7 | 4249 | 3RD ST | 5236017042 | C-3 | Unlimited Commercial | Yes | 19,760 | 0. |
| NW-55A | 1 | 260 | EASTERN AVE | 5236017902 | C-1 | Restricted Business | Yes | 21,335 | 0. |
| NW-55A | 1 | 260 | EASTERN AVE | 5236017902 | R-4 | Unlimited Residence | No | 76,062 | 1. |
| NW-55A | 1 | 260 | EASTERN AVE | 5236017902 | R-3 | Limited Multiple Residence | No | 7,535 | 0. |
| NW-55A | 1 | 260 | EASTERN AVE | 5236017902 | R-2 | Two-family Residence | No | 63,737 | 1. |

| 3RD STREET | | | | | | | | | |
|------------|---------|---------|-------------|-----|-------------|-------------|--------------------|---------------------|---------------------|
| Blocks | Parcels | Address | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (sq/ft) | Parcel Area (Acres) |
| 12 | 62 | n/a | n/a | n/a | n/a | n/a | n/a | 496,299 | 11.39 |

KEY PLAN LEGEND

-  3rd Street Parcels within the Specific Plan Boundary
-  Specific Plan Parcels - Other than 3rd Street Parcels
-  Parcels Outside of Specific Plan Boundary



Key Plan

THWEST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY




| EXISTING DEVELOPMENT | | | | | ALLOWED DEVELOPMENT POTENTIAL | | | | | | |
|------------------------|-----------------|------------|---------|-------|-------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
| 0.07 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 2,652 | 13,258 | 50 | 3 |
| 0.03 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 1,334 | 6,672 | 50 | 2 |
| 0.06 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 2,414 | 12,069 | 50 | 3 |
| 0.13 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 5,032 | 25,158 | 50 | 6 |
| 0.14 | 1430 | 1994 | 2 | 0 | 90% | 60 | 5 | 5,452 | 27,258 | 50 | 7 |
| 0.14 | 960 | 1924 | 1 | 1 | 90% | 60 | 5 | 5,459 | 27,295 | 50 | 7 |
| 0.08 | 799 | 1906 | 0 | 1 | 90% | 60 | 5 | 3,314 | 16,569 | 50 | 4 |
| 0.08 | 560 | 1916 | 1 | 1 | 90% | 60 | 5 | 3,070 | 15,348 | 50 | 4 |
| 0.13 | 2010 | 1997 | 2 | 0 | 90% | 60 | 5 | 5,095 | 25,475 | 50 | 6 |
| 0.05 | 696 | 1963 | 1 | 0 | 90% | 60 | 5 | 1,946 | 9,731 | 50 | 2 |
| 0.05 | 576 | 1960 | 1 | 0 | 90% | 60 | 5 | 1,889 | 9,443 | 50 | 2 |
| 0.13 | 468 | 1974 | 1 | 0 | 90% | 60 | 5 | 5,055 | 25,274 | 50 | 6 |
| 0.09 | 956 | 1909 | 2 | 1 | 90% | 60 | 5 | 3,593 | 17,963 | 50 | 5 |
| 0.13 | 669 | 1904 | 2 | 1 | 90% | 60 | 5 | 5,248 | 26,241 | 50 | 7 |
| 0.13 | 726 | 1926 | 2 | 1 | 90% | 60 | 5 | 5,279 | 26,397 | 50 | 7 |
| 0.14 | 1680 | 1930 | 1 | 0 | 90% | 60 | 5 | 5,492 | 27,461 | 50 | 7 |
| 0.12 | 768 | 1906 | 0 | 1 | 90% | 60 | 5 | 4,848 | 24,242 | 50 | 6 |
| 0.07 | 1054 | 1922 | 1 | 1 | 90% | 60 | 5 | 2,595 | 12,974 | 50 | 3 |
| 0.13 | 972 | 1905 | 2 | 1 | 90% | 60 | 5 | 5,169 | 25,846 | 50 | 7 |
| 0.11 | 926 | 1958 | 2 | 1 | 90% | 60 | 5 | 4,381 | 21,904 | 50 | 6 |
| 0.15 | 960 | 1961 | 1 | 0 | 90% | 60 | 5 | 6,072 | 30,360 | 50 | 8 |
| 0.13 | 672 | 1922 | 1 | 1 | 90% | 60 | 5 | 5,198 | 25,988 | 50 | 7 |
| 0.07 | 1031 | 1926 | 1 | 2 | 90% | 60 | 5 | 2,682 | 13,408 | 50 | 3 |
| 0.21 | 2184 | 1957 | 1 | 4 | 90% | 60 | 5 | 8,219 | 41,096 | 50 | 10 |
| 0.19 | 910 | 1913 | 1 | 1 | 90% | 60 | 5 | 7,578 | 37,888 | 50 | 10 |
| 0.01 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 449 | 2,247 | 50 | 1 |
| 0.38 | 5840 | 1981 | 1 | 0 | 90% | 60 | 5 | 14,949 | 74,747 | 50 | 19 |
| 0.55 | 2940 | 2006 | 0 | 2 | 90% | 60 | 5 | 21,390 | 106,951 | 50 | 27 |
| 0.38 | 1296 | 1964 | 1 | 1 | 90% | 60 | 5 | 14,793 | 73,963 | 50 | 19 |
| 0.17 | 0 | N/A | 1 | 0 | 30% | 35 | 3 | 2,251 | 6,754 | 18 | 3 |
| 0.10 | 0 | N/A | 2 | 0 | 90% | 60 | 5 | 3,885 | 19,423 | 50 | 5 |
| 0.21 | 2416 | 1929 | 0 | 0 | 90% | 60 | 5 | 8,386 | 41,928 | 50 | 11 |
| 0.30 | 3905 | 1948 | 2 | 0 | 90% | 60 | 5 | 11,589 | 57,943 | 50 | 15 |
| 0.22 | 1735 | 1924 | 2 | 0 | 49% | 35 | 3 | 4,672 | 14,017 | 18 | 3 |
| 0.10 | 4500 | 1965 | 1 | 0 | 49% | 35 | 3 | 2,188 | 6,565 | 18 | 1 |
| 0.10 | 0 | N/A | 0 | 0 | 49% | 35 | 3 | 2,098 | 6,293 | 18 | 1 |
| 0.13 | 1216 | 1963 | 1 | 1 | 49% | 35 | 3 | 2,783 | 8,348 | 18 | 2 |
| 0.15 | 0 | N/A | 0 | 0 | 49% | 35 | 3 | 3,160 | 9,481 | 18 | 2 |
| 0.14 | 6075 | 1969 | 1 | 0 | 49% | 35 | 3 | 2,892 | 8,676 | 18 | 2 |
| 0.15 | 3812 | 1974 | 0 | 0 | 49% | 35 | 3 | 3,134 | 9,403 | 18 | 2 |
| 0.10 | 1904 | 1934 | 2 | 1 | 49% | 35 | 3 | 2,089 | 6,268 | 18 | 1 |
| 0.10 | 1208 | 1946 | 1 | 1 | 49% | 35 | 3 | 2,145 | 6,434 | 18 | 1 |
| 0.10 | 640 | 1924 | 1 | 1 | 49% | 35 | 3 | 2,058 | 6,174 | 18 | 1 |
| 0.09 | 906 | 1962 | 1 | 1 | 49% | 35 | 3 | 2,021 | 6,062 | 18 | 1 |
| 0.10 | 1812 | 1955 | 2 | 1 | 49% | 35 | 3 | 2,087 | 6,262 | 18 | 1 |
| 0.11 | 1048 | 1929 | 2 | 2 | 50% | 35 | 3 | 2,372 | 7,115 | 18 | 1 |
| 0.11 | 1076 | 1953 | 2 | 2 | 50% | 35 | 3 | 2,458 | 7,374 | 18 | 1 |
| 0.11 | 1546 | 1924 | 1 | 2 | 50% | 35 | 3 | 2,324 | 6,973 | 18 | 1 |
| 0.10 | 428 | 1944 | 1 | 1 | 50% | 35 | 3 | 2,218 | 6,654 | 18 | 1 |
| 0.09 | 1160 | 1924 | 1 | 1 | 50% | 35 | 3 | 2,043 | 6,128 | 18 | 1 |
| 0.10 | 672 | 1948 | 2 | 1 | 50% | 35 | 3 | 2,233 | 6,698 | 18 | 1 |
| 0.09 | 2400 | 1948 | 2 | 0 | 50% | 35 | 3 | 2,067 | 6,200 | 18 | 1 |
| 0.45 | 1428 | 1966 | 1 | 0 | 90% | 60 | 5 | 17,784 | 88,921 | 50 | 23 |
| 0.49 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 19,202 | 57,605 | 17 | 8 |
| 1.75 | 0 | N/A | 0 | 0 | 90% | 40 | 4 | 68,456 | 273,823 | 50 | 87 |
| 0.17 | 0 | N/A | 0 | 0 | 63% | 35 | 3 | 4,747 | 14,241 | 30 | 5 |
| 1.46 | 0 | N/A | 0 | 0 | 68% | 35 | 3 | 43,596 | 130,788 | 18 | 25 |

STREET PARCELS SUBTOTALS - NORTHWEST QUADRANT

| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
|------------------------|-----------------|------------|---------|-------|-----------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| 11.39 | 70,970 | n/a | n/a | 36 | n/a | n/a | n/a | 387,581 | 1,635,777 | n/a | 411 |

III. 3RD STREET PARCELS - NORTHEAST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY

KEY PLAN LEGEND

-  3rd Street Parcels within the Specific Plan Boundary
-  Specific Plan Parcels - Other than 3rd Street Parcels
-  Parcels Outside of Specific Plan Boundary



Key Plan

| 3RD STREET PARCELS - NORTHEAST | | | | | | | | | |
|--------------------------------|--------------------|-----------|---------------|------------|-----------------|-------------------------|--------------------|---------------------|---------------------|
| PARCEL IDENTIFICATION | | | | | EXISTING ZONING | | | | |
| Quadrant & Block # | Section & Parcel # | Address # | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (Sq/Ft) | Parcel Area (Acres) |
| NE-15 | A-1 | 4501 | 3RD ST | 5250013005 | C-3 | Unlimited Commercial | Yes | 22,641 | 0. |
| NE-15 | A-1 | 4520 | 2ND ST | 5250013007 | C-3 | Unlimited Commercial | Yes | 5,515 | 0. |
| NE-15 | A-2 | 4516 | 2ND ST | 5250013006 | C-2 | Neighborhood Business | Yes | 5,447 | 0. |
| NE-15 | A-2 | 4521 | 3RD ST | 5250013029 | C-2 | Neighborhood Business | Yes | 15,424 | 0. |
| NE-15 | B-1 | 4525 | 3RD ST | 5250013902 | C-2 | Neighborhood Business | Yes | 5,617 | 0. |
| NE-15 | B-1 | 4527 | 3RD ST | 5250013901 | C-2 | Neighborhood Business | Yes | 5,192 | 0. |
| NE-15 | B-2 | 4545 | 3RD ST | 5250013033 | C-2 | Neighborhood Business | Yes | 21,287 | 0. |
| NE-15 | B-3 | 4547 | 3RD ST | 5250013032 | C-2 | Neighborhood Business | Yes | 21,402 | 0. |
| NE-16 | A-1 | 4605 | 3RD ST | 5250017027 | C-2 | Neighborhood Business | Yes | 16,405 | 0. |
| NE-16 | A-2 | N/A | N/A | 5250017028 | C-2 | Neighborhood Business | Yes | 3,213 | 0. |
| NE-16 | A-2 | 4617 | 3RD ST | 5250017029 | C-2 | Neighborhood Business | Yes | 3,213 | 0. |
| NE-16 | A-2 | 4619 | 3RD ST | 5250017030 | C-2 | Neighborhood Business | Yes | 3,217 | 0. |
| NE-16 | A-2 | 4621 | 3RD ST | 5250017031 | C-2 | Neighborhood Business | Yes | 3,219 | 0. |
| NE-16 | A-2 | 4635 | 3RD ST | 5250017032 | C-2 | Neighborhood Business | Yes | 19,317 | 0. |
| NE-16 | A-3 | 4639 | 3RD ST | 5250017033 | C-2 | Neighborhood Business | Yes | 3,220 | 0. |
| NE-16 | A-4 | 4641 | 3RD ST | 5250017034 | C-2 | Neighborhood Business | Yes | 3,223 | 0. |
| NE-16 | A-5 | 4643 | 3RD ST | 5250017903 | C-2 | Neighborhood Business | Yes | 6,442 | 0. |
| NE-16 | A-6 | 4651 | 3RD ST | 5250017900 | C-2 | Neighborhood Business | Yes | 6,440 | 0. |
| NE-16 | A-7 | | | 5250017904 | C-2 | Neighborhood Business | Yes | 3,219 | 0. |
| NE-16 | A-8 | 4655 | 3RD ST | 5250017901 | C-2 | Neighborhood Business | Yes | 3,220 | 0. |
| NE-16 | A-8 | 219 | DANGLER AVE | 5250017902 | C-2 | Neighborhood Business | Yes | 3,151 | 0. |
| NE-17 | 1 | 249 | ARIZONA AVE | 5250018060 | C-2 | Neighborhood Business | Yes | 69,198 | 1. |
| NE-18 | 1 | 4711 | 3RD ST | 5250020021 | C-2 | Neighborhood Business | Yes | 5,810 | 0. |
| NE-18 | 2 | 4713 | 3RD ST | 5250020036 | C-2 | Neighborhood Business | Yes | 11,369 | 0. |
| NE-19 | 1 | N/A | N/A | 5250025800 | C-M | Commercial Manufacturir | Yes | 5,891 | 0. |
| NE-19 | 2 | 249 | MEDNIK AVE | 5250025037 | C-M | Commercial Manufacturir | Yes | 5,136 | 0. |
| NE-20 | A-1 | 245 | FETTERLY AVE | 5250026912 | IT | Institutional | No | 87,513 | 2. |
| NE-20 | A-1 | N/A | N/A | 5250026939 | IT | Institutional | No | 30,609 | 0. |
| NE-21 | A-1 | 214 | FETTERLY AVE | 5250001914 | IT | Institutional | No | 119,337 | 2. |
| NE-21 | A-1 | 4837 | 3RD ST | 5250001900 | IT | Institutional | No | 2,554 | 0. |
| NE-21 | A-1 | 4837 | 3RD ST | 5250001901 | IT | Institutional | No | 21,450 | 0. |
| NE-21 | A-1 | 5019 | 3RD ST | 5250003900 | IT | Institutional | No | 95,560 | 2. |
| NE-21 | A-1 | 130 | FETTERLY AVE | 5250002900 | IT | Institutional | No | 142,404 | 3. |
| NE-21 | A-1 | 4901 | 3RD AVE | 5250002901 | IT | Institutional | No | 686,711 | 15. |
| NE-22 | A-1 | 5051 | 3RD ST | 5250003036 | C-3 | Unlimited Commercial | Yes | 19,972 | 0. |
| NE-22 | A-1 | 5051 | 3RD ST | 5250003037 | C-3 | Unlimited Commercial | Yes | 7,449 | 0. |
| NE-22 | A-1 | 5051 | 3RD ST | 5250003038 | C-3 | Unlimited Commercial | Yes | 12,167 | 0. |
| NE-26 | A-1 | 5119 | POMONA BLVD | 5250009036 | C-3 | Unlimited Commercial | Yes | 102,087 | 2. |
| NE-26 | A-2 | 5161 | POMONA BLVD | 5250009037 | C-3 | Unlimited Commercial | Yes | 43,811 | 1. |
| NE-26 | A-2 | | | | R-3-P | Two-family Residence | No | 87,902 | 2. |
| NE-26 | A-3 | N/A | N/A | 5250009045 | C-3 | Unlimited Commercial | Yes | 697 | 0. |
| NE-26 | A-4 | 255 | ATLANTIC BLVD | 5250009900 | C-3 | Unlimited Commercial | Yes | 6,152 | 0. |
| NE-27 | A-1 | 250 | ATLANTIC BLVD | 5250022017 | C-3 | Unlimited Commercial | Yes | 13,941 | 0. |
| NE-27 | B-1 | N/A | N/A | 5250022021 | C-3 | Unlimited Commercial | Yes | 4,907 | 0. |
| NE-27 | B-1 | 5245 | POMONA BLVD | 5250022025 | C-3 | Unlimited Commercial | Yes | 14,987 | 0. |
| NE-27 | B-2 | 5255 | POMONA BLVD | 5250022032 | C-3 | Unlimited Commercial | Yes | 30,430 | 0. |
| NE-29 | 1 | 5425 | POMONA BLVD | 5250023036 | C-3 | Unlimited Commercial | Yes | 30,973 | 0. |
| NE-29 | 2 | N/A | N/A | 5250023035 | C-3 | Unlimited Commercial | Yes | 21,712 | 0. |
| 3RD STREET | | | | | | | | | |
| Blocks | Parcels | Address | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (Sq/Ft) | Parcel Area (Acres) |
| 11 | 48 | n/a | n/a | n/a | n/a | n/a | n/a | 1,860,754 | 42.72 |

THEAST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY

| EXISTING DEVELOPMENT | | | | | ALLOWED DEVELOPMENT POTENTIAL | | | | | | |
|------------------------|-----------------|------------|---------|-------|-------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
| 0.52 | 0 | N/A | 0 | 0 | 90% | 60 | 5 | 20,377 | 101,886 | 50 | 26 |
| 0.13 | 968 | 1922 | 0 | 1 | 90% | 60 | 5 | 4,963 | 24,817 | 50 | 6 |
| 0.13 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 4,903 | 14,708 | 17 | 2 |
| 0.35 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 13,882 | 41,645 | 17 | 6 |
| 0.13 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 5,055 | 15,166 | 17 | 2 |
| 0.12 | 836 | 1915 | 0 | 1 | 90% | 35 | 3 | 4,673 | 14,018 | 17 | 2 |
| 0.49 | 9440 | 1989 | 2 | 0 | 90% | 35 | 3 | 19,159 | 57,476 | 17 | 8 |
| 0.49 | 13050 | 1989 | 2 | 0 | 90% | 35 | 3 | 19,262 | 57,785 | 17 | 8 |
| 0.38 | 5412 | 1968 | 2 | 0 | 90% | 35 | 3 | 14,764 | 44,293 | 17 | 6 |
| 0.07 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 2,892 | 8,676 | 17 | 1 |
| 0.07 | 360 | 1949 | 1 | 1 | 90% | 35 | 3 | 2,892 | 8,676 | 17 | 1 |
| 0.07 | 416 | 1946 | 1 | 1 | 90% | 35 | 3 | 2,895 | 8,686 | 17 | 1 |
| 0.07 | 425 | 1947 | 1 | 0 | 90% | 35 | 3 | 2,897 | 8,692 | 17 | 1 |
| 0.44 | 2028 | 1954 | 1 | 0 | 90% | 35 | 3 | 17,385 | 52,156 | 17 | 8 |
| 0.07 | 680 | 1932 | 1 | 0 | 90% | 35 | 3 | 2,898 | 8,694 | 17 | 1 |
| 0.07 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 2,901 | 8,702 | 17 | 1 |
| 0.15 | 912 | 1920 | 0 | 1 | 90% | 35 | 3 | 5,798 | 17,394 | 17 | 3 |
| 0.15 | 1920 | 1962 | 0 | 0 | 90% | 35 | 3 | 5,796 | 17,387 | 17 | 3 |
| 0.07 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 2,897 | 8,691 | 17 | 1 |
| 0.07 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 2,898 | 8,695 | 17 | 1 |
| 0.07 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 2,836 | 8,507 | 17 | 1 |
| 1.59 | 47139 | 1991 | 3 | 75 | 90% | 35 | 3 | 62,278 | 186,834 | 17 | 27 |
| 0.13 | 782 | 1961 | 2 | 0 | 90% | 35 | 3 | 5,229 | 15,688 | 17 | 2 |
| 0.26 | 1128 | 1915 | 1 | 2 | 90% | 35 | 3 | 10,232 | 30,696 | 17 | 4 |
| 0.14 | 352 | 1923 | 1 | 0 | 90% | 60 | 5 | 5,302 | 26,512 | 50 | 7 |
| 0.12 | 4294 | 2004 | 1 | 1 | 90% | 60 | 5 | 4,622 | 23,111 | 50 | 6 |
| 2.01 | 97280 | 1997 | 2 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.70 | 0 | N/A | 0 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 2.74 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.06 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.49 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 2.19 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 3.27 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 15.76 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.46 | 17556 | 1964 | 1 | 0 | 90% | 60 | 5 | 17,975 | 89,875 | 50 | 23 |
| 0.17 | 12400 | 1977 | 0 | 0 | 90% | 60 | 5 | 6,704 | 33,521 | 50 | 9 |
| 0.28 | 0 | N/A | 0 | 0 | 90% | 60 | 5 | 10,950 | 54,751 | 50 | 14 |
| 2.34 | 75000 | 2002 | 3 | 0 | 90% | 60 | 5 | 91,878 | 459,391 | 50 | 117 |
| 1.01 | 22171 | 1990 | 2 | 0 | 90% | 60 | 5 | 39,430 | 197,151 | 50 | 50 |
| 2.02 | | | 0 | | 62% | 35 | 3 | 54,499 | 163,497 | 30 | 60 |
| 0.02 | 0 | N/A | 0 | 0 | 90% | 60 | 5 | 627 | 3,135 | 50 | 1 |
| 0.14 | 2464 | 1965 | 0 | 0 | 90% | 60 | 5 | 5,537 | 27,683 | 50 | 7 |
| 0.32 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 12,547 | 62,735 | 50 | 16 |
| 0.11 | 5200 | 1956 | 0 | 0 | 90% | 60 | 5 | 4,416 | 22,082 | 50 | 6 |
| 0.34 | 6322 | 1956 | 1 | 0 | 90% | 60 | 5 | 13,488 | 67,441 | 50 | 17 |
| 0.70 | 12661 | 1962 | 1 | 0 | 90% | 60 | 5 | 27,387 | 136,934 | 50 | 35 |
| 0.71 | 24369 | 1954 | 1 | 1 | 90% | 60 | 5 | 27,876 | 139,378 | 50 | 36 |
| 0.50 | 21000 | 1969 | 0 | 0 | 90% | 60 | 5 | 19,541 | 97,706 | 50 | 25 |




STREET PARCELS SUBTOTALS - NORTHEAST QUADRANT

| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
|------------------------|--------------------|------------|---------|-------|-----------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| 42.72 | 386,565 | n/a | n/a | 84 | n/a | n/a | n/a | 582,542 | 2,374,870 | n/a | 527 |

IV. 3RD STREET PARCELS
- SOUTHEAST
QUADRANT EXISTING
ZONING AND
DEVELOPMENT
CAPACITY

| 3RD STREET PARCELS - SOUTHEAST | | | | | | | | | |
|--------------------------------|--------------------|-----------|---------------|------------|-----------------|-----------------------|--------------------|---------------------|---------------------|
| PARCEL IDENTIFICATION | | | | | EXISTING ZONING | | | | |
| Quadrant & Block # | Section & Parcel # | Address # | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (Sq/Ft) | Parcel Area (Acres) |
| SE-1B | 1 | 4504 | 3RD ST | 5247005001 | C-2 | Neighborhood Business | Yes | 23,750 | 0. |
| SE-1B | 1 | 4504 | 3RD ST | 5247005002 | C-2 | Neighborhood Business | Yes | 6,278 | 0. |
| SE-1B | 1 | 324 | FORD BLVD | 5247005003 | C-2 | Neighborhood Business | Yes | 7,691 | 0. |
| SE-1B | 1 | 4516 | 3RD ST | 5247005020 | R-2 | Two-family Residence | No | 6,775 | 0. |
| SE-2 | 1 | 310 | MCBRIDE AVE | 5247007001 | C-2 | Neighborhood Business | Yes | 8,360 | 0. |
| SE-2 | 2 | 315 | MCDONNELL AVE | 5247007029 | C-2 | Neighborhood Business | Yes | 8,088 | 0. |
| SE-2 | 2 | 315 | MCDONNELL AVE | 5247007028 | C-2 | Neighborhood Business | Yes | 13,299 | 0. |
| SE-3 | A-1 | 4600 | 3RD ST | 5247024032 | C-2 | Neighborhood Business | Yes | 5,189 | 0. |
| SE-3 | A-2 | 4612 | 3RD ST | 5247024900 | C-2 | Neighborhood Business | Yes | 7,509 | 0. |
| SE-3 | A-3 | 4620 | 3RD ST | 5247024024 | C-2 | Neighborhood Business | Yes | 6,844 | 0. |
| SE-3 | A-3 | 4628 | 3RD ST | 5247024033 | C-2 | Neighborhood Business | Yes | 5,115 | 0. |
| SE-3 | A-3 | 4633 | GRATIAN ST | 5247024022 | C-2 | Neighborhood Business | Yes | 12,033 | 0. |
| SE-3 | A-3 | 4630 | 3RD ST | 5247024016 | C-2 | Neighborhood Business | Yes | 2,884 | 0. |
| SE-3 | A-4 | 4642 | 3RD ST | 5247024017 | C-2 | Neighborhood Business | Yes | 3,549 | 0. |
| SE-3 | A-5 | N/A | N/A | 5247024018 | C-2 | Neighborhood Business | Yes | 4,353 | 0. |
| SE-3 | A-5 | 4652 | 3RD ST | 5247024019 | C-2 | Neighborhood Business | Yes | 8,627 | 0. |
| SE-3 | B-1 | 4660 | 3RD ST | 5247024003 | C-2 | Neighborhood Business | Yes | 6,771 | 0. |
| SE-3 | B-1 | 4666 | 3RD ST | 5247024031 | C-2 | Neighborhood Business | Yes | 6,531 | 0. |
| SE-3 | B-1 | 4668 | 3RD ST | 5247024006 | C-2 | Neighborhood Business | Yes | 12,392 | 0. |
| SE-3 | B-1 | 4684 | 3RD ST | 5247024001 | C-2 | Neighborhood Business | Yes | 16,940 | 0. |
| SE-4 | 1 | 4716 | 3RD ST | 5247025905 | C-2 | Neighborhood Business | Yes | 9,734 | 0. |
| SE-4 | 2 | 4732 | 3RD ST | 5247025027 | C-2 | Neighborhood Business | Yes | 15,329 | 0. |
| SE-5 | A-1 | 4765 | 4TH ST | 5248001901 | IT | Institutional | No | 558,423 | 12. |
| SE-5 | B-1 | 4816 | 3RD ST | 5248001015 | IT | Institutional | No | 13,889 | 0. |
| SE-5 | B-1 | 4816 | 3RD ST | 5248001001 | IT | Institutional | No | 28,360 | 0. |
| SE-5 | B-2 | N/A | N/A | 5248001016 | IT | Institutional | No | 5,424 | 0. |
| SE-5 | B-3 | N/A | N/A | 5248001017 | IT | Institutional | No | 9,333 | 0. |
| SE-5 | B-4 | 4842 | 3RD ST | 5248001902 | IT | Institutional | No | 15,006 | 0. |
| SE-5 | C-1 | 4850 | 3RD ST | 5248001904 | C-2 | Neighborhood Business | Yes | 16,446 | 0. |
| SE-5 | C-1 | 311 | LA VERNE AVE | 5248001903 | C-2 | Neighborhood Business | Yes | 8,347 | 0. |
| SE-6 | A-1 | 5010 | 3RD ST | 5248003008 | C-3 | Unlimited Commercial | Yes | 18,950 | 0. |
| SE-6 | A-2 | 5034 | 3RD ST | 5248003015 | C-3 | Unlimited Commercial | Yes | 12,827 | 0. |
| SE-6 | A-3 | 5040 | 3RD ST | 5248003004 | C-3 | Unlimited Commercial | Yes | 1,053 | 0. |
| SE-6 | A-4 | 5042 | 3RD ST | 5248003003 | C-3 | Unlimited Commercial | Yes | 1,721 | 0. |
| SE-6 | A-5 | 5044 | 3RD ST | 5248003002 | C-3 | Unlimited Commercial | Yes | 2,569 | 0. |
| SE-6 | A-5 | 5048 | 3RD ST | 5248003001 | C-3 | Unlimited Commercial | Yes | 7,651 | 0. |
| SE-6 | B-1 | N/A | N/A | 5248003803 | C-3 | Unlimited Commercial | Yes | 41,131 | 0. |
| SE-6 | B-1 | N/A | N/A | 5248003804 | M-1 | Light Manufacturing | No | 72,850 | 1. |
| SE-7 | A-1 | 5100 | BEVERLY BLVD | 5248004032 | M-1 | Light Manufacturing | No | 8,640 | 0. |
| SE-7 | A-1 | 5114 | BEVERLY BLVD | 5248004031 | M-1 | Light Manufacturing | No | 5,011 | 0. |
| SE-8 | 1 | 5119 | BEVERLY BLVD | 5249012037 | C-3 | Unlimited Commercial | Yes | 12,815 | 0. |
| SE-8 | 2 | 271 | ATLANTIC BLVD | 5249012038 | C-3 | Unlimited Commercial | Yes | 48,549 | 1. |
| SE-8 | 2 | 271 | ATLANTIC BLVD | 5249012039 | C-3 | Unlimited Commercial | Yes | 8,954 | 0. |
| SE-8 | 3 | 269 | ATLANTIC BLVD | 5249012041 | C-3 | Unlimited Commercial | Yes | 30,028 | 0. |
| SE-8 | 3 | 269 | ATLANTIC BLVD | 5249012040 | C-3 | Unlimited Commercial | Yes | 2,219 | 0. |
| SE-9 | A-1 | 256 | ATLANTIC BLVD | 5249031010 | C-3 | Unlimited Commercial | Yes | 37,052 | 0. |
| SE-9 | B-1 | N/A | N/A | 5249031009 | C-3 | Unlimited Commercial | Yes | 5,194 | 0. |
| SE-9 | B-1 | 5226 | POMONA BLVD | 5249030010 | C-3 | Unlimited Commercial | Yes | 5,078 | 0. |
| SE-9 | B-2 | 5236 | POMONA BLVD | 5249030025 | C-3 | Unlimited Commercial | Yes | 15,292 | 0. |
| SE-9 | B-3 | 5250 | POMONA BLVD | 5249030026 | C-3 | Unlimited Commercial | Yes | 10,196 | 0. |
| SE-9 | B-4 | 5254 | POMONA BLVD | 5249030004 | C-3 | Unlimited Commercial | Yes | 5,038 | 0. |
| SE-9 | B-5 | 5260 | POMONA BLVD | 5249030024 | C-3 | Unlimited Commercial | Yes | 10,159 | 0. |
| SE-9 | B-6 | 5266 | POMONA BLVD | 5249030022 | C-3 | Unlimited Commercial | Yes | 5,094 | 0. |
| SE-9 | B-7 | 5270 | POMONA BLVD | 5249030023 | C-3 | Unlimited Commercial | Yes | 5,886 | 0. |
| SE-10 | 1 | 5400 | POMONA BLVD | 5249024031 | C-3 | Unlimited Commercial | Yes | 21,663 | 0. |
| SE-10 | 2 | 5420 | POMONA BLVD | 5249024032 | C-3 | Unlimited Commercial | Yes | 10,108 | 0. |
| SE-10 | 2 | 5440 | POMONA BLVD | 5249024030 | C-3 | Unlimited Commercial | Yes | 10,130 | 0. |
| SE-10 | 3 | 5442 | POMONA BLVD | 5249024009 | C-3 | Unlimited Commercial | Yes | 10,034 | 0. |
| SE-10 | 4 | 5454 | POMONA BLVD | 5249024010 | C-3 | Unlimited Commercial | Yes | 5,226 | 0. |
| SE-10 | 5 | 5458 | POMONA BLVD | 5249024012 | C-3 | Unlimited Commercial | Yes | 4,037 | 0. |
| SE-10 | 6 | 5460 | POMONA BLVD | 5249024011 | C-3 | Unlimited Commercial | Yes | 9,761 | 0. |
| 3RD STREET | | | | | | | | | |
| Blocks | Parcels | Address | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (sq/ft) | Parcel Area (Acres) |
| 10 | 61 | n/a | n/a | n/a | n/a | n/a | n/a | 1,298,187 | 29.80 |

KEY PLAN LEGEND

-  3rd Street Parcels within the Specific Plan Boundary
-  Specific Plan Parcels - Other than 3rd Street Parcels
-  Parcels Outside of Specific Plan Boundary



Key Plan

THEAST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY

| EXISTING DEVELOPMENT | | | | | ALLOWED DEVELOPMENT POTENTIAL | | | | | | |
|------------------------|-----------------|------------|---------|-------|-------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
| 0.55 | 6613 | 1980 | 1 | 1 | 90% | 35 | 3 | 21,375 | 64,125 | 17 | 9 |
| 0.14 | 6271 | 1981 | 0 | 0 | 90% | 35 | 3 | 5,651 | 16,952 | 17 | 2 |
| 0.18 | 7093 | 1988 | 0 | 0 | 90% | 35 | 3 | 6,922 | 20,765 | 17 | 3 |
| 0.16 | 6968 | 1981 | 0 | 0 | 38% | 35 | 3 | 2,574 | 7,723 | 18 | 2 |
| 0.19 | 880 | 1930 | 1 | 1 | 90% | 35 | 3 | 7,524 | 22,572 | 17 | 3 |
| 0.19 | 9215 | 1984 | 1 | 0 | 90% | 35 | 3 | 7,279 | 21,838 | 17 | 3 |
| 0.31 | 9215 | 1984 | 1 | 0 | 90% | 35 | 3 | 11,970 | 35,909 | 17 | 5 |
| 0.12 | 2806 | 1969 | 1 | 1 | 90% | 35 | 3 | 4,670 | 14,010 | 17 | 2 |
| 0.17 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 6,758 | 20,273 | 17 | 3 |
| 0.16 | 1008 | 1963 | 2 | 1 | 90% | 35 | 3 | 6,160 | 18,479 | 17 | 3 |
| 0.12 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 4,604 | 13,812 | 17 | 2 |
| 0.28 | 1705 | 1930 | 1 | 1 | 90% | 35 | 3 | 10,829 | 32,488 | 17 | 5 |
| 0.07 | 1440 | 1982 | 0 | 0 | 90% | 35 | 3 | 2,596 | 7,788 | 17 | 1 |
| 0.08 | 378 | 1950 | 0 | 1 | 90% | 35 | 3 | 3,194 | 9,581 | 17 | 1 |
| 0.10 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 3,918 | 11,753 | 17 | 2 |
| 0.20 | 3477 | 1956 | 1 | 0 | 90% | 35 | 3 | 7,764 | 23,293 | 17 | 3 |
| 0.16 | 560 | 1946 | 2 | 1 | 90% | 35 | 3 | 6,094 | 18,282 | 17 | 3 |
| 0.15 | 700 | 1946 | 2 | 1 | 90% | 35 | 3 | 5,878 | 17,634 | 17 | 3 |
| 0.28 | 1500 | 1963 | 1 | 2 | 90% | 35 | 3 | 11,153 | 33,459 | 17 | 5 |
| 0.39 | 400 | 1947 | 1 | 1 | 90% | 35 | 3 | 15,246 | 45,737 | 17 | 7 |
| 0.22 | 384 | 1959 | 0 | 0 | 90% | 35 | 3 | 8,760 | 26,281 | 17 | 4 |
| 0.35 | 7104 | 1964 | 1 | 6 | 90% | 35 | 3 | 13,797 | 41,390 | 17 | 6 |
| 12.82 | 0 | N/A | up to 2 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.32 | 7702 | 1987 | 2 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.65 | 0 | N/A | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.12 | 0 | N/A | 0 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.21 | 0 | N/A | 0 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.34 | 0 | N/A | 0 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.38 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 14,801 | 44,403 | 17 | 6 |
| 0.19 | 0 | N/A | 1 | 0 | 90% | 35 | 3 | 7,512 | 22,537 | 17 | 3 |
| 0.44 | 1050 | 1980 | 1 | 0 | 90% | 60 | 5 | 17,055 | 85,276 | 50 | 22 |
| 0.29 | 4554 | 1950 | 1 | 0 | 90% | 60 | 5 | 11,544 | 57,722 | 50 | 15 |
| 0.02 | 1240 | 1959 | up to 2 | 0 | 90% | 60 | 5 | 948 | 4,739 | 50 | 1 |
| 0.04 | 1984 | 1960 | 2 | 0 | 90% | 60 | 5 | 1,549 | 7,746 | 50 | 2 |
| 0.06 | 2400 | 1949 | 1 | 0 | 90% | 60 | 5 | 2,312 | 11,562 | 50 | 3 |
| 0.18 | 2800 | 1949 | 1 | 0 | 90% | 60 | 5 | 6,886 | 34,430 | 50 | 9 |
| 0.94 | 8400 | 1948 | 1 | 0 | 90% | 60 | 5 | 37,017 | 185,087 | 50 | 47 |
| 1.67 | 2464 | 1948 | 1 | 0 | N/A | 40 | 4 | | | N/A | 0 |
| 0.20 | 735 | 1955 | 1 | 0 | N/A | 40 | 4 | | | N/A | 0 |
| 0.12 | 5000 | 1947 | 1 | 0 | N/A | 40 | 4 | | | N/A | 0 |
| 0.29 | 5970 | 1986 | 1 | 5 | 90% | 60 | 5 | 11,533 | 57,667 | 50 | 15 |
| 1.11 | 15978 | 1988 | 1 | 0 | 90% | 60 | 5 | 43,695 | 218,473 | 50 | 56 |
| 0.21 | 8770 | 1988 | 0 | 0 | 90% | 60 | 5 | 8,059 | 40,294 | 50 | 10 |
| 0.69 | 3819 | 1987 | 1 | 0 | 90% | 60 | 5 | 27,026 | 135,128 | 50 | 34 |
| 0.05 | 1850 | 1987 | 0 | 0 | 90% | 60 | 5 | 1,997 | 9,987 | 50 | 3 |
| 0.85 | 14314 | 1947 | 1 | 0 | 90% | 60 | 5 | 33,347 | 166,736 | 50 | 43 |
| 0.12 | 5050 | 1947 | 0 | 0 | 90% | 60 | 5 | 4,675 | 23,375 | 50 | 6 |
| 0.12 | 5500 | 1948 | 1 | 0 | 90% | 60 | 5 | 4,570 | 22,851 | 50 | 6 |
| 0.35 | 625 | 1962 | 1 | 0 | 90% | 60 | 5 | 13,763 | 68,813 | 50 | 18 |
| 0.23 | 1650 | 1970 | 1 | 0 | 90% | 60 | 5 | 9,177 | 45,883 | 50 | 12 |
| 0.12 | 2352 | 1967 | 1 | 0 | 90% | 60 | 5 | 4,534 | 22,669 | 50 | 6 |
| 0.23 | 4678 | 1957 | 1 | 0 | 90% | 60 | 5 | 9,143 | 45,716 | 50 | 12 |
| 0.12 | 2040 | 1984 | 1 | 1 | 90% | 60 | 5 | 4,584 | 22,921 | 50 | 6 |
| 0.14 | 1625 | 1956 | 1 | 0 | 90% | 60 | 5 | 5,297 | 26,486 | 50 | 7 |
| 0.50 | 9874 | 1961 | up to 2 | 0 | 90% | 60 | 5 | 19,497 | 97,483 | 50 | 25 |
| 0.23 | 0 | 1993 | 1 | 0 | 90% | 60 | 5 | 9,097 | 45,484 | 50 | 12 |
| 0.23 | 6805 | 1964 | 2 | 0 | 90% | 60 | 5 | 9,117 | 45,586 | 50 | 12 |
| 0.23 | 4808 | 1950 | 1 | 0 | 90% | 60 | 5 | 9,030 | 45,152 | 50 | 12 |
| 0.12 | 5672 | 1953 | 2 | 0 | 90% | 60 | 5 | 4,703 | 23,516 | 50 | 6 |
| 0.09 | 96 | 1939 | 0 | 0 | 90% | 60 | 5 | 3,634 | 18,169 | 50 | 5 |
| 0.22 | 4792 | 1968 | 1 | 0 | 90% | 60 | 5 | 8,785 | 43,924 | 50 | 11 |




STREET PARCELS SUBTOTALS - SOUTHEAST QUADRANT

| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
|------------------------|--------------------|------------|---------|-------|-----------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| 29.80 | 212,314 | n/a | n/a | 23 | n/a | n/a | n/a | 519,603 | 2,203,959 | n/a | 488 |

V. 3RD STREET PARCELS
- SOUTHWEST
QUADRANT EXISTING
ZONING AND
DEVELOPMENT
CAPACITY

| 3RD STREET PARCELS - SOUTHWEST | | | | | | | | | |
|--------------------------------|--------------------|-------------------|-------------|------------|-----------------|-----------------------|--------------------|---------------------|---------------------|
| PARCEL IDENTIFICATION | | | | | EXISTING ZONING | | | | |
| Quadrant & Block # | Section & Parcel # | Address # | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (Sq/Ft) | Parcel Area (Acres) |
| SW-1 | A-1 | 3600 3RD ST | | 5232029038 | C-3 | Unlimited Commercial | Yes | 20,771 | 0. |
| SW-1 | B-1 | 3618 3RD ST | | 5232029008 | C-3 | Unlimited Commercial | Yes | 6,916 | 0. |
| SW-1 | B-2 | 3622 3RD ST | | 5232029009 | C-3 | Unlimited Commercial | Yes | 6,748 | 0. |
| SW-1 | B-3 | 3630 3RD ST | | 5232029040 | C-3 | Unlimited Commercial | Yes | 28,593 | 0. |
| SW-1 | B-4 | 3644 3RD ST | | 5232029017 | C-3 | Unlimited Commercial | Yes | 7,202 | 0. |
| SW-1 | B-5 | 3648 3RD ST | | 5232029018 | C-3 | Unlimited Commercial | Yes | 7,480 | 0. |
| SW-1 | B-6 | 3652 3RD ST | | 5232029019 | C-3 | Unlimited Commercial | Yes | 7,243 | 0. |
| SW-1 | B-7 | 3656 3RD ST | | 5232029024 | C-3 | Unlimited Commercial | Yes | 7,505 | 0. |
| SW-1 | B-8 | 3662 3RD ST | | 5232029025 | C-3 | Unlimited Commercial | Yes | 7,664 | 0. |
| SW-1 | B-9 | 3666 3RD ST | | 5232029026 | C-3 | Unlimited Commercial | Yes | 5,787 | 0. |
| SW-1 | B-10 | 3672 3RD ST | | 5232029027 | C-3 | Unlimited Commercial | Yes | 6,179 | 0. |
| SW-1 | B-11 | 3674 3RD ST | | 5232029028 | C-3 | Unlimited Commercial | Yes | 5,909 | 0. |
| SW-1 | C-1 | 3680 3RD ST | | 5232029029 | C-3 | Unlimited Commercial | Yes | 8,723 | 0. |
| SW-2 | A-1 | 3700 3RD ST | | 5232030005 | C-3 | Unlimited Commercial | Yes | 5,904 | 0. |
| SW-2 | A-2 | 3704 3RD ST | | 5232030004 | C-3 | Unlimited Commercial | Yes | 5,796 | 0. |
| SW-2 | A-3 | 3708 3RD ST | | 5232030003 | C-3 | Unlimited Commercial | Yes | 5,511 | 0. |
| SW-2 | A-4 | 3714 3RD ST | | 5232030002 | C-3 | Unlimited Commercial | Yes | 5,758 | 0. |
| SW-2 | A-5 | 3718 3RD ST | | 5232030001 | C-3 | Unlimited Commercial | Yes | 5,540 | 0. |
| SW-2 | A-6 | 3720 3RD ST | | 5232030011 | C-3 | Unlimited Commercial | Yes | 5,999 | 0. |
| SW-2 | A-7 | 3724 3RD ST | | 5232030012 | C-3 | Unlimited Commercial | Yes | 5,676 | 0. |
| SW-2 | A-8 | 3728 3RD ST | | 5232030013 | C-3 | Unlimited Commercial | Yes | 5,390 | 0. |
| SW-2 | A-9 | 3732 3RD ST | | 5232030014 | C-3 | Unlimited Commercial | Yes | 5,777 | 0. |
| SW-2 | A-10 | 3736 3RD ST | | 5232030015 | C-3 | Unlimited Commercial | Yes | 5,703 | 0. |
| SW-2 | A-11 | 3740 3RD ST | | 5232030016 | C-3 | Unlimited Commercial | Yes | 5,595 | 0. |
| SW-2 | A-12 | 3744 3RD ST | | 5232030017 | C-3 | Unlimited Commercial | Yes | 5,769 | 0. |
| SW-2 | A-12 | 3748 3RD ST | | 5232030018 | C-3 | Unlimited Commercial | Yes | 6,151 | 0. |
| SW-3 | 1 | 3772 3RD ST | | 5232030027 | IT | Institutional | No | 19,544 | 0. |
| SW-3 | 1 | 3772 3RD ST | | 5232030034 | IT | Institutional | No | 6,835 | 0. |
| SW-3 | 1 | 3788 3RD ST | | 5232030032 | IT | Institutional | No | 90,804 | 2. |
| SW-3 | 1 | 3763 4TH ST | | 5232030033 | IT | Institutional | No | 12,464 | 0. |
| SW-4 | 1 | 3818 3RD ST | | 5232031001 | C-3 | Unlimited Commercial | Yes | 6,899 | 0. |
| SW-4 | 2 | 3822 3RD ST | | 5232031003 | C-3 | Unlimited Commercial | Yes | 7,554 | 0. |
| SW-4 | 3 | 3834 3RD ST | | 5232031039 | C-3 | Unlimited Commercial | Yes | 23,402 | 0. |
| SW-5 | A-1 | 3856 3RD ST | | 5232031040 | C-3 | Unlimited Commercial | Yes | 37,352 | 0. |
| SW-5 | A-2 | | | 5232031037 | C-3 | Unlimited Commercial | Yes | 12,869 | 0. |
| SW-5 | A-2 | | | 5232031041 | C-3 | Unlimited Commercial | Yes | 7,795 | 0. |
| SW-5 | A-2 | 3868 3RD ST | | 5232031042 | C-3 | Unlimited Commercial | Yes | 10,684 | 0. |
| SW-5 | A-3 | 3878 3RD ST | | 5232031035 | C-3 | Unlimited Commercial | Yes | 9,555 | 0. |
| SW-5 | A-4 | 3880 3RD ST | | 5232031034 | C-3 | Unlimited Commercial | Yes | 5,487 | 0. |
| SW-5 | A-5 | 3886 3RD ST | | 5232031021 | C-3 | Unlimited Commercial | Yes | 850 | 0. |
| SW-5 | B-1/A-5 | 3900 3RD ST | | 5232031029 | C-3 | Unlimited Commercial | Yes | 7,228 | 0. |
| SW-5 | B-2 | 3906 3RD ST | | 5232031024 | C-3 | Unlimited Commercial | Yes | 4,709 | 0. |
| SW-5 | B-3 | 3914 3RD ST | | 5232031023 | C-3 | Unlimited Commercial | Yes | 4,720 | 0. |
| SW-5 | B-4 | 3916 3RD ST | | 5232031022 | C-3 | Unlimited Commercial | Yes | 4,350 | 0. |
| SW-5 | C-1 | N/A N/A | | 5232031036 | C-3 | Unlimited Commercial | Yes | 4,609 | 0. |
| SW-7 | A-1 | 4300 3RD ST | | 5236019026 | C-3 | Unlimited Commercial | Yes | 11,706 | 0. |
| SW-7 | A-1 | N/A N/A | | 5236019003 | C-3 | Unlimited Commercial | Yes | 7,183 | 0. |
| SW-7 | B-1 | 4322 3RD ST | | 5236019025 | R-4 | Unlimited Residence | No | 20,527 | 0. |
| SW-7 | B-1 | 4326 3RD ST | | 5236019024 | R-4 | Unlimited Residence | No | 8,447 | 0. |
| SW-7 | B-2 | 4332 3RD ST | | 5236019023 | R-4 | Unlimited Residence | No | 7,329 | 0. |
| SW-7 | C-1 | 4338 3RD ST | | 5236019022 | R-4 | Unlimited Residence | No | 3,667 | 0. |
| SW-7 | C-2 | 311 HUMPHREYS AVE | | 5236019021 | R-4 | Unlimited Residence | No | 5,604 | 0. |
| SW-8 | A-1 | N/A N/A | | 5236022029 | C-2 | Neighborhood Business | Yes | 1,681 | 0. |
| SW-8 | A-1 | N/A N/A | | 5236022030 | C-2 | Neighborhood Business | Yes | 6,894 | 0. |
| SW-8 | A-1 | N/A N/A | | 5236022032 | C-2 | Neighborhood Business | Yes | 412 | 0. |
| SW-8 | A-1 | N/A N/A | | 5236022031 | C-2 | Neighborhood Business | Yes | 181 | 0. |
| SW-8 | A-1 | N/A N/A | | 5236022004 | C-2 | Neighborhood Business | Yes | 7,507 | 0. |
| SW-8 | B-1 | 4410 3RD ST | | 5236022012 | C-2 | Neighborhood Business | Yes | 11,085 | 0. |
| 3RD STREET | | | | | | | | | |
| Blocks | Parcels | Address | Street Name | APN | Zoning Code | Description | Mixed-Use Allowed? | Parcel Area (sq/ft) | Parcel Area (Acres) |
| 8 | 59 | n/a | n/a | n/a | n/a | n/a | n/a | 571,217 | 13.11 |

KEY PLAN LEGEND

-  3rd Street Parcels within the Specific Plan Boundary
-  Specific Plan Parcels - Other than 3rd Street Parcels
-  Parcels Outside of Specific Plan Boundary



Key Plan

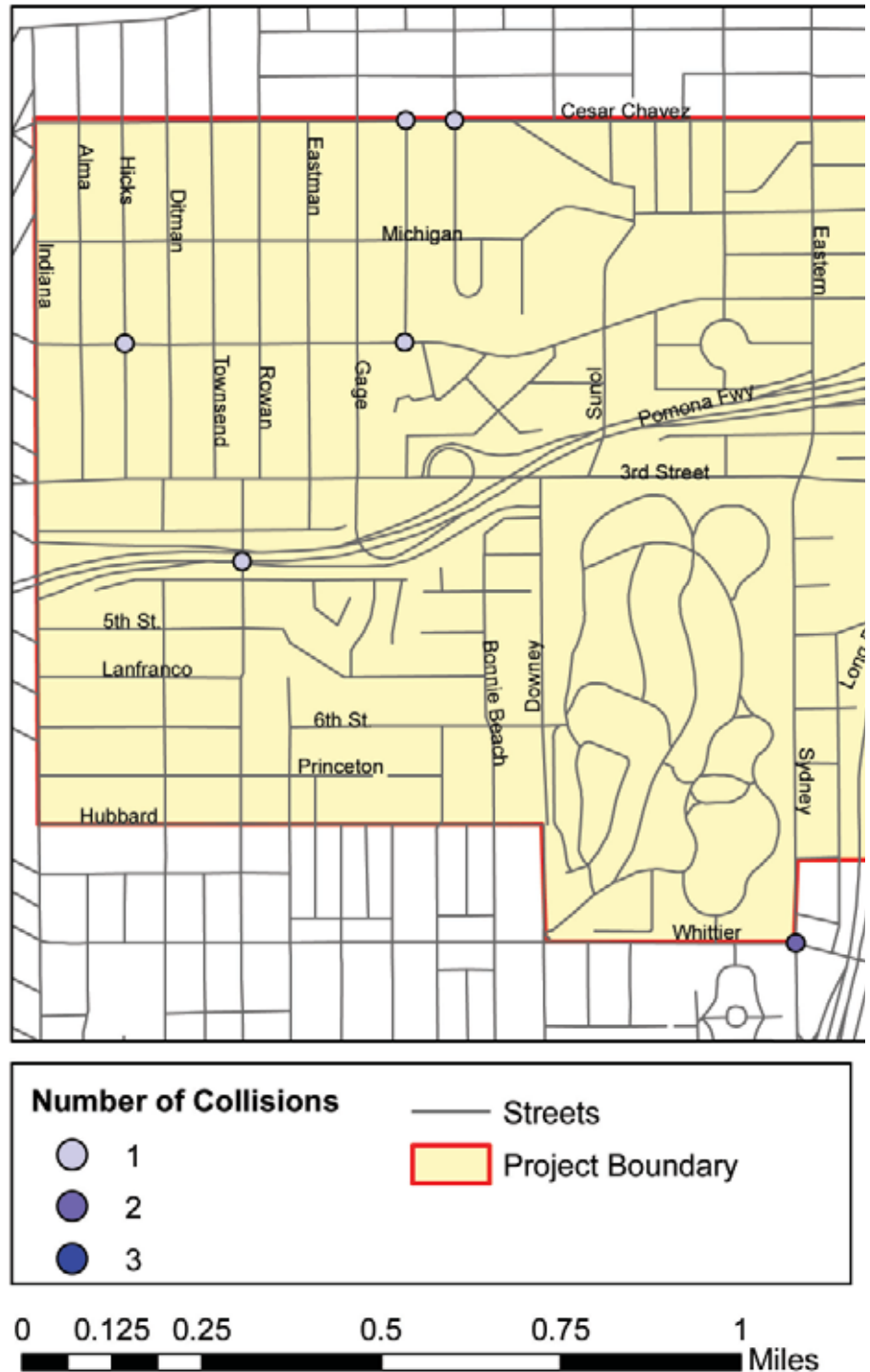
THWEST QUADRANT EXISTING ZONING AND DEVELOPMENT CAPACITY

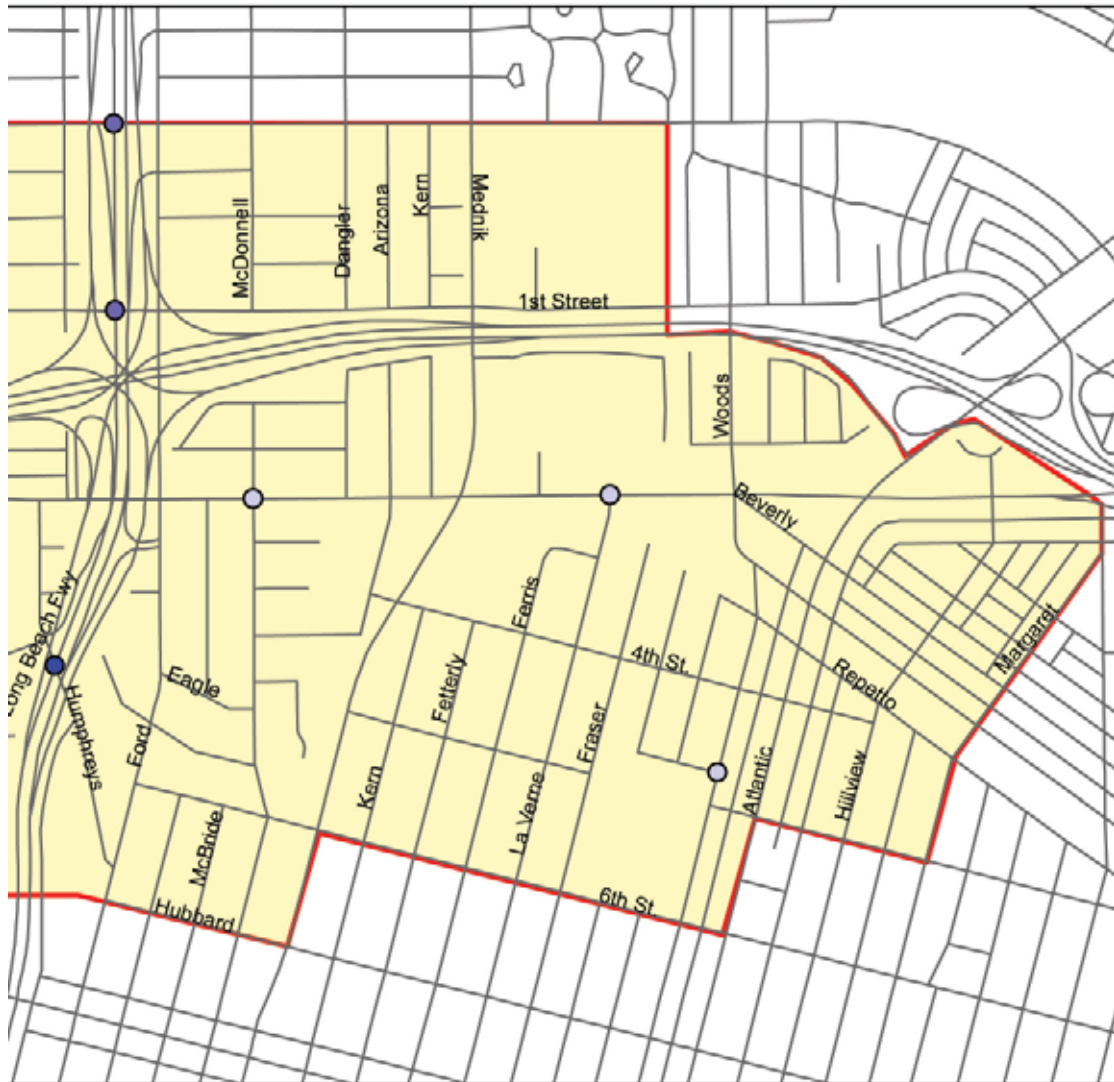
| EXISTING DEVELOPMENT | | | | | ALLOWED DEVELOPMENT POTENTIAL | | | | | | |
|------------------------|-----------------|------------|---------|-------|-------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
| 0.48 | 2486 | 1992 | 1 | 0 | 90% | 60 | 5 | 18,694 | 93,471 | 50 | 24 |
| 0.16 | 864 | 1921 | 2 | 1 | 90% | 60 | 5 | 6,225 | 31,123 | 50 | 8 |
| 0.15 | 1052 | 1911 | 2 | 1 | 90% | 60 | 5 | 6,073 | 30,364 | 50 | 8 |
| 0.66 | 6200 | 1994 | 3 | 0 | 90% | 60 | 5 | 25,734 | 128,669 | 50 | 33 |
| 0.17 | 1766 | 1910 | 2 | 1 | 90% | 60 | 5 | 6,482 | 32,409 | 50 | 8 |
| 0.17 | 1017 | 1908 | 2 | 1 | 90% | 60 | 5 | 6,732 | 33,660 | 50 | 9 |
| 0.17 | 840 | 1909 | 2 | 1 | 90% | 60 | 5 | 6,519 | 32,595 | 50 | 8 |
| 0.17 | 504 | 1902 | 1 | 1 | 90% | 60 | 5 | 6,754 | 33,771 | 50 | 9 |
| 0.18 | 1252 | 1909 | 1 | 1 | 90% | 60 | 5 | 6,898 | 34,488 | 50 | 9 |
| 0.13 | 864 | 1921 | 1 | 1 | 90% | 60 | 5 | 5,208 | 26,040 | 50 | 7 |
| 0.14 | 768 | 1952 | 1 | 1 | 90% | 60 | 5 | 5,561 | 27,806 | 50 | 7 |
| 0.14 | 780 | 1957 | 1 | 1 | 90% | 60 | 5 | 5,318 | 26,591 | 50 | 7 |
| 0.20 | 3435 | 1939 | 2 | 0 | 90% | 60 | 5 | 7,850 | 39,251 | 50 | 10 |
| 0.14 | 778 | 1921 | 1 | 1 | 90% | 60 | 5 | 5,313 | 26,566 | 50 | 7 |
| 0.13 | 884 | 1914 | 1 | 1 | 90% | 60 | 5 | 5,216 | 26,082 | 50 | 7 |
| 0.13 | 890 | 1914 | 1 | 1 | 90% | 60 | 5 | 4,960 | 24,798 | 50 | 6 |
| 0.13 | 1354 | 1914 | 1 | 1 | 90% | 60 | 5 | 5,182 | 25,909 | 50 | 7 |
| 0.13 | 400 | 1917 | 1 | 1 | 90% | 60 | 5 | 4,986 | 24,928 | 50 | 6 |
| 0.14 | 962 | 1921 | 2 | 1 | 90% | 60 | 5 | 5,399 | 26,993 | 50 | 7 |
| 0.13 | 492 | 1922 | 1 | 1 | 90% | 60 | 5 | 5,108 | 25,542 | 50 | 7 |
| 0.12 | 807 | 1924 | 1 | 1 | 90% | 60 | 5 | 4,851 | 24,253 | 50 | 6 |
| 0.13 | 1354 | 1921 | 1 | 1 | 90% | 60 | 5 | 5,199 | 25,994 | 50 | 7 |
| 0.13 | 769 | 1954 | 2 | 1 | 90% | 60 | 5 | 5,133 | 25,663 | 50 | 7 |
| 0.13 | 768 | 1921 | 2 | 1 | 90% | 60 | 5 | 5,036 | 25,178 | 50 | 6 |
| 0.13 | 2192 | 1961 | 1 | 3 | 90% | 60 | 5 | 5,192 | 25,960 | 50 | 7 |
| 0.14 | 520 | 1918 | 1 | 1 | 90% | 60 | 5 | 5,536 | 27,678 | 50 | 7 |
| 0.45 | 10224 | 1931 | up to 2 | 1 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.16 | 5791 | 1959 | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 2.08 | 6200 | 1918 | up to 2 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.29 | 10544 | 1923 | 1 | 0 | Per CUP | Per CUP | | | | N/A | 0 |
| 0.16 | 908 | 1909 | 1 | 1 | 90% | 60 | 5 | 6,209 | 31,046 | 50 | 8 |
| 0.17 | 672 | 1906 | 1 | 1 | 90% | 60 | 5 | 6,798 | 33,991 | 50 | 9 |
| 0.54 | 1577 | 1967 | 1 | 0 | 90% | 60 | 5 | 21,062 | 105,310 | 50 | 27 |
| 0.86 | 1568 | 1968 | 1 | 1 | 90% | 60 | 5 | 33,617 | 168,084 | 50 | 43 |
| 0.30 | 12700 | 1995 | 0 | 0 | 90% | 60 | 5 | 11,582 | 57,912 | 50 | 15 |
| 0.18 | 4500 | 1995 | 1 | 0 | 90% | 60 | 5 | 7,016 | 35,079 | 50 | 9 |
| 0.25 | 2275 | 1995 | 0 | 1 | 90% | 60 | 5 | 9,616 | 48,079 | 50 | 12 |
| 0.22 | 740 | 1909 | 1 | 1 | 90% | 60 | 5 | 8,599 | 42,996 | 50 | 11 |
| 0.13 | 600 | 1912 | 1 | 1 | 90% | 60 | 5 | 4,938 | 24,690 | 50 | 6 |
| 0.02 | 944 | 1890 | 1 | 1 | 90% | 60 | 5 | 765 | 3,825 | 50 | 1 |
| 0.17 | 1120 | 1924 | 1 | 1 | 90% | 60 | 5 | 6,505 | 32,524 | 50 | 8 |
| 0.11 | 800 | 1924 | 1 | 1 | 90% | 60 | 5 | 4,238 | 21,189 | 50 | 5 |
| 0.11 | 880 | 1924 | 1 | 1 | 90% | 60 | 5 | 4,248 | 21,242 | 50 | 5 |
| 0.10 | 580 | 1960 | 1 | 1 | 90% | 60 | 5 | 3,915 | 19,577 | 50 | 5 |
| 0.11 | 0 | N/A | 0 | 0 | 90% | 60 | 5 | 4,148 | 20,741 | 50 | 5 |
| 0.27 | 1217 | 1968 | 1 | 1 | 90% | 60 | 5 | 10,535 | 52,676 | 50 | 13 |
| 0.16 | 0 | N/A | 1 | 0 | 90% | 60 | 5 | 6,464 | 32,322 | 50 | 8 |
| 0.47 | 3920 | 1934 | 1 | 0 | 62% | 40 | 4 | 12,727 | 50,907 | 50 | 23 |
| 0.19 | 3135 | 1938 | 0 | 0 | 44% | 40 | 4 | 3,717 | 14,866 | 50 | 9 |
| 0.17 | 1448 | 1954 | 1 | 1 | 44% | 40 | 4 | 3,225 | 12,900 | 50 | 8 |
| 0.08 | 484 | N/A | 2 | 1 | 25% | 40 | 4 | 917 | 3,667 | 50 | 4 |
| 0.13 | 917 | N/A | up to 2 | 1 | 35% | 40 | 4 | 1,961 | 7,845 | 50 | 6 |
| 0.04 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 1,513 | 4,538 | 17 | 1 |
| 0.16 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 6,205 | 18,614 | 17 | 3 |
| 0.01 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 371 | 1,113 | 17 | 0 |
| 0.00 | 0 | N/A | 1 | 0 | 90% | 35 | 3 | 163 | 488 | 17 | 0 |
| 0.17 | 0 | N/A | 0 | 0 | 90% | 35 | 3 | 6,757 | 20,270 | 17 | 3 |
| 0.25 | 60 | 1924 | 1 | 1 | 90% | 35 | 3 | 9,977 | 29,930 | 17 | 4 |

STREET PARCELS SUBTOTALS - SOUTHWEST QUADRANT

| Parcel Area (Acres) | Building Sq/ Ft | Year Built | Stories | Units | Max % Lot Coverage | Max. Height (in feet above grade) | Max. Height (equivalent stories) | Max. Area Allowed (ground floor) | Max Area Allowed (all floors combined) | Max. Res'l Units Allowed per Net Acre | Equivalent Res'l Units |
|------------------------|--------------------|------------|---------|-------|-----------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|--|---------------------------|
| 13.11 | 107,802 | n/a | n/a | 42 | n/a | n/a | n/a | 378,944 | 1,822,204 | n/a | 460 |

I. FATAL MOTOR VEHICLE COLLISIONS IN THE
SPECIFIC PLAN AREA, 2003-2007





* Collisions occurring at midblock are mapped to the closest intersection.

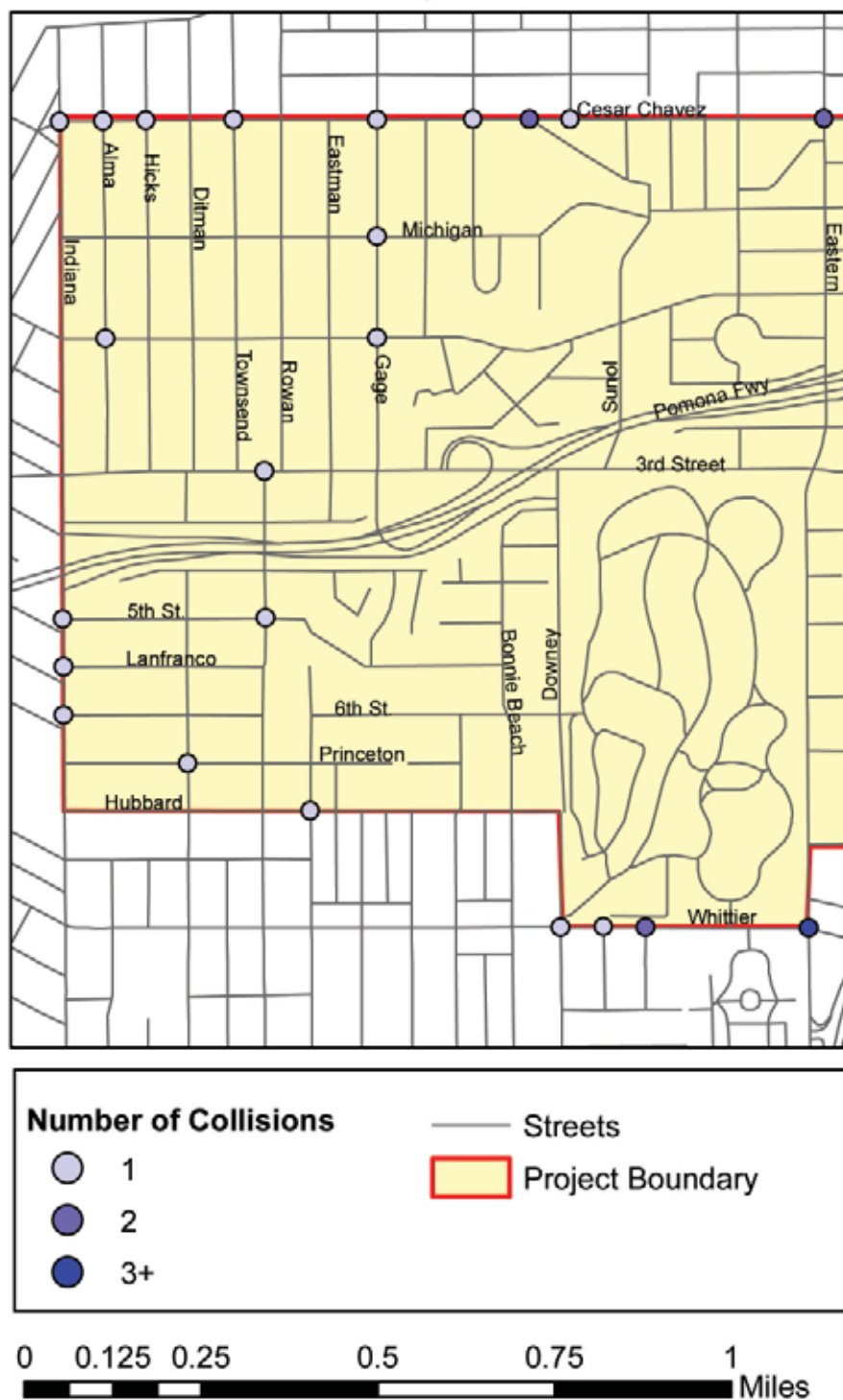
Data Information:

Data are extracted from the California Highway Patrol's Statewide Integrated Traffic Records System.

Not all collisions are shown on the map; about 20% of fatal collisions in Los Angeles County could not be matched to a specific location.

Prepared by LAC-DPH-IVPP, June 11, 2009

II. MOTOR VEHICLE VS BICYCLIST COLLISIONS IN THE SPECIFIC PLAN AREA, 2003-2007





* Collisions occurring at midblock are mapped to the closest intersection.

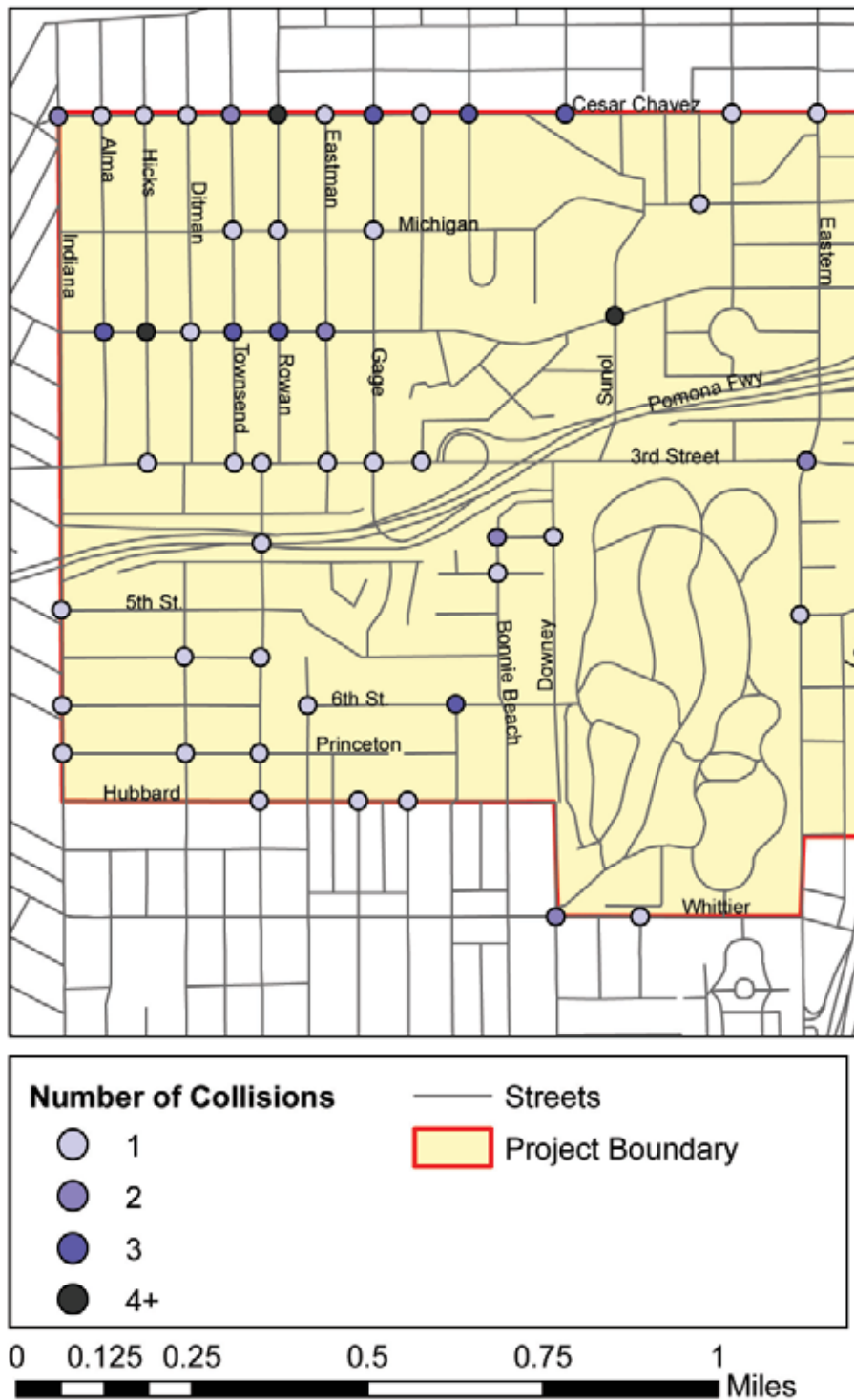
Data Information:

Data are extracted from the California Highway Patrol's Statewide Integrated Traffic Records System.

Not all collisions are shown on the map; about 8% of MV-bicyclist collisions in Los Angeles County could not be matched to a specific location.

Prepared by LAC-DPH-IVPP, June 11, 2009

III. MOTOR VEHICLE VS PEDESTRIAN COLLISIONS IN
THE SPECIFIC PLAN AREA, 2003-2007





* Collisions occurring at midblock are mapped to the closest intersection.

Data Information:

Data are extracted from the California Highway Patrol's Statewide Integrated Traffic Records System.

Not all collisions are shown on the map; about 8% of MV-pedestrian collisions in Los Angeles County could not be matched to a specific location.

Prepared by LAC-DPH-IVPP, June 11, 2009

IV. FOOD OUTLETS RELATIVE TO SCHOOLS IN EAST LOS ANGELES

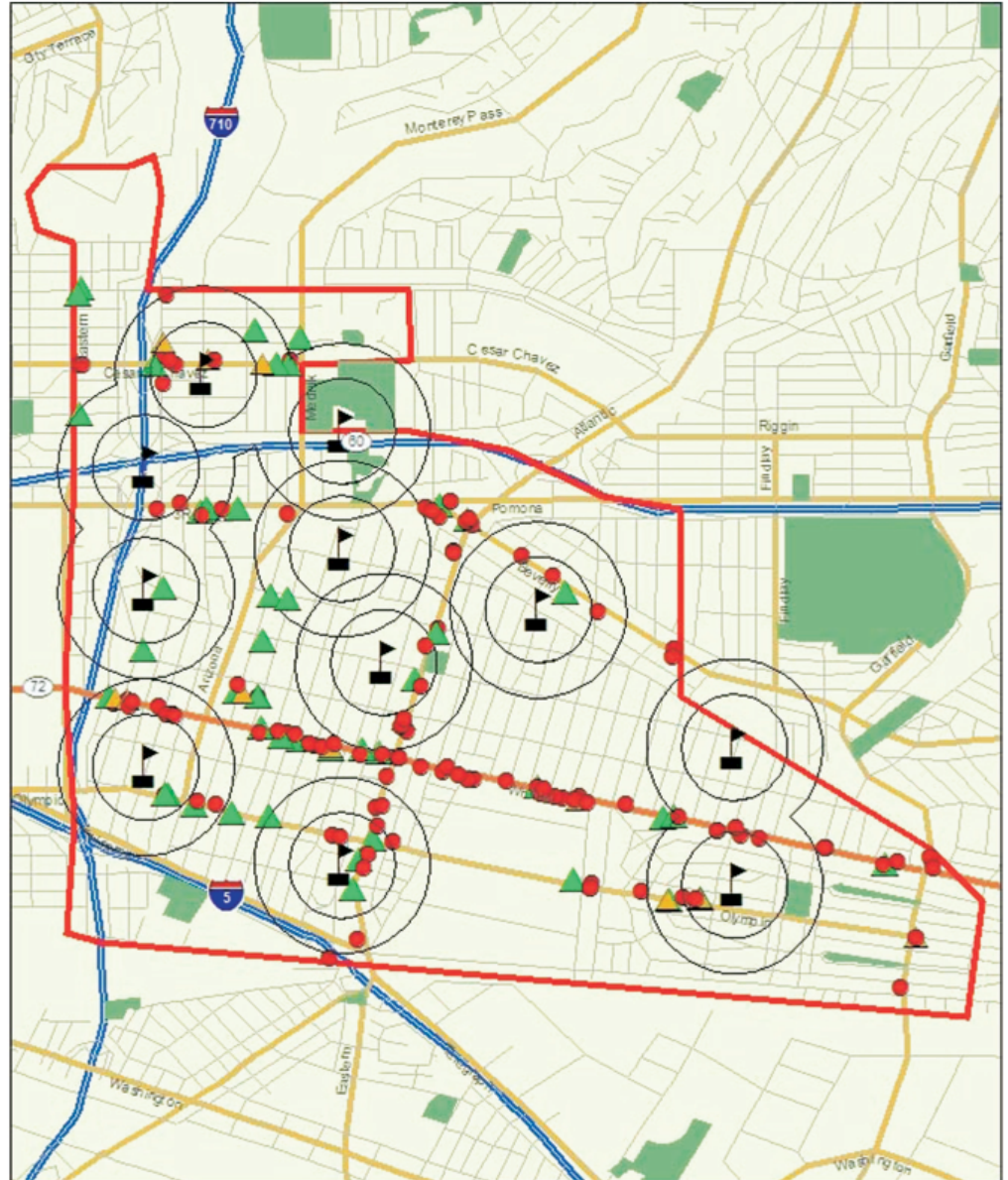
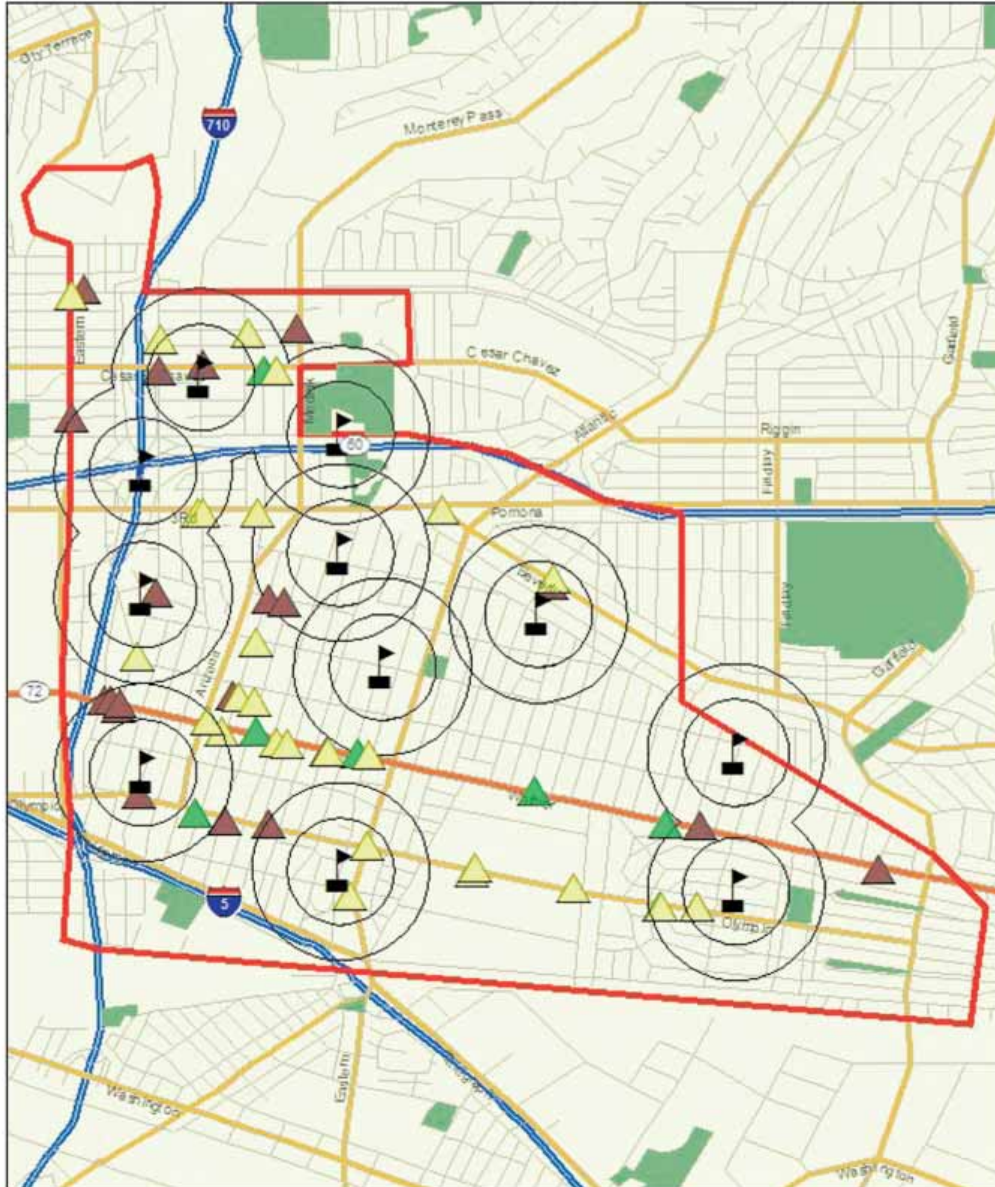


Figure 1. Food outlets relative to schools. Flagpole = school; red dot = fast-food outlet; orange triangle = fish and meat market; green triangle = grocery store; gray line = 300–500-meter buffer.

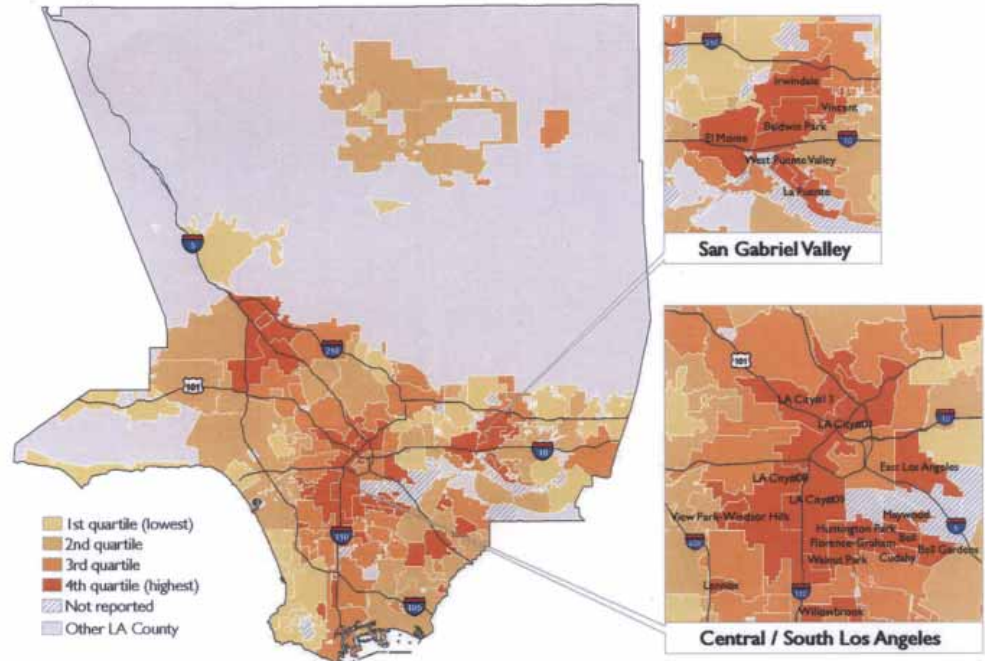


Left: Grocery Stores Relative to Schools in East Los Angeles

Figure 2. Grocery stores relative to schools. Flagpole = school; yellow triangle = markets with no fruits/vegetables; purple triangle = markets with poor variety/quality; green triangle = markets with good variety/quality; gray line = 300- and 500-meter buffer.

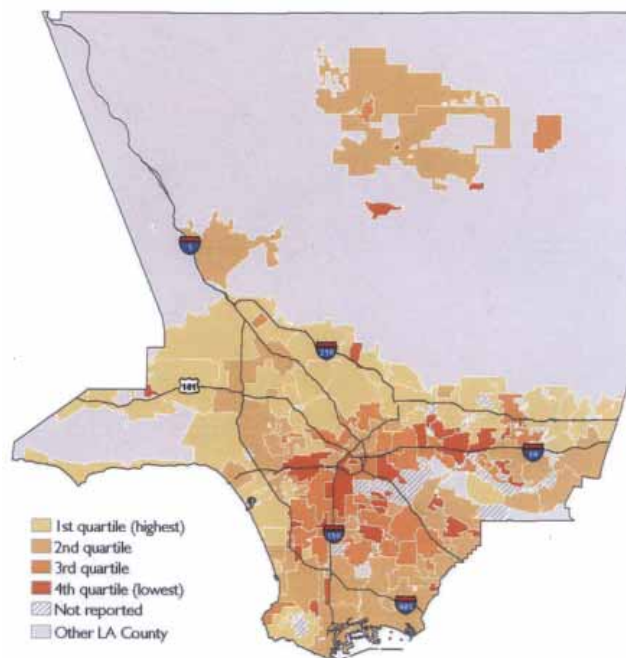
V. PREVALENCE OF
CHILDHOOD OBESITY,
2005

Figure 1: Prevalence of Childhood Obesity, 2005



VI. PARK AREA PER CAPITA, 2006

Figure 2: Park Area per Capita, 2006



VII. CHILDHOOD OBESITY, ECONOMIC HARDSHIP, AND PARK AREA

Table 1: Childhood Obesity[†], Economic Hardship, and Park Area by City and Community, Los Angeles County

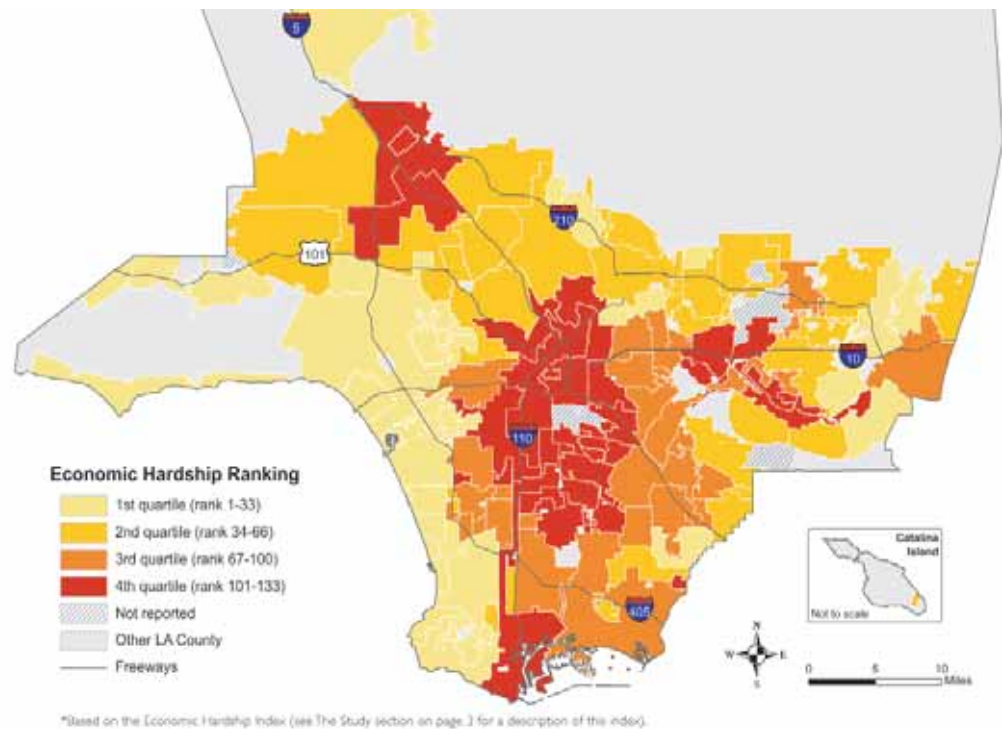
| City/Community Name | Prevalence of Childhood Obesity, 2005 (%) | Rank of 2005 Obesity Prevalence (low to high) | InterCity Economic Hardship Index | Rank of Economic Hardship (low to high) | Park Area per Capita (Acres/1K persons) ^{**} | Rank of Park Area per Capita (high to low) |
|------------------------------------|---|---|-----------------------------------|---|---|--|
| Los Angeles County, Overall | 23.3 | -- | -- | -- | -- | -- |
| Acton | 15.3 * | 31 | 36.7 | 31 | 0.7 | 97 |
| ♦ Agoura Hills | 7.3 | 7 | 28.6 | 10 | 24.1 | 14 |
| ♦ Alhambra | 19.0 | 42 | 50.9 | 64 | 1.0 | 83 |
| Alondra Park | 24.5 * | 69 | 57.0 | 79 | 7.2 | 27 |
| Altadena | 25.5 * | 75 | 41.0 | 39 | 25.6 | 13 |
| ♦ Arcadia | 12.3 | 15 | 37.8 | 35 | 6.9 | 28 |
| ♦ Artesia | 26.5 * | 80 | 53.4 | 72 | 1.1 | 80 |
| ♦ Avalon | 23.5 * | 61 | 45.5 | 55 | N/A | N/A |
| Avocado Heights | 27.6 * | 93 | 59.0 | 83 | 1.4 | 74 |
| ♦ Azusa | 27.4 | 88 | 61.0 | 87 | 1.6 | 65 |
| ♦ Baldwin Park | 28.3 | 103 | 71.3 | 104 | 0.5 | 110 |
| ♦ Bell | 30.2 | 115 | 80.1 | 115 | 0.3 | 117 |
| ♦ Bell Gardens | 28.1 * | 101 | 87.9 | 125 | 1.7 | 63 |
| ♦ Bellflower | 27.8 | 99 | 56.0 | 78 | 0.9 | 86 |
| ♦ Beverly Hills | 6.9 | 4 | 31.3 | 19 | 4.2 | 43 |
| ♦ Burbank | 17.7 | 36 | 41.5 | 44 | 8.9 | 24 |
| ♦ Calabasas | 8.0 | 9 | 26.8 | 8 | 66.7 | 8 |
| ♦ Carson | 26.0 | 79 | 52.0 | 66 | 1.9 | 60 |
| ♦ Cerritos | 16.8 | 33 | 34.3 | 23 | 4.6 | 38 |
| Citrus | 25.7 * | 76 | 55.4 | 74 | 0.6 | 104 |
| ♦ Claremont | 12.7 | 19 | 38.0 | 36 | 39.2 | 10 |
| ♦ Compton | 27.7 | 94 | 79.6 | 114 | 0.9 | 88 |
| ♦ Covina | 23.1 | 60 | 44.5 | 50 | 1.7 | 64 |
| ♦ Cudahy | 29.4 | 112 | 84.9 | 123 | 0.6 | 100 |
| ♦ Culver City | 18.5 | 40 | 37.1 | 33 | 2.5 | 57 |
| Del Aire | 18.4 * | 39 | 42.1 | 45 | 1.5 | 72 |
| Desert View Highlands | 20.1 | 48 | 53.1 | 71 | 0.0 | 122 |
| ♦ Diamond Bar | 14.5 | 26 | 35.8 | 27 | 5.0 | 35 |
| ♦ Downey | 22.1 | 58 | 51.4 | 65 | 1.0 | 82 |
| ♦ Duarte | 25.1 | 70 | 48.0 | 62 | 90.5 | 5 |
| East Compton | 29.0 | 107 | 89.6 | 126 | 0.7 | 94 |
| East La Mirada | 21.8 | 54 | 41.2 | 42 | 0.0 | 122 |
| East Los Angeles | 31.9 | 121 | 81.6 | 117 | 0.6 | 99 |
| East San Gabriel | 13.5 * | 22 | 41.2 | 41 | 0.0 | 122 |
| ♦ El Monte | 28.0 | 100 | 75.9 | 112 | 0.5 | 108 |
| ♦ El Segundo | 12.6 | 18 | 29.3 | 14 | 5.7 | 31 |
| Florence-Graham | 32.0 | 122 | 94.6 | 128 | 1.2 | 76 |
| ♦ Gardena | 27.6 | 92 | 52.5 | 68 | 0.9 | 85 |
| ♦ Glendale | 17.6 | 35 | 49.5 | 63 | 21.7 | 15 |
| ♦ Glendora | 15.6 | 32 | 37.5 | 34 | 72.2 | 7 |
| Hacienda Heights | 20.2 | 49 | 42.7 | 47 | 6.5 | 30 |

[†]Childhood Obesity is defined as having a gender-specific BMI-for-age ≥ 95th percentile; ♦ Indicates incorporated city.

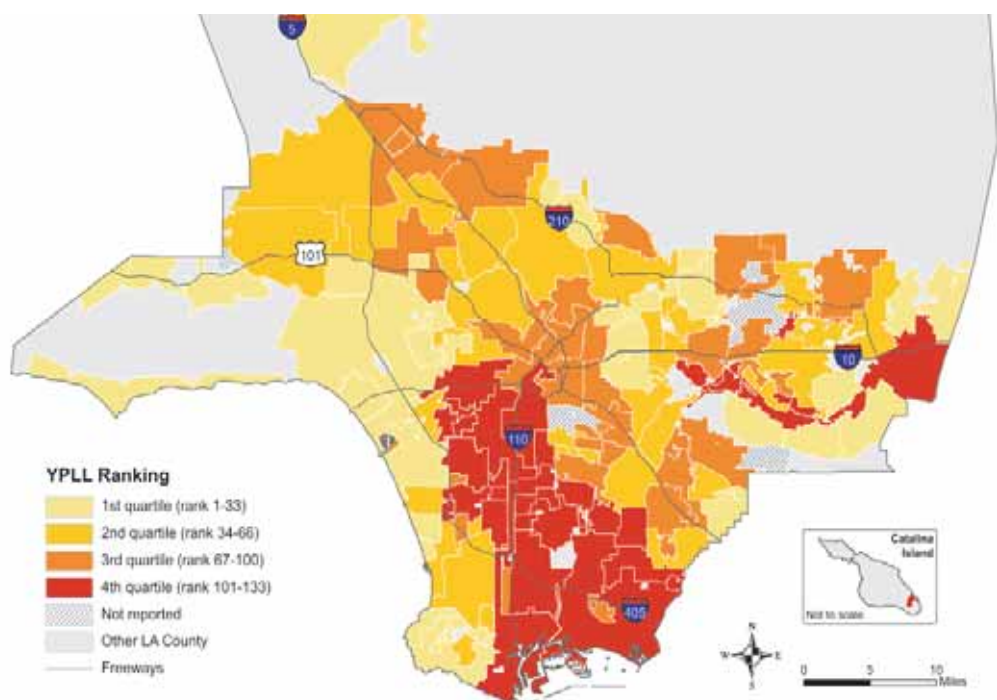
* Interpret with caution: estimate is based on a student group size of less than 500; ** Park Area per Capita ranked among 127

1st quartile (1st to 32nd) 2nd quartile (33rd to 64th) 3rd quartile (65th to 96th) 4th quartile (97th to 128th)**

VIII. ECONOMIC HARDSHIP



IX. YEARS OF POTENTIAL LIFE LOST



X. PREMATURE
MORTALITY IN LOS
ANGELES COUNTY

Table 1: Premature Mortality from Heart Disease and Stroke, and Economic Hardship by City and Community, Los Angeles County

| City or Community | Heart Disease & Stroke (2000-2002) | | Economic Hardship (2000) | |
|------------------------------------|--|---|-----------------------------|---|
| | Years of potential life lost per 100,000 population per year | Rank 1=lowest loss 133=highest loss | Index (1-100) | Rank 1=least burden 133=most burden |
| Los Angeles County, Overall | 1,183 | N/A | N/A | N/A |
| ◆ Agoura Hills | 664 | 20 | 28.6 | 11 |
| ◆ Alhambra | 736 | 22 | 50.9 | 67 |
| ◆ Alondra Park | 1,151 | 66 | 57.0 | 82 |
| ◆ Altadena | 1,241 | 84 | 41.0 | 41 |
| ◆ Arcadia | 638 | 18 | 37.8 | 35 |
| ◆ Artesia | 1,322 | 93 | 53.4 | 74 |
| ◆ Avalon | 1,799 | 118 | 45.5 | 58 |
| ◆ Avocado Heights | 1,400 | 104 | 59.0 | 86 |
| ◆ Azusa | 1,082 | 58 | 61.0 | 90 |
| ◆ Baldwin Park | 1,278 | 88 | 71.3 | 108 |
| ◆ Bell | 1,158 | 70 | 80.1 | 120 |
| ◆ Bellflower | 1,764 | 115 | 56.0 | 81 |
| ◆ Bell Gardens | 1,219 | 80 | 87.9 | 130 |
| ◆ Beverly Hills | 406 | 7 | 31.3 | 20 |
| ◆ Burbank | 894 | 41 | 41.5 | 47 |

◆ = 1st quartile (rank 1-33) ◆ = 2nd quartile (rank 34-66) ◆ = 3rd quartile (rank 67-100) ◆ = 4th quartile (rank 101-133)

| City or Community | Heart Disease & Stroke (2000-2002) | | Economic Hardship (2000) | |
|-------------------------|--|---|-----------------------------|---|
| | Years of potential life lost per 100,000 population per year | Rank 1=lowest loss 133=highest loss | Index (1-100) | Rank 1=least burden 133=most burden |
| ◆ Calabasas | 418 | 8 | 26.8 | 9 |
| ◆ Carson | 1,475 | 108 | 52.0 | 69 |
| ◆ Cerritos | 998 | 51 | 34.3 | 24 |
| ◆ Charter Oak | 1,307 | 90 | 40.8 | 40 |
| ◆ Citrus | 1,165 | 71 | 55.4 | 77 |
| ◆ Claremont | 754 | 27 | 38.0 | 36 |
| ◆ Commerce | 1,228 | 83 | 76.3 | 117 |
| ◆ Compton | 2,620 | 129 | 79.6 | 119 |
| ◆ Covina | 1,068 | 55 | 44.5 | 53 |
| ◆ Cudahy | 1,143 | 65 | 84.9 | 128 |
| ◆ Culver City | 963 | 47 | 37.1 | 33 |
| ◆ Del Aire | 1,452 | 107 | 42.1 | 48 |
| ◆ Diamond Bar | 575 | 15 | 35.8 | 28 |
| ◆ Downey | 1,133 | 63 | 51.4 | 68 |
| ◆ Duarte | 1,324 | 94 | 48.0 | 65 |
| ◆ East Compton | 1,913 | 122 | 89.6 | 131 |
| ◆ East La Mirada | 748 | 25 | 41.2 | 45 |
| ◆ East Los Angeles | 1,311 | 91 | 81.6 | 122 |
| ◆ East Pasadena | 528 | 14 | 41.0 | 42 |
| ◆ East San Gabriel | 945 | 46 | 41.2 | 44 |
| ◆ El Monte | 1,349 | 98 | 75.9 | 116 |
| ◆ El Segundo | 869 | 36 | 29.3 | 15 |
| ◆ Florence-Graham | 1,767 | 116 | 94.6 | 133 |
| ◆ Gardena | 1,424 | 106 | 52.5 | 71 |
| ◆ Glendale | 889 | 40 | 49.5 | 66 |
| ◆ Glendora | 1,307 | 89 | 37.5 | 34 |
| ◆ Hacienda Heights | 826 | 33 | 42.7 | 50 |
| ◆ Hawaiian Gardens | 1,883 | 121 | 73.1 | 111 |
| ◆ Hawthorne | 2,005 | 124 | 61.7 | 91 |
| ◆ Hermosa Beach | 386 | 5 | 16.6 | 1 |
| ◆ Huntington Park | 1,081 | 57 | 83.4 | 127 |
| ◆ Industry | 5,482 | 133 | 70.1 | 106 |
| ◆ Inglewood | 1,815 | 119 | 63.2 | 93 |
| ◆ La Canada Flintridge | 372 | 4 | 30.9 | 19 |
| ◆ La Crescenta-Montrose | 714 | 21 | 34.8 | 26 |
| ◆ La Mirada | 817 | 32 | 40.6 | 39 |
| ◆ La Puente | 1,046 | 54 | 68.8 | 104 |
| ◆ La Verne | 806 | 30 | 35.9 | 29 |
| ◆ Ladera Heights | 1,558 | 109 | 29.0 | 12 |
| ◆ Lake Los Angeles | 1,635 | 112 | 65.7 | 95 |
| ◆ Lakewood | 1,421 | 105 | 41.1 | 43 |