

REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: March 3, 2022

TO: Honorable Members of the Homeless and Poverty Committee

FROM: Sharon M. Tso *KEY for*
Chief Legislative Analyst

Council File No. 20-1552
Assignment No. 21-03-0179

Purchasing Properties in the SR-710 Corridor for Affordable/Homeless Housing

SUMMARY

On March 3, 2021, Council adopted Motion (de Leon-Martinez, C.F. 20-1552) which directed the Chief Legislative Analyst (CLA), Los Angeles Housing Department (LAHD), Housing Authority of the City of Los Angeles (HACLA), and the Department of Recreation and Parks (RAP) to develop a financing and acquisition plan to purchase property in the El Sereno neighborhood from the California Department of Transportation (Caltrans) along the proposed State Route 710 corridor extension. It is expected that Caltrans will sell approximately 261 occupied and vacant parcels. HACLA is planning to purchase approximately 40 of these parcels (both occupied and vacant) for its own affordable housing program.

Our Office recommends that the City enter into an agreement with HACLA to allow HACLA to purchase the balance of the vacant properties (approximately 77 parcels) on behalf of 1) LAHD, who will develop mixed-use affordable housing; 2) RAP, who will expand/develop new park space; and 3) affordable housing nonprofit providers, who will be selected to receive parcels from a procurement process to be managed by HACLA.

While the Council has already set aside \$2.5 million to fund the acquisition of these properties, this amount may not be adequate to acquire and secure all of the properties and our Office continues to search for additional funding. Our Office additionally recommends the allocation of \$360,000 from the Council District 14 General City Purposes account, as offered by the Council District, to support a homeless housing initiative in several Caltrans homes currently leased by HACLA. Should HACLA be able to purchase all of the homes in the 710 corridor, approximately 169 units of affordable housing could be created.

RECOMMENDATIONS

That the City Council:

1. Authorize the Controller to transfer/appropriate \$2,000,000 in the "Acquisition of 710 Surplus Properties" Line Item in the Unappropriated Balance Fund No. 100/58 to Fund 44G - Affordable Housing Trust Fund, Account 43VB87 - 710 Surplus Properties.

2. Authorize the Controller to transfer \$360,000 from GCP Fund No. 100/56, Account 000987 to the Housing Authority of the City of Los Angeles (HACLA), for the HACLA/PATH 710 homeless assistance program.
3. Authorize the Los Angeles Housing Department (LAHD) to negotiate and execute a Professional Services and Asset Management Agreement between LAHD, the Department of Recreation and Parks (RAP), and HACLA to facilitate HACLA's purchase of State Route 710 properties on behalf of the City, subject to City Attorney review and approval as to form.
4. Direct LAHD, RAP, HACLA, the Planning Department, and all other involved departments to use the 710 Corridor/El Sereno Neighborhood Vision Project as a guide toward the acquisition and development of the 710 Corridor properties.
5. Authorize LAHD to release a procurement to select operators/development partners for the 710 Corridor properties transferred to LAHD and return to Council with recommended partners for approval.
6. Authorize the Chief Legislative Analyst to make any technical corrections or clarifications to this report as necessary to implement the intent of the Council's actions.

FISCAL IMPACT

There is no impact on the General Fund. The \$2 million recommended to be appropriated from the Unappropriated Balance has already been set aside for this purpose; the \$360,000 in General City Purposes is discretionary funding approved by the 14th Council District; finally, the \$500,000 in CDBG was already approved by the Council as part of the Consolidated Plan.

BACKGROUND

From the 1960s to the 1990s, Caltrans purchased several hundred single and multifamily properties in El Sereno, South Pasadena, and Pasadena for their eventual demolition to make way for the connection of the 710 Freeway (710) to the 210 Freeway. As the debate for extending the 710 expanded from a few years into decades, Caltrans became a de facto long-term landlord to hundreds of tenants of these properties. Due to community opposition, the plan to extend the 710 was canceled in 2018 and Caltrans is now in the process of selling all of the properties it had acquired. Today, the properties owned by Caltrans are a mix of tenant occupied dwellings, vacant homes, and vacant land.

SB 51 (Durazo) was enacted into law in July 2021 and lays out the order by which properties located in El Sereno will be sold. As shown below, the legislation favors current occupants that meet affordability requirements:

SB 51 Order of Sale

1. Single Family Occupant of 2+ years up to 120% of Area Median Income (Affordable Price)
2. Single Family Occupant of 5+ years up to 150% of Area Median Income (Affordable Price)
3. Present Tenant in Good Standing of 5+ Years (Fair Market Value)
4. Historic Home -- City of Los Angeles or Nonprofit (Reasonable Price)
5. Public or Private Housing Related Entity (City of Los Angeles competes with others) (Original Acquisition Price)
6. Present Tenant in Good Standing (no required occupancy term) (Fair Market Value)
7. Former Tenant in Good Standing (Fair Market Value)
8. Auction (Fair Market Value)

Caltrans will sell the properties at various prices depending on the buyer. The City would have the opportunity to purchase a property under category #4 if the home is listed on the California Register of Historical Resources or National Register of Historic Places. SB 51 restricts properties purchased under this category for public and community access, therefore purchasing under this category is not advisable as housing is not an approved use. The City would next be able to purchase properties under category #5, as the City is defined as a public "Housing Related Entity." Under this category, the City would be permitted to purchase properties at their original acquisition price.

As Caltrans purchased properties from the 1960s to 1990s, many of the properties were acquired for less than \$50,000. Note that both public and private Housing Related Entities may purchase under category #5 and the City does not have priority in this category. As a result, the City may be competing against a variety of organizations for these properties. Properties sold to Housing Related Entities will have a 55-year guarantee that the homes will remain as affordable rentals or a 45-year guarantee the homes will be resold as owner-occupied affordable housing.

NEIGHBORHOOD VISION STUDY

Between February and April 2021, a project team comprised of Gruen Associates, Los Angeles Neighborhood Initiative (LANI), and David Roberts & Associates engaged the El Sereno community in an effort to develop a community consensus that would guide the disposition of these properties. A Project Steering Committee of local community stakeholders advised the project team to ensure a local voice throughout the process. The project team used numerous outreach strategies, including an online community survey that was promoted with both digital and physical mailers; four meetings with the Steering Committee; and two open community

meetings. The result of this effort was the 710 Corridor/El Sereno Neighborhood Vision Project report (Vision Study). The complete study is attached to this report as Attachment A.

Out of 261 parcels in the study area, 184 parcels are occupied and are not recommended for purchase so as not to compete with current tenants who may wish to purchase their homes. The remaining 77 parcels include 76 parcels with no current long-term tenants and one vacant parcel currently leased for parking.

Character of the Study Area

Caltrans-owned parcels in El Sereno are generally smaller in size, distributed throughout the 710 corridor, and not concentrated in a manner that would permit larger developments. The neighborhood comprises primarily one-story, single-family residences. Several multi-family properties exist, consisting of duplexes and triplexes. The lots have generally consistent setbacks from the street, parkways and continuous sidewalks, and mature trees present in both front and rear yards. The homes are of a variety of architectural styles, with narrow driveways. Most parking is done on the driveways or on the street. While the study did not include detailed property inspections to assess the condition of the homes, the project team reports that most of the structures could be rehabilitated to permit occupancy with a limited need for demolition of existing residences.

The entire corridor has a current zoning of Public Facility (PF). As the PF zone does not allow for Accessory Dwelling Units (ADUs), a zoning change to an appropriate residential zoning must take place to reflect the intended long-term use of the parcels. Once the zoning is changed, State law allows the addition of an ADU to any residential parcel “by right” without the requirement for any approvals other than building permits. Smaller Junior ADUs can also be added, however, they must be physically attached to the primary residence. The study reports that most of the parcels are not large enough for both the ADU and the Junior ADU to be added but in certain parcels both appear to be viable.

Study Findings

The study makes several recommendations regarding housing, open space, and streetscape improvements:

- ◆ Housing
 - Single Family - creates approximately 48 affordable units.
 - Increase the amount of affordable housing while preserving the character of the neighborhood.
 - Retain the existing single-family dwellings and rehabilitate them as needed.
 - Add ADUs and Junior ADUs where possible.
 - Certain parcels which do not appear to be conducive to adding ADUs or Junior ADUs are proposed to be set aside for further sale to first time home owners.
 - Multifamily - creates approximately 121 affordable units.

- Parcels that front the larger thoroughfares of Valley Boulevard and Huntington Drive are candidates for larger mixed-use housing developments.
- Open Space/Parks
 - The neighborhood does not have adequate open space and parks to support the residents.
 - Identifying a few parcels that can be developed into new pocket parks distributed throughout the corridor will benefit the neighborhood.
 - There are parcels adjacent to and across from the existing El Sereno Community Playground which could allow for a sizable expansion of the park and the addition of other community amenities such as a community center, cafe, and other amenities.
 - Note: open space parcels would need to be acquired at fair market value.
- Streetscape
 - Improvements can tie together the neighborhood and make for a more pleasant and safe pedestrian experience, and can be implemented independently from any Caltrans property acquisitions:
 - Street trees
 - Sidewalk repairs
 - New ADA standard curb ramps
 - Enhanced crosswalks
 - Planted islands at select intersections to slow down traffic
 - Pedestrian scale street lighting

HACLA EFFORTS

In March 2020, thirteen households (calling themselves “Reclaimers”) occupied vacant single family homes owned by Caltrans in the El Sereno area. In June 2020, HACLA and Caltrans entered into a Master Lease Agreement to improve operations for a small portfolio of 26 properties in El Sereno that included these units. A small pilot program was then designed to provide safe and secure transitional housing that would assist families impacted by COVID-19 to safely transition from homeless to housed, making a final transition into permanent housing within two years. HACLA partnered with People Assisting the Homeless (PATH) to provide supportive services to the participants in this small scale housing program.

PATH provides program participants with individual case management and housing navigation services. Seventeen families entered into Participant Temporary User Agreements designed to assist families in obtaining comprehensive social service programs, including substance abuse counseling, self-improvement education, employment and training assistance services, independent skills development, and housing navigation that ultimately secures permanent housing. Each family is assessed by PATH for the types of services needed, and PATH develops a unique plan to address each participant’s needs.

From August 2020 to December 2021, the program has cost approximately \$184,000. HACLA estimates that costs from January 2022 through July 2023 will be approximately \$176,000, for a total of approximately \$360,000. As HACLA has not identified a source of funding, CD 14 has asked our Office to include a recommendation to use its 2021-22 General City Purposes Neighborhood Service Enhancements account to fund this program.

ACQUISITION PROCESS

Caltrans plans first to offer unoccupied properties for sale. Occupied properties will be offered at a later date. The sales process officially begins with the release of a Notice of Solicitation. A sales transaction may take up to a year or longer to close escrow, which includes time for Caltrans to seek the required approval of the sale from the California Transportation Commission. The City, including LAHD and RAP, will partner with HACLA to attempt to purchase as many properties located in the City as possible, and to include properties at fair market value for open space use. Caltrans will allow HACLA to purchase multiple properties under one Purchase and Sale Agreement. The framework below describes how the City and HACLA will work together to execute this acquisition plan. HACLA is planning to purchase approximately 40 vacant and occupied single family homes with their own funding and will own and operate them for the purpose of providing affordable housing. HACLA will also purchase the balance of the 77 vacant properties and transfer title to the following entities:

1. LAHD, who will develop mixed-use affordable housing on two large parcels on Valley Boulevard and Huntington Drive;
2. RAP, who will expand/develop new park space;
3. Affordable housing nonprofit providers, who will be selected to receive parcels for affordable/homeless housing from a procurement process to be managed by HACLA.

The City will provide all necessary funding for HACLA to acquire properties on behalf of the City and manage the procurement process to select nonprofit partner(s). The partner(s) would conduct the necessary rehabilitation/construction of ADUs, with an option for the City to provide funding to assist this effort. Ultimately, the homes would be available for both the formerly homeless and low/very low/moderate-income tenants, including several homes sold at an affordable price to first time home buyers. For the larger land parcels, LAHD would select an affordable housing developer to long-term ground lease the property and construct affordable housing.

The estimated cost to purchase all of the parcels at their original purchase price is approximately \$2 million. This cost estimate does not include third party due diligence costs associated with the purchase. Council has already set-aside \$2 million in the Unappropriated Balance (UB) and approved \$500,000 in Community Development Block Grant (CDBG) funding for a total of \$2.5 million for acquisition of the 710 surplus properties. Our office recommends appropriating the \$2 million from the UB so these funds will be available to fund the purchase. The CDBG funding was already approved by Council and no further action is required.

The Vision Study proposes converting two purchased parcels into pocket parks and the expansion of the existing El Sereno Arroyo Playground. As described above, park parcels must

be purchased at fair market value. Our Office is working with RAP to identify funding for the acquisition and construction of these new park facilities. Such funding options include Measure A, Proposition K, and Quimby fees.

Framework

The following framework will govern HACLA's purchase of the 710 properties on behalf of the City¹:

- The City will provide HACLA with all necessary funding to purchase the properties and hold and secure them until title is transferred to the City or a nonprofit to be selected by HACLA at the City's expense. These include vacant single family homes and vacant land.
- For properties used as housing, the City will record a 55- or 45-year covenant on the property depending on the ultimate use (rental vs. purchase).
- The City will cover all costs associated with the escrow process.

Responsibilities

HACLA: Prepare application to the State on behalf of itself and the City, negotiate the purchase agreement with the State and any unique terms, use third party consultants to conduct any and all due diligence requested or required, review title reports and complete ALTA surveys as necessary, lead CEQA and work with LAHD on any NEPA requirements (depends on source of funds used by the City for any part of this process), purchase property, temporarily hold and secure property, and transfer property to LAHD, RAP, and nonprofit partners.

LAHD: Procure development partners, record a 55- or 45-year covenant on the properties, depending on the ultimate use.

RAP: Develop/maintain new/existing park land.


Clay McCarter
Analyst

Attachment: A. 710 Corridor/El Sereno Neighborhood Vision Project.

¹ Does not include the approximately 40 homes HACLA will purchase for its own use.

710 CORRIDOR/ EL SERENO NEIGHBORHOOD VISION PROJECT

December 3, 2021



Los Angeles
Neighborhood
Initiative

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

710 CORRIDOR/ EL SERENO NEIGHBORHOOD VISION PROJECT

ACKNOWLEDGMENTS

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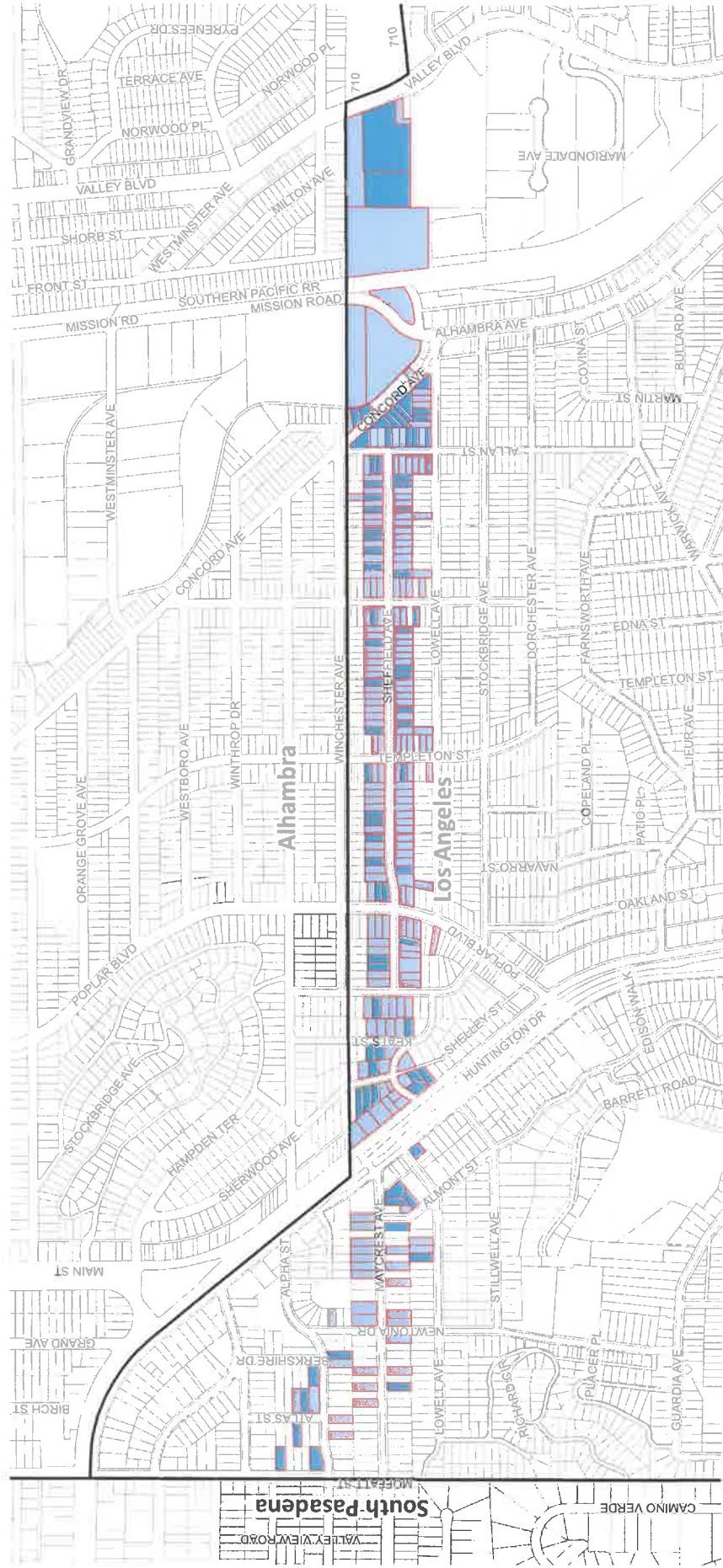


Figure 1: Map of Caltrans-owned Properties and Study Area
Source: Gruen Associates

- City Boundaries
- Caltrans-owned Parcels Not in Study Area
- Caltrans-owned Parcels in Study Area (76 parcels with no current long-term tenants and 1 parcel leased for parking)



Kevin de León

Councilmember, Fourteenth District

May 14, 2021

Dear El Sereno Community:

After nearly six decades of contentious debate, the plan to extend the 710 Freeway was permanently laid to rest in 2018. Today, the community of El Sereno is presented with a unique opportunity as Caltrans is preparing to sell hundreds of properties along a 1.75 mile stretch of El Sereno.

As Councilmember of Los Angeles' District 14, I recognize the exciting possibility of avoiding a piecemeal development approach in favor of a comprehensive plan that will provide an integrated and innovative neighborhood vision responsive to the community's needs and desires.

This Vision Plan concentrates a focus on vacant properties, including vacant lots and homes currently unoccupied by Caltrans tenants. My office has tasked the Los Angeles Neighborhood Initiative (LANI) and Gruen Associates to prepare a Neighborhood Vision Project for the El Sereno community in conjunction with community engagement.

To ensure community representation, I selected seven members of the community to be part of a Steering Committee and to serve in an advisory role. The members are a diverse group of stakeholders who have been involved in this effort for a considerable time.

I wish to express my thanks to all members of the public who participated in our two open community meetings and in our survey from which we received valuable feedback. I am optimistic that SB51 will facilitate this process to solve decades of long-term problems around affordable housing and will spur new affordable housing opportunities, new homeownership opportunities, and much-needed open space, all while maintaining the character and integrity of the El Sereno community.

I look forward to the continued progress surrounding this legislation and extend my enthusiastic support.

Sincerely,
Kevin de León

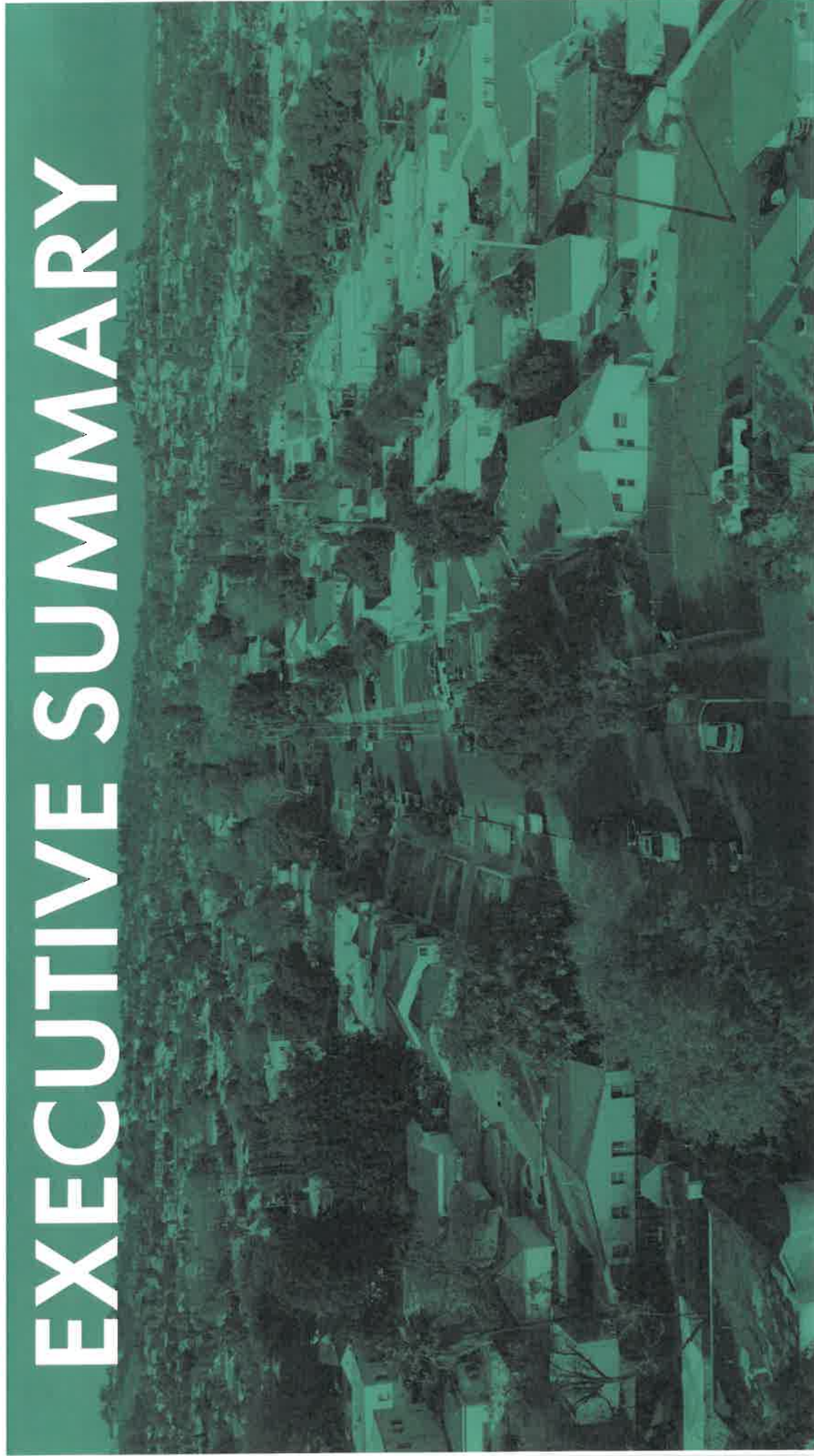
Los Angeles City Council



Source: CD-14

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A EXECUTIVE SUMMARY



A.1 EXECUTIVE SUMMARY

OVERVIEW

After six decades of debate, plans to extend the 710 Freeway were officially terminated in 2018 with Caltrans' certification of the final environmental impact report on the freeway gap and subsequent 2019 legislation that prevents the freeway extension. This presents a unique opportunity for the community of El Sereno to regain control over neighborhoods that have been in effective limbo during this protracted debate. Further legislation is pending that would impact how Caltrans will divest the agency of the hundreds of properties they own along this corridor. Focused on the properties in his Council District in El Sereno, Councilmember Kevin De León commissioned a study of these properties in order to develop a comprehensive plan that will provide an integrated and innovative neighborhood vision for El Sereno that is responsive to community needs and desires.

The pending legislation, Senate Bill 51 (SB 51), would provide opportunities for the sale of houses with long-term tenants, which is the case for approximately 2/3 of the properties owned by Caltrans in El Sereno. The study commissioned by Councilmember De León focused on the other 1/3 of properties, those that do not have long-term tenants. The duration of the study was driven by the timing of the pending legislation to allow findings from the study to help inform and influence the final senate bill.

OUTREACH

Between February and mid-April 2021, the Project Team—comprised of David Roberts & Associates, Los Angeles Neighborhood Initiative (LANI), and Gruen Associates—engaged the El Sereno community in an effort to develop a community consensus that would help guide the disposition of these properties. A Project Steering Committee, comprised of a diverse group of local community stakeholders, was convened to act as advisors to the team. Outreach efforts included an online community survey that was promoted with both digital and physical mailers, four meetings with the Steering Committee and a pair of open community meetings.

Through this engagement, an urban strategy was developed for these Caltrans properties that is compatible with the existing neighborhood character while ensuring that their future use is shaped by a cohesive community vision that addresses the challenges of housing affordability and enhances the quality of life in El Sereno.

The messaging to the community highlighted the fact that the way the community can control what happens in the neighborhood was through this type of engagement. It was also noted that the ideas generated through the vision plan would all undergo further community engagement efforts and that this visioning process represents just the start of that process.

All of the proposals contained in this report represent the start of an outreach process that will continue, with community involvement at each step, as the corridor is developed.

OBSERVATIONS

The analysis of the parcels in the study area revealed that they are generally smaller in size, distributed throughout the corridor, and not concentrated in a manner that would lend itself to larger developments. This is key to maintaining the character of the neighborhood, which is comprised of primarily one-story, single-family residences. Several multi-family properties exist currently in this corridor but are primarily duplexes and triplexes that fit within the massing of the single-family residences. The lots have generally consistent setbacks from the street, parkways and continuous sidewalks, with mature trees present in both front and rear yards. Outside of occasional mature trees, most backyards have limited vegetation. The housing styles are architecturally eclectic and this is a key part of what defines this neighborhood's character. Driveways are narrow, making vehicular access to garages in the rear of the properties challenging, especially with larger vehicles, resulting in most parking being done in driveways or on the street.

While this study did not include detailed property surveys to assess the condition of the existing structures, it appears that most of the structures could be rehabilitated or renovated to permit occupancy with limited need for demolition of existing residences.

A.1 EXECUTIVE SUMMARY (CONT.)

RECOMMENDATIONS

For the non-commercial properties in the study area, the findings of the study are that the City of Los Angeles should procure all of the available Caltrans properties for the purposes of assuring that they are used to increase affordable housing opportunities, open space, and other community amenities in the neighborhood.

Housing

With a goal of increasing the amount of available affordable housing while preserving the character of the neighborhood, the study focused on retaining the existing single-family dwellings, renovating or rehabilitating them as needed, and adding additional rental units in the form of Accessory Dwelling Units (ADUs). ADUs are complete stand-alone residential units. Although the entire corridor has a current zoning of Public Facility (PF), a zoning change to an appropriate residential zoning, should take place to reflect the use of the parcels. State law allows the addition of an ADU to any residential parcel "by right" without the need for any special approvals other than building permits. It also permits a slightly smaller Junior ADU although there are limitations on the size of the Junior ADUs and they must be physically attached to the primary residence. Most of the study area parcels are not large enough for both the ADU and the Junior ADU to be added but in certain parcels they appear to be viable. Certain parcels which do not appear to be conducive to adding ADUs or Junior ADUs are proposed to be set aside for further sale by the City to first time home owners. Collectively, this approach results in an increase in affordable dwelling units of approximately 48 units in the study area.

In addition, there are Caltrans-owned properties that front the larger thoroughfares of Valley Boulevard and Huntington Drive which are candidates for larger projects with a greater number of affordable rental units due to their proximity to existing larger buildings and non-residential uses. These projects collectively could add approximately 121 housing units to the area as well as ground floor retail space along Huntington Drive.

Open Space and Parks

While affordable housing is the main priority, this neighborhood does not have adequate open space and parks to support the residents. This is even more critical based on the observation that most back yards are small and have limited vegetation. Identifying a few parcels which can be developed into new pocket parks which are distributed throughout the corridor will benefit the neighborhood.

Additionally, there are parcels adjacent to and across from the existing El Sereno Community Playground which could allow for a sizeable expansion of the park

and the addition of other community amenities such as a community center, cafe, and other amenities which will serve not only the residents in the study area but also in the larger community.

Streetscape

A variety of streetscape improvements that can tie together the entire area and make for a more pleasant and safe pedestrian experience are recommended and can be implemented independently from any Caltrans property actions. A range of strategies all across the corridor include adding new street trees, making sidewalk repairs, incorporating new ADA standard curb ramps, providing enhanced crosswalks, inserting planted islands at select intersections to slow down traffic, and incorporating pedestrian scale street lighting. These improvements can be performed with funding already procured by CD14 and can proceed ahead of the other proposals of this report.

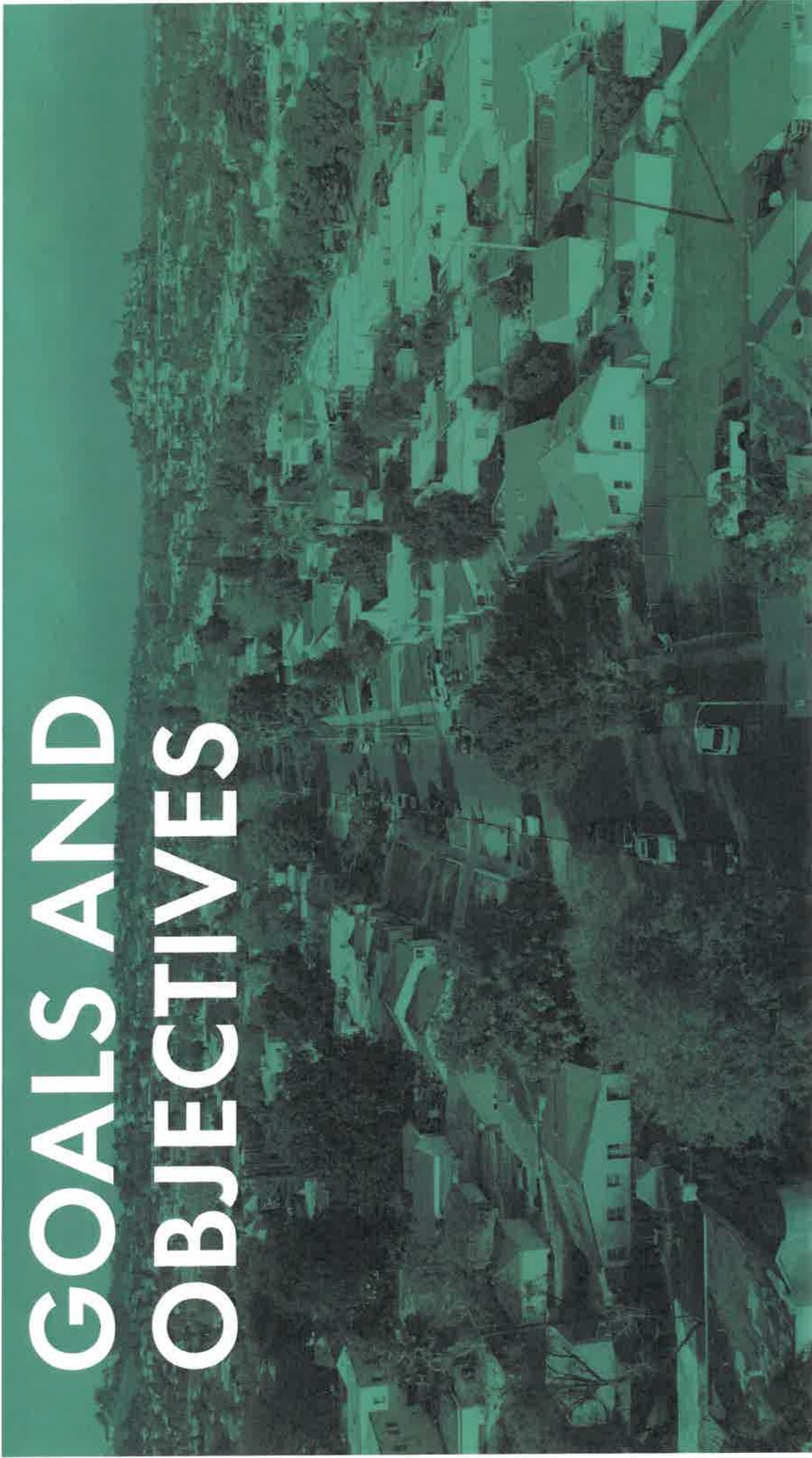
Items for Additional Study

There are certain issues which have been uncovered during the course of the study which will require further study to better understand their implications. These topics include determining how current Caltrans-owned properties will be rezoned, addressing community identified street parking concerns, and understanding how Caltrans will address multi-tenant properties which cannot be readily sold off to the long-term tenants.



B

GOALS AND OBJECTIVES



B.1 CONTEXT

DECADES OF CALTRANS

Caltrans had plans to extend the 710 Freeway from its current terminus in the City of Alhambra at the southern edge of the El Sereno neighborhood northward 4.1 miles to connect to the City of South Pasadena and the 210 Freeway. In preparation for this expansion, Caltrans acquired hundreds of parcels that would have been in the path of the freeway extension. After many years of activism from members of the affected communities in El Sereno, Los Angeles, Alhambra, South Pasadena, and Pasadena, Caltrans ceased plans for the northward freeway connection and reallocated funding and construction efforts on other transportation projects.

With the 710 freeway project formally canceled, Caltrans can not, by state law, retain ownership of the over 200 parcels within Los Angeles that Caltrans had previously acquired. As such, Caltrans must now sell these parcels. Current State law provides that existing long-term renters of these properties will be able to purchase the parcel they've come to call home for the price at which Caltrans originally obtained the property. If the tenants elect not to purchase the home or if the property has no long-term renter at time of sale, Caltrans will be able to sell the property to other interested parties including the City of Los Angeles, or at public auction. In short, the properties will be sold, one way or another, as Caltrans can no longer legally hold them.

The overall goal of this project is to direct the inevitable change that this sale will have and ensure that the route taken is shaped by community needs and input instead of the free market. Other project goals are listed to the right.

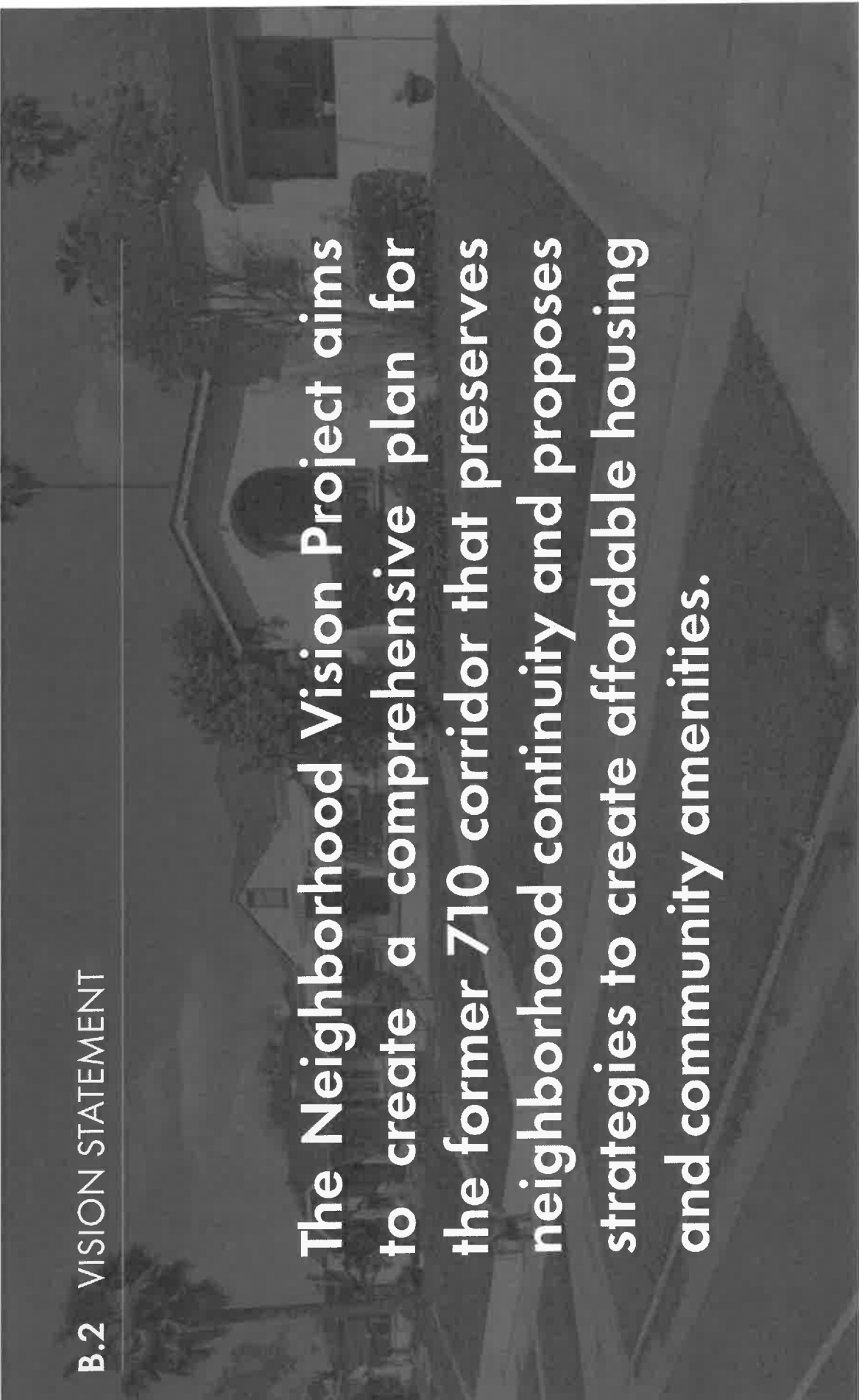
RECENT CHALLENGES

Many of the properties in the corridor have been left vacant and in disrepair during Caltrans' tenure as the entity responsible for managing the rentals of the 710 corridor parcels. These vacancies and neglect, compounded by the challenges of the COVID-19 global pandemic, have prompted instances of persons occupying unleased Caltrans properties in the corridor, which posed a challenge for both the City and Caltrans to keep the properties in good condition. The response by Caltrans and the Los Angeles Sheriff's Department, to remove these persons in November of 2020 resulted in large protests, a visible increase of security presence in the area, and a general sense of unease and uncertainty in the neighborhood. These challenges and limited previous community engagement has resulted in many residents of this area of El Sereno feeling frustrated by the lack of forward progress on neighborhood improvements.

There is currently a California Senate Bill (SB51), which has not yet been adopted, that addresses public agencies' such as Caltrans ability to dispose of their properties in El Sereno. In its current form, the legislation provides that upon disposition the properties in the 710 corridor currently zoned PF or Public Facilities be rezoned to be considered analogous to the adjacent low density residential zoning, as well as mandates the properties be used for housing. This would affect the sorts of development that are permissible. The current draft of the bill also stipulates that all properties in the corridor that have a net housing unit increase have provisions for low- or moderate-income tenancy.

PROJECT GOALS

1. Develop a **community-led vision** for the disposition of unleased Caltrans properties in El Sereno
2. Avoid piecemeal development in favor of a **comprehensive plan** which is innovative and integrated
3. Promote **robust community outreach** which leads to community consensus
4. Prepare and publicly release a cohesive **vision plan that promotes livability** and enhances the quality of life in El Sereno
5. Determine the kind of environment the **community wants** in El Sereno



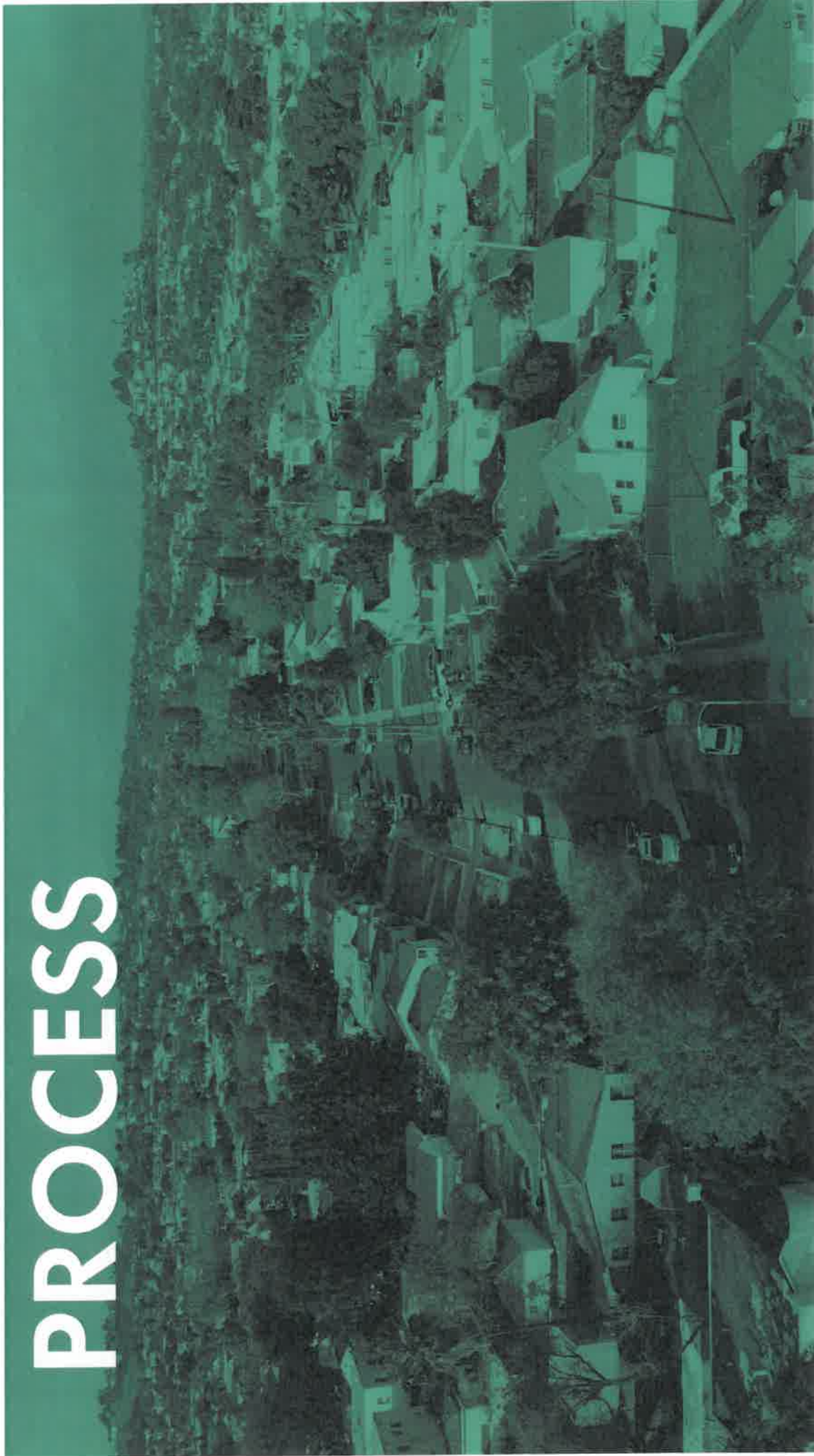
B.2 VISION STATEMENT

The Neighborhood Vision Project aims to create a comprehensive plan for the former 710 corridor that preserves neighborhood continuity and proposes strategies to create affordable housing and community amenities.

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PROCESS



C.I. OUTREACH

MAILER

The Project Team mailed out a postcard with information about the project as well as links to RSVP for upcoming outreach meetings and to the online survey. The postcard was two-sided with English on one side and Spanish translation on the reverse. Prior to the first community meeting the team mailed 315 postcards to residential addresses within project area boundary. At the first community meeting the Project Team received feedback that the postcard should be mailed to residents around the project in addition to residents within the project boundary. As a direct response to this feedback a total of 940 postcards were mailed to residential addresses within project area boundaries, as well as residential addresses located in El Sereno outside of project boundaries.

SURVEY

The Project Team circulated an online questionnaire between March 1, 2021–April 21, 2021 to obtain specific feedback about the area and residents' vision for the 710 corridor's future. The survey was advertised on the mailed postcards as well as at each community meeting and received a total of 352 responses during its circulation. Key insights from the survey have been summarized to the right.



Figure 3: Project Mailer

C.1 OUTREACH (CONT.)

STEERING COMMITTEE MEETINGS

In order to get a more in-depth picture of the needs and desires of the El Sereno community, the Project Team assembled a Steering Committee consisting of local renters (including renters of Caltrans properties) and homeowners to provide feedback on the project ideas formed in-between larger community meetings. The roles and responsibilities of the committee were as follows:

1. Serve as constituent representatives of the local community.
2. Participate in 4 Steering Committee meetings (schedule to be set by steering committee members and LANI).
3. Collaborate with the Project Team including LANI staff, Gruen Associates and Council District 14—referred to as the “Technical Advisory Committee (TAC).”
4. Work with the Technical Advisory Committee to develop a comprehensive plan that will provide an integrated and innovative neighborhood vision as Caltrans prepares to sell hundreds of properties along an approximately 1.75 mile corridor through El Sereno.
5. Engage the community to develop a visual urban strategy for the re-use of these Caltrans properties which is compatible and complementary to existing neighborhood land uses.
6. Be responsive to the community’s needs and desires.
7. Participate in 2 public meetings to provide information to and obtain input from the community at large on the proposed plan.

The Project Team and the Steering Committee met four times to discuss the project, once at the start of the project, before and after the two public community meetings. The committee provided valuable feedback that helped formulate the final project proposal and which mirrored feedback received from the community at-large.

COMMUNITY MEETINGS

The Project Team led two public community meetings to discuss the development of the project proposals with the community of El Sereno at large. The first meeting was held on March 16, 2021 and had approximately 113 attendees. The second meeting was held on April 14, 2021 and had approximately 75 attendees. Both meetings were conducted virtually and were structured to begin with opening comments by councilman Kevin De León, followed by a presentation by the Project Team with a question-and-answer portion at the end.

In response to feedback received at the first community meeting, more time was devoted in the second meeting to the question-and-answer portion and attendees were given the opportunity to speak their questions aloud in addition to using the chatbox function.

Despite the challenges and frustrations of virtual meetings valuable feedback was gathered from the community at each meeting and folded into the team’s thinking on the urban strategy for the 710 corridor properties.

C.1 OUTREACH (CONT.)

SUMMARY OF FEEDBACK RECEIVED

The Project Team heard many different viewpoints at both the steering committee and public community meetings. In general, the feedback about the project was as follows:

Density

- Should be guided by what is "Appropriate for 'El Sereno' neighborhood character"
- Three to four units is too dense for a typical single lot
- Two units on a single lot is typically preferred.
- A single family home with accessory dwelling unit (ADU) feels appropriate for El Sereno

Housing Needs

- Maximize Homeownership opportunities
- Prioritize keeping existing tenants and residents in place
- Provide affordable rental housing
- Reservations about creating more bungalow courts due to parking concerns; prefer focus on rehabilitating existing bungalow courts and single-family dwellings with ADUs elsewhere
- "New" housing should reflect existing architectural styles in the area generally and when in El Sereno Berkshire HPOZ especially

Parking

- Most existing homes have narrow driveways, which require residents to park on the street
- Many residents don't utilize their garages or carports
- Alhambra residents (who have a residential parking district) utilize El Sereno off-street parking for their vehicles to avoid paying for their local permits.
- The idea of establishing an El Sereno Preferential Parking District as a solution was generally disliked
- Creating residential parking spaces on vacant lots could be a helpful solution for local residents

Park Expansion/Open Space

- Favorable reaction to expansion of Arroyo Secco playground
- Favorable reaction to adding a dog park as promised by the previous Councilmember
- An Alpha/Kendall pocket park would require careful design; beneficial to have more open space in Berkshire HPOZ



Figure 4: Wordclouds of Topics Discussed

Source: Gruen Associates

C.2 LOT BY LOT EVALUATION SITE VISITS

The Project Team conducted a series of site visits to the corridor in small teams. During each site visit, the team took notes regarding each property's current condition based on a visual assessment from the exterior. The team also took note of the streetscape and parking conditions along the corridor during these site visits. This helped to pinpoint unique characteristics that define the neighborhood.

The neighborhood character that covers the 710 corridor study area is representative of the typical Los Angeles urban fabric. They are low-scale, eclectic, pleasant, spacious, and while covered predominantly by single-family homes, are interspersed with duplex, triplex, bungalow courts and apartment buildings. The study area is also crissed by wide boulevards like Huntington Drive, Alhambra Avenue and Valley Boulevard that host larger commercial and industrial uses that do not match the predominantly single family neighborhood fabric.

The housing of the area has been developed in a highly eclectic mix of architectural styles, from Spanish, Tudor Revival and Storybook, to historic Craftsman homes on the North end bordering South Pasadena.

Unique to El Sereno is a consistently observed front yard setback, creating neighborhood streets that feel wide and generous. Utility lines typically are relegated to an easement at the rear of the lot, adding to the open feeling of the streetscape and allowing for many large and established trees in front yards. At the back of these same lots, side and rear yard setbacks have often been built in with detached garages, carports and other structures. This results in little room for open space and planting in the rear of many lots in the area.

There are a number of park and open space amenities that are within the 710 corridor. These include the El Sereno Arroyo Playground at Concord Ave and Alhambra Ave and the El Sereno Community Garden at Huntington Dr and Lowell Ave. The corridor is also near the schools Sierra Vista Elementary School, Plaza de la Raza and Bell Tower School.

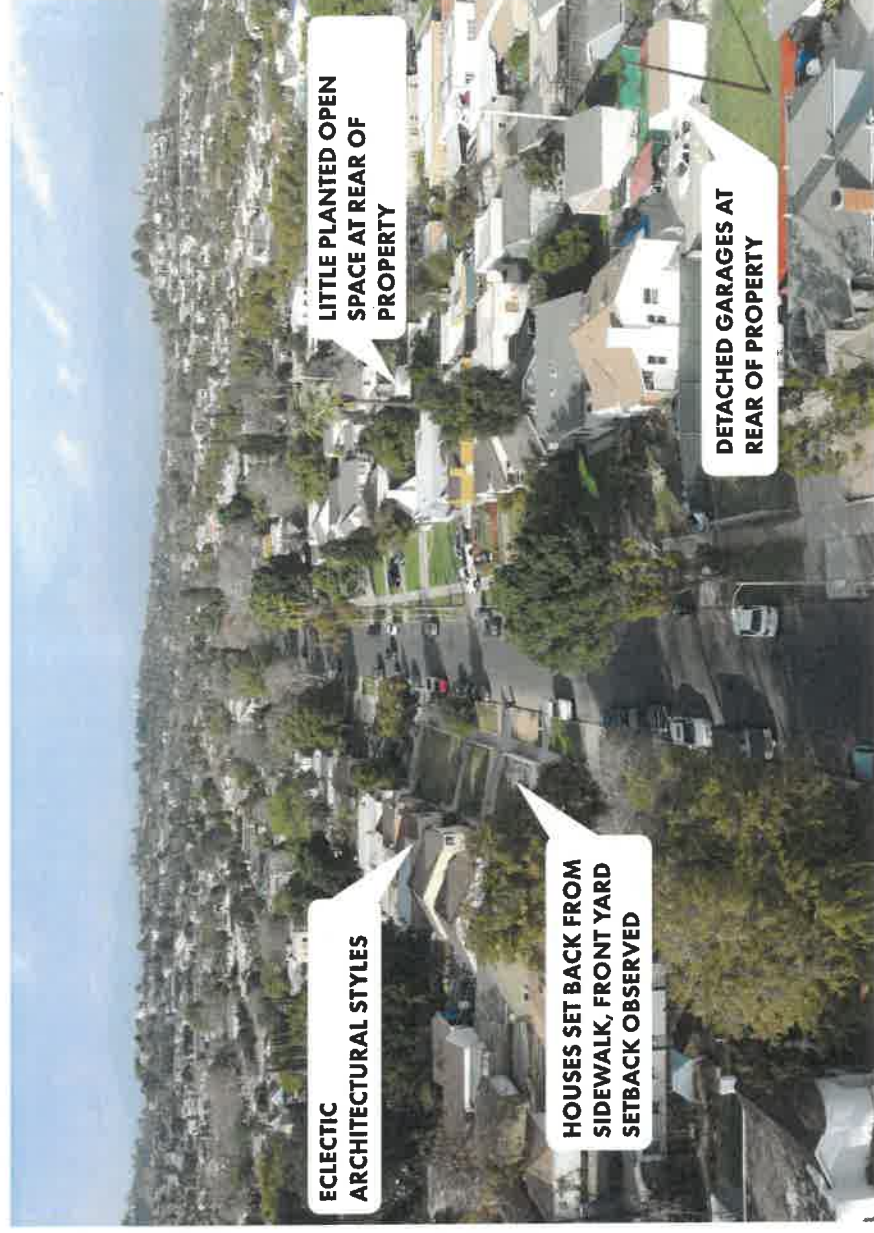
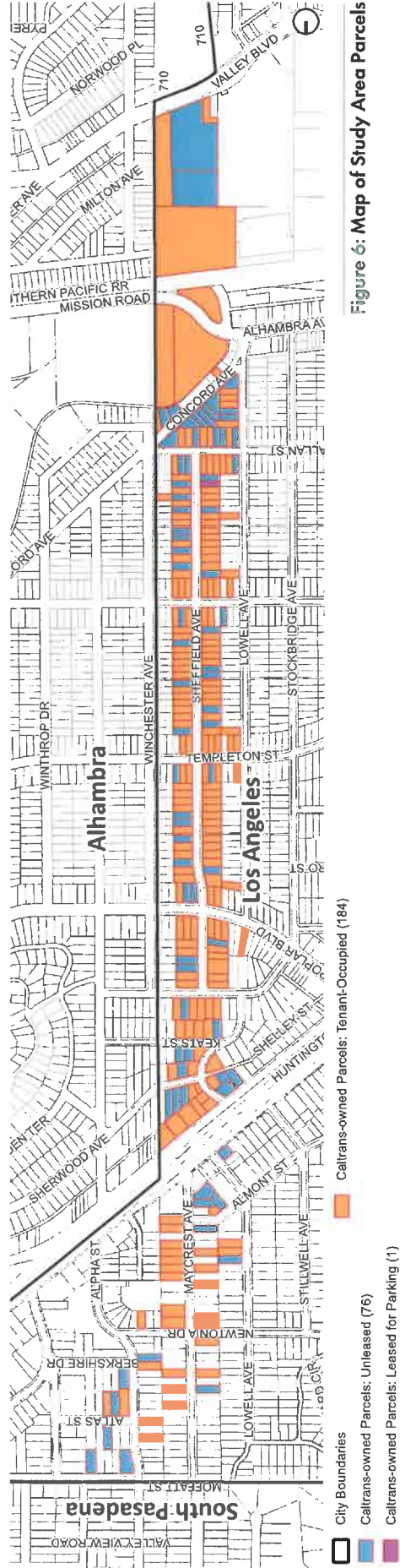


Figure 5: Typical Neighborhood Character
Source: CD-14

C.3 STUDY AREA BOUNDARIES AND ANALYSIS



The Project Team was provided a list of properties along the 710 corridor which were owned by Caltrans. The Project Team took this list and began to analyze the 261 parcels for existing conditions as well as potential for development.

With the aid of several site tours as well as a synthesis of data collected from the City of Los Angeles, the County of Los Angeles, and Caltrans, the Project Team was able to categorize these parcels according to: existing land use, existing zoning, lot size and shape, occupancy, and property condition.

With the existing conditions of the corridor established, the Project Team further refined the project study area. Of the 261 Caltrans-owned parcels in the initial study area, 184 parcels were recommended for "no action" by the City to avoid displacing current long-term tenants residing in the Caltrans-owned parcels. This was to ensure current residents not only maintain their first-right-of-refusal, but would also not face competition for the purchase of the property by the City.

The remaining 77 parcels which comprise the final study area include 76 parcels with no current long-term tenants and one vacant parcel currently leased for parking.



C.4 STREETSCAPE AND PARKING ANALYSIS

The Project Team observed the typical parking conditions of the corridor through site visits, analysis of aerial photography, and summarization of feedback from the community survey. The team observed that while most residential properties included a detached garage at the rear of the lot, most residents parked their vehicles in the driveways or along the street. In many cases this was due to the driveway being too narrow for vehicles to pass between the house and the property fence. Additionally, most households were determined to have two or more vehicles each which limits on-street parking availability on some streets in the corridor.

To assess the corridor's on-street parking capacity, the Project Team used scaled aerial imagery of a block along Sheffield Avenue as a representative sample of the residential streets in the area. The team measured the distances between driveways and other curb cuts along this block to calculate the total linear feet available for on-street parking, and then compared the lengths of uninterrupted parking areas against the typical lengths of passenger vehicles like sedans, trucks, and SUVs.

Using an average of these numbers, the team was able to determine that each typical block in the corridor could accommodate on-street parking for roughly 50-60 passenger vehicles. This number helped inform the parking strategies employed by the design approaches chosen for the parcels along the corridor.

The Project Team considered several parking strategies for the neighborhood to address concerns about parking availability. The team did preliminary research on the possibility of a parking district being instituted in the area, but has no formal recommendation on its implementation in this area in response to unfavorable feedback received from stakeholders at the community meetings.

The team also proposed a few vacant parcels in the corridor be used for neighborhood parking, but scaled this approach back to one parcel toward the southern end of the corridor, again in response to feedback received by the community.



Figure 7: Aerial of Representative Block Used in Parking Study
Source: Google Street View

C.5 REFINEMENT OF PROPOSED DESIGN APPROACHES



Figure 8: Proposed Design Approaches

Source: Gruen Associates

EXISTING USE	APPLIED DESIGN APPROACHES				
	Nonresidential	SFD	SFD + ADU	SFD + ADU + JADU	Multi-family / Mixed Use
Vacant Land	7	-	3	2	7
Single Family	3	6	29	6	5
Multi-family	-	-	-	-	8
Mixed Use	-	-	-	-	1
TOTAL PARCELS	10 parcels	6 parcels	32 parcels	8 parcels	21 parcels
					77 parcels

Source: Gruen Associates

After reviewing the existing conditions included in the

Appendix, the Project Team began to explore several potential building typologies and approaches for the study area properties. These initial approaches looked at adding additional density to most of the parcels with a mix of configurations, such as triplexes, lot consolidation to form bungalow courts, typically with 3 - 4 units per lot, and at times more.

After feedback from the first Community Meeting and additional site walks, it was determined that the typical height of existing homes, parking limitations and small lot sizes made the density proposed by these original approaches not appropriate for most of the lots in the study area.

The Project Team continued to refine various design approaches to best suit the unique conditions of the study area parcels on a lot by lot basis. This allows the final proposal to be more context-sensitive, adding new housing units where appropriate by targeting only a few select parcels for developments larger than a single family home with by right ADUs.

Through these refinements, a series of archetypical recommendations for the 77 study area parcels was created; these design approaches are discussed in more

C.5 REFINEMENT OF PROPOSED DESIGN APPROACHES (CONT.)



City Boundaries
Block Groups

detail in D.4 Proposed Design Approaches (see page 42). Over a third of the study area parcels were recommended for the addition of an accessory dwelling unit (ADU) to a parcel containing an existing single-family dwelling (SFD) that would be renovated. In certain conditions where parcel size and current structure arrangement would allow, the Project Team recommended the addition of both an ADU and a junior ADU to provide additional lower density housing units while maintaining a compatible neighborhood density. In locations where there were multiple vacant parcels along or near major streets, design approaches calling for greater than three units and/or nonresidential uses such as open space or commercial were proposed.

The names for each design approach represent the resulting number of units and unit typologies for a particular parcel after development. The approaches were broken down further to differentiate instances where a structure or unit was to be left intact or replaced, or if a new unit and/or structure were to be built. Wherever possible, the Project Team recommended keeping and renovating existing homes in lieu of demolition to reinforce and maintain the community character.

Once approaches were proposed for the 77 study area parcels, the Project Team evaluated the total of new housing units which would be added to the corridor. The team first used Assessor parcel data to estimate the total number of existing housing

The two larger study area parcels in this block group are currently vacant and do not fit the rest of the neighborhood character of the corridor, and as such have not been included in the table below.

units on the blocks which comprise the 770 corridor and determined there are an existing 631 housing units in the affected neighborhood blocks, 238 of which are on Caltrans-owned parcels.

The approaches proposed for the 77 study area parcels would result in a total of 169 additional⁽¹⁾ units. Of these 169 units:

- 71 units between Moffat Street and Alhambra Avenue (see table to the right)
- 40 units are standard ADUs and 8 are JADUs
- 23 units are a mixture of duplexes, triplexes, and townhomes located throughout the corridor
- 98 units south of Alhambra Avenue
- 98 apartment units located on the larger street Valley Boulevard

The total resulting number of units, including existing, rehabilitated/replaced, and new construction, would be 252 units across the 77 study area parcels.

(1) "Additional" units refer to the net increase in residential units taking into account existing units where present and on assumed single unit per vacant parcel.

Figure 9: Boundaries used for Existing Unit Count
Source: Gruen Associates

BLOCK GROUPS: MOFFAT TO ALHAMBRA				
Block #	Existing Units	Added Units	Percent Increase	
1	125	5	-	
2	115	3	-	
3	28	19	-	
4	81	3	-	
5	78	11	-	
6	88	9	-	
7	86	16	-	
8	30	5	-	
9	0	0	-	
TOTAL	631	71	11%	

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RECOMMENDATIONS



D.1 HOUSING

This Neighborhood Vision Study preserves existing urban fabric wherever possible, and only proposes new housing and amenities that are in keeping with the character of the surrounding context.



Typical Single Family Homes
Source: Google Street View



Bungalow Court
Source: Gruen Associates

PRESERVING CORRIDOR CHARACTER

The El Sereno community has several defining characteristics which create a strong sense of place. As discussed previously, these characteristics include:

- Eclectic architectural styles
- Houses set back from sidewalk to include a large front yard
- Detached garages at rear of property
- Little planted open space in rear of lots



HPOZ Single Family Homes
Source: Gruen Associates



Multifamily Duplex
Source: Gruen Associates

D.1 HOUSING (CONT.)



IN CHARACTER DENSITY

The Project Team does not propose changes on Caltrans owned lots that have a current tenant. These tenant-occupied properties will serve as first-time home ownership opportunities for local residents as current tenants will have first right of refusal to purchase these homes, helping to maintain neighborhood continuity.

Development would instead occur on the remaining lots in the project area which consists of the 710 corridor properties with no current tenants. These unoccupied parcels, shown colored on the map above, are peppered throughout the 710 corridor and are not often side-by-side. As a result, most any development beyond that allowed "By Right" per the zoning of the lot would deviate from the scale, makeup and character of the neighborhood.

"By Right" developments are those permitted under existing city codes and zoning limitations and as such are quicker and cheaper to build than other developments requiring discretionary zoning approvals from the City. In addition, it was made clear to the Project Team by the community, both through the Project Steering Committee and Community Meetings, that larger scale development (like that in neighboring Alhambra) was not desirable in this area. Similar sentiments were revealed by the community survey.

For the majority of the lots in the 710 corridor study area, which will be zoned for low density residential, "By Right" development permits a single-family dwelling (house) with an attached junior accessory dwelling unit (JADU) and detached accessory dwelling unit (ADU) (see page 28 for more information on accessory dwelling units). The house in this case may be, depending on the lot, a renovation of an existing house, or a new house of complementary character if the lot is currently empty or the existing house is beyond repair. While a JADU would be permitted for any of the residential lots in the study area, the Project Team has taken a balanced approach to propose the addition of just an ADU for most cases and saving the combination of an ADU and JADU for larger, less constrained residential parcels.

The result of such a development approach is a modest increase in the number of affordable housing units within the single-family dwelling portion of the 710 corridor of approximately 48 By-Right units, while ensuring that the character of the neighborhood remains fundamentally unchanged.

D.1 HOUSING (CONT.)

ACCESSORY DWELLING UNITS

The accessory dwelling unit or ADU has gotten significant attention across California and in Los Angeles. ADUs provide renters with new housing opportunities in lower-density neighborhoods without changing the neighborhood's visual character and offering homeowners the opportunity to generate income to offset the costs of home ownership.

In February 2021, the City Council adopted Councilmember de León's motion to develop pre-approved standard plans for ADUs for the public. The standard plans will be designed to be affordable to the average homeowner and easy to implement on different sites throughout the city. While an ADU of any shape and size may be built in the City, these standard plans present an opportunity for homeowners to quickly get an ADU or JADU on their property with greater ease.

When it comes to the building of ADUs on the 710 corridor study area properties in El Sereno all designs and their siting should be in line with the surrounding neighborhood character. Depending on the specific lot, this could include custom designs or designs from the City's Standard Plan program.

"Driving down the cost of building new units helps all communities increase the availability of affordable housing. Expanding our housing stock requires new ideas and new thinking. The pre-approved ADU standard plans will provide homeowners with an ADU that can be implemented at an affordable price and constructed without the red tape that often slows down housing projects."

— Councilmember Kevin de León

ACCESSORY DWELLING UNITS (ADU) ¹

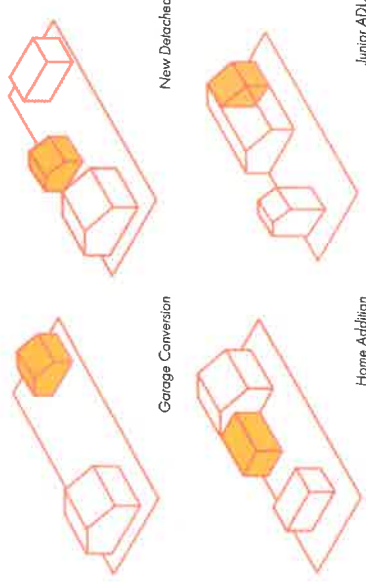
An Accessory Dwelling Unit is an attached or detached residential dwelling unit that is located on a lot with a proposed or existing primary residence, is no more than 1,200 square feet in size and that provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation on the same lot as the single-family or multifamily dwelling is or will be situated.



Example of a Typical ADU
Source: <https://www.ipbuilders.com/adu-garage-conversion/>

JUNIOR ACCESSORY DWELLING UNITS (JADU) ¹

A Junior Accessory Dwelling Unit is a unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A JADU may include separate sanitation facilities, or may share sanitation facilities with the existing structure. The JADU or single-family residence shall be owner occupied.



Common ADU Configurations
Source: <https://adulacity.org/about-adus>

¹) LA City Department of Building Services

D.1 HOUSING (CONT.)

HUNTINGTON AND VALLEY

A number of the Caltrans properties in the study area front onto the wider thoroughfares of Huntington Drive and Valley Boulevard. With the existing larger commercial, industrial and denser residential uses on these streets they provide the opportunity for development other than single-family dwellings and ADUs while remaining within the character of the area.

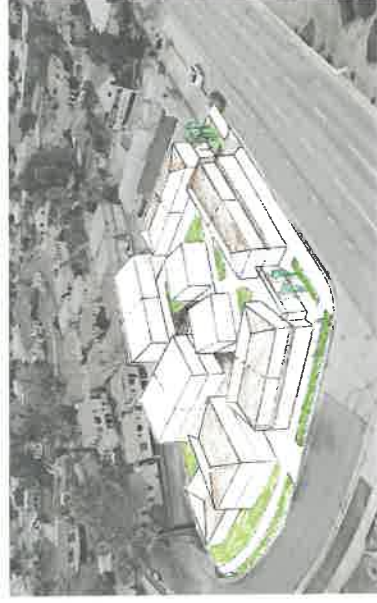
Along Huntington Drive propose combining a collection of adjacent vacant and unoccupied Caltrans properties next to the El Serena Community Garden to create mixed-use multifamily buildings. This would be in keeping with the scale of adjacent structures along Huntington Drive and the existing established multifamily structures just south of these lots on Shelley Street. The buildings would be a maximum of two stories, include parking, approximately 16 housing units, and the ground floor would have commercial spaces that could be occupied by a café, retail, or other local businesses convenient to those enjoying the neighboring community garden.

Fronting Valley Boulevard, a group of large vacant lots, directly at the end of the 710 freeway, provide an opportunity for a park and multifamily residential development larger than those in the rest of the corridor as it will not directly impact the single-family dwellings that are north of the train tracks.

This multifamily development on Valley Boulevard could provide approximately 100 units, many of which could be affordable rentals, and it would have convenient access to the new park, existing freeway, and nearby college. Buildings would be buffered from the end of the 710 freeway by the park and from the adjacent Grifols facility and recycling yard by parking and landscape areas.



Huntington Drive Site
Source: Gruen Associates



Proposed Huntington Drive Site Mixed-Use Concept Sketch

D.2 OPEN SPACE



Figure 11: Map of Existing and Proposed Open Space
Source: Gruen Associates

EXISTING OPEN SPACE

The existing parks in the corridor consist of El Sereno Community Garden and the El Sereno Arroyo Playground. The nearest park outside of the project limits is Guardia Park, located approximately 0.5 mi west of the corridor.

The El Sereno Community Garden is on 2.5 acres of L.A. Department of Transportation land, along Huntington Drive South that had been a vacant parcel and was offered up as a garden for the community. The garden is well used by nearby residents and families and also has event space for public artists to perform and work.

The El Sereno Arroyo Playground is a 1.0 acre parcel that had been vacant since the 1970s and opened to the community in 2012. Council District 14 worked with the Community to plan and design a park space that includes grassy hills, tot-lot, outdoor fitness equipment, picnic areas, paths, public art and planting.

PROPOSED OPEN SPACE

Pocket Parks

2 small-scale pocket parks are proposed for the corridor. The northernmost pocket park would be on a vacant lot at the corner of Alpha Street and Kendall Avenue within the HPOZ zone of the corridor. The second would be located on the corner of Maycrest Avenue and Almont Street.

Park Expansion

The existing El Sereno Arroyo Playground is located on the corner of Concord Avenue and Alhambra Avenue. There is a funded expansion planned adjacent to the playground and this project proposes a further expansion of the open space to create a larger neighborhood park.

D.2 OPEN SPACE (CONT.)



Source: Playscapes.com



Source: Green Associates



Source: Files.cityofportsmouth.com



Source: [landscape]theory | Woodpress.com

POCKET PARKS

A pocket park is a small outdoor space that is under an acre and most often sited in an urban area surrounded by commercial buildings or residential uses. These small or mini parks serve as a place for surrounding community members to meet friends, relax and also meet the recreational needs of neighborhood children. Pocket parks are meant to serve residents within close proximity who would primarily walk or bike to the park.

D.2 OPEN SPACE (CONT.)

PROPOSED NEIGHBORHOOD PARKS

Alpha Street Pocket Park

Shown is a conceptual plan for a neighborhood pocket park located within the project area. This plan is meant to stimulate discussion of possible ideas and facilitate decisions that could lead to an eventual design. Each pocket park site is unique and would be a community led effort to determine user needs and space restrictions. The character of the pocket parks and the elements found within them would be based on the input of the people living in the immediate vicinity.

Pocket parks by design are limited in size and so all elements should benefit a wide range of users. These design features encourage the greatest amount of use and create a space that has enough variety for many user groups. Incorporating both active and passive recreational amenities is a sure method to create a park that offers something for everyone. These amenities might be children's play structures, outdoor fitness equipment, and natural play elements. Other more passive amenities could include open turf lawn for gathering and a comfortable setting for relaxation, picnic areas, water features, native/pollinator habitat and walking paths.



Image of Alpha Street Site
Source: Google Street View



Figure 12: Alpha Street Pocket Park Concept Sketch
Source: Gruen Associates

D.2 OPEN SPACE (CONT.)

PROPOSED NEIGHBORHOOD PARKS (CONT.)

El Sereno Arroyo Playground Expansion

The El Sereno Arroyo Playground is located on the corner of Concord Avenue and Alhambra Avenue. There is a funded expansion planned adjacent to the playground that includes restrooms, additional play areas and a decomposed granite exercise loop. This project proposes a further expansion of the open space to create a larger neighborhood park and Community Center called the Concord Avenue Hub. This would include expanding the park further up the slope to incorporate more passive areas and create a natural landscape for pollinators and native habitat. Meandering paths through the planting and new seating areas would allow users to sit and enjoy a small bit of nature and a view in an area that is sorely in need of green space. A community center is proposed on the west side of Concord Avenue with new diagonal parking along the street and an enhanced mid-block crossing to create a safe and comfortable access to amenities on both sides of the street.

The mid-block crosswalk also connects to a path that eventually leads to a small parcel that has been converted into what can be called the Sheffield Avenue Steps. These urban steps are shaded, lined with trees and planting, and directly connects the neighborhood to the Community Center plaza and the new park expansion beyond.

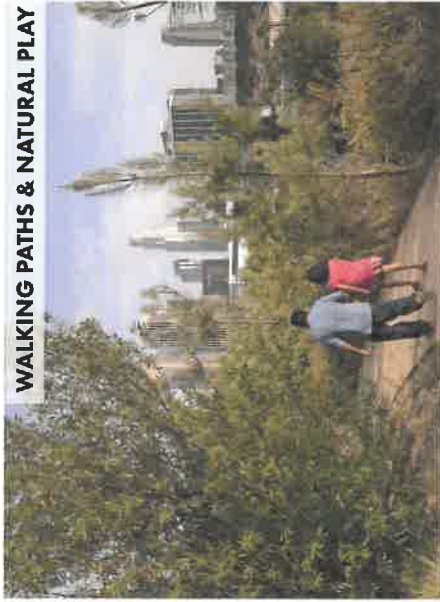


Image of Concord Avenue Site
Source: CD 14



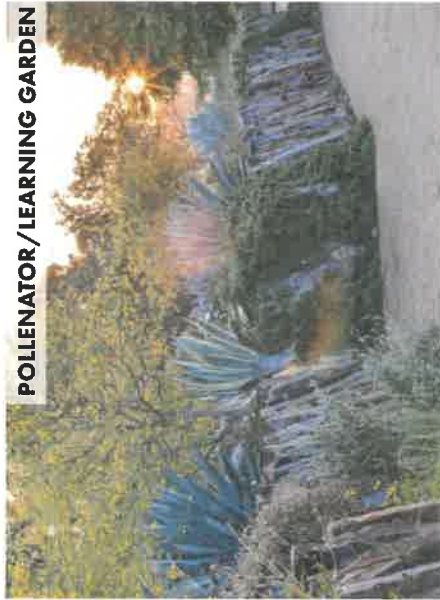
Figure 13: El Sereno Arroyo Playground Expansion Concept Sketch
Source: Given Associates

D.2 OPEN SPACE (CONT.)



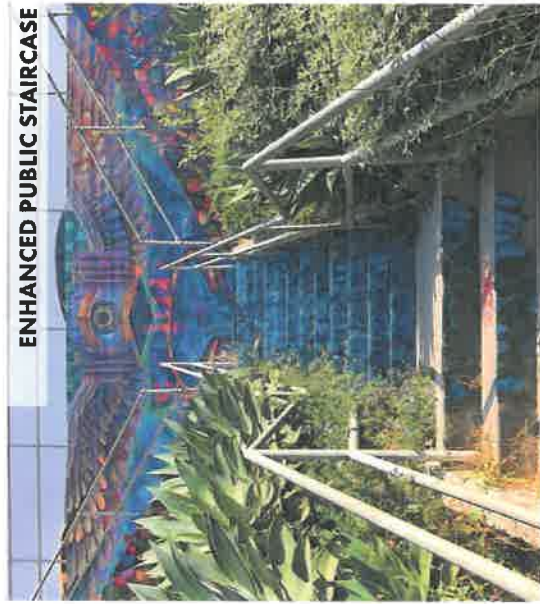
WALKING PATHS & NATURAL PLAY

Source: Kcal.org



POLLENATOR/LEARNING GARDEN

Source: Gardendesign.com



ENHANCED PUBLIC STAIRCASE

Source: Ahlert.info



COMMUNITY CENTER

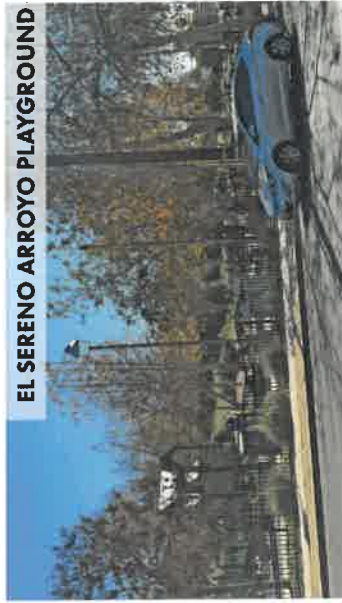
Source: Gruen Associates



PUBLIC STAIRCASE & RAMP

Source: Architizer.com

D.2 OPEN SPACE (CONT.)



EL SERENO ARROYO PLAYGROUND

Source: Given Associates



EL SERENO COMMUNITY GARDEN

Source: Given Associates

The community of the El Sereno neighborhood has successfully come together several times to advocate for community open space. Community members pushed to obtain a lease from Caltrans to develop the El Sereno Arroyo Playground. The community also had success receiving land and resources from the Los Angeles Department of Transportation and LA City for the El Sereno Community Garden, which since 2003 has provided a place for learning and productivity to locals who lack access to outdoor space.



EL SERENO ARROYO PLAYGROUND

Source: CD-14

D.3 STREETSCAPE

From the analysis and public outreach, a number of enhancements have been proposed to improve safety, function and visual appearance. These improvements are meant to help preserve the character of the neighborhood as well as help create an enjoyable public realm for its residents. The Conceptual Streetscape Plan (see Figure 21 on page 40 and 41) outlines elements that will support quality pedestrian environments and active transportation.

TRAFFIC CALMING

Traffic calming is meant to enhance the pedestrian experience and helping to create a functional environment for all modes of travel. The elements proposed should help calm traffic through the corridor, provide aesthetic improvements and be appropriate to the community. The Conceptual Streetscape Plan and eventual design could use a number of methods to safely integrate pedestrians into the vehicle dominated space:

- **Mini-roundabouts** are a great benefit to smaller streets as they have a reduced footprint and have lower construction costs. Vehicles are encouraged to reduce speeds when approaching an intersection with a mini-roundabout through the use of a narrower through-lanes and advisory signs. Unlike traditional roundabouts, vehicles would still yield to stop signs placed at each entry-point to the intersection.
- **Curb extensions** can be used at select intersections to slow traffic, help improve sight lines for drivers that pedestrians are seen more easily, and decrease crossing distances that pedestrians must be in the street. These curb extensions also increase sidewalk widths at intersections and allow additional space for placement of amenities that can help enhance the streetscape.
- **Speed humps** are intended to reduce driver speeds down to 10–15 miles per hour over the hump, and 25–30 miles per hour between humps in a series. They should be arranged to avoid disruption of cycling lanes and on-street parking



Figure 14: Berkshire Drive and Berkshire Avenue Intersection Mini-Roundabout Concept Sketch
Source: Gruen Associates

D.3 STREETSCAPE (CONT.)

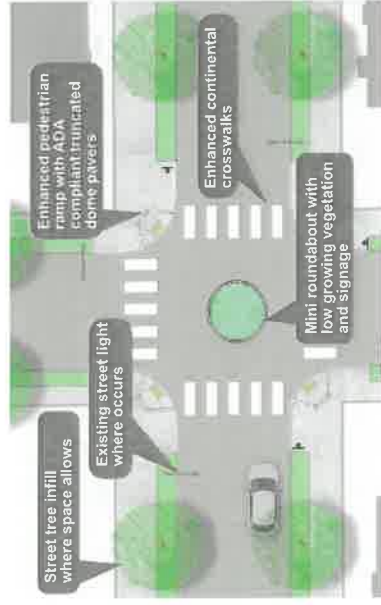


Figure 15: Mini-Roundabout Concept Sketch
Source: Gruen Associates



Source: Nycstreetsdesign.info

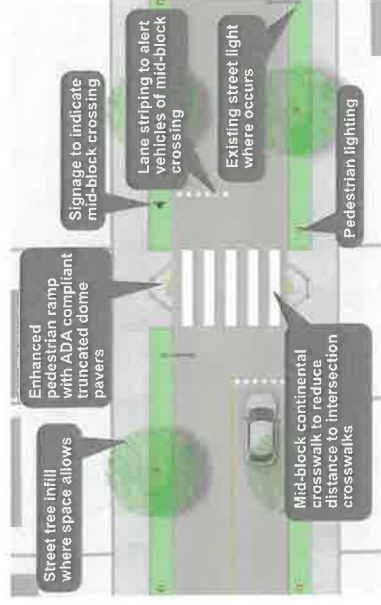


Figure 16: Mid-Block Crossing Concept Sketch
Source: Gruen Associates



Source: Michigancompletestreets.wordpress.com

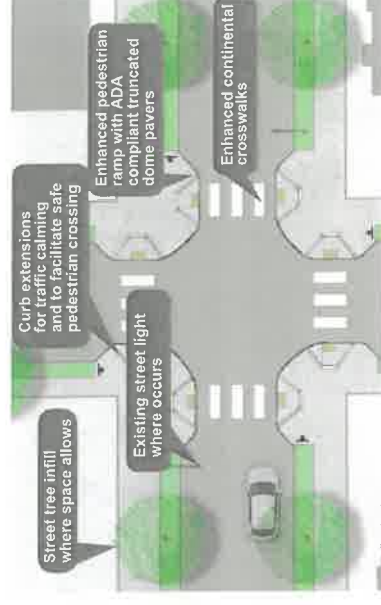


Figure 17: Crosswalk Bulb-Outs Concept Sketch
Source: Gruen Associates



Source: Sfstreetsblog.org

D.3 STREETSCAPE (CONT.)

INTERSECTION ENHANCEMENT

Intersections are major points of conflict for pedestrians, cyclists and vehicles and are the main site of injuries and fatalities along our city streets. Intersections also determine the ease in which one can move down a neighborhood street and how many barriers might be hindering a well-designed path of travel.

- **Crosswalks** improve pedestrian safety across streets and help to reduce collisions, injuries, and fatalities with pedestrians at street intersections. To promote safe pedestrian crossing areas Los Angeles Department of Transportation (LADOT) adopted the "continental Crosswalk" as a city standard. The design standard intends to create a higher visibility at intersections to alert motorists that pedestrians may be present. They would be a standard multiple series of solid white 24-inch wide stripes at 36" spacing, for a vertical distance of 20 feet across the intersection. There also should be a 5-foot set-back traffic limit line to reduce vehicular encroachment into the crosswalk. The color would be yellow if within 600' of a school property
- **Curb ramps** provide accessibility and a safer, convenient, and direct path of travel for pedestrians at the ramp. Two curb ramps at each corner of an intersection with detectable warning surfaces aligned with the direction of travel are preferred to accommodate people in wheelchairs, in accordance with the Americans with Disabilities Act (ADA).
- **Mid-block crossings** allow pedestrians to safely cross the street in the middle of a street block, rather than walking to an intersection or crossing the street at multiple mid-block locations. The mid-block crossing identified in the Conceptual Streetscape Plan could be unsignalized as this is a local street and may only require a high visibility crosswalk and curb extensions to help pedestrians safely cross the street in this location.



Figure 18: Typical Enhanced Visibility at Pedestrian Crossing Sketch
(top right) Source: Gruen Associates

Figure 19: Typical Pedestrian Bulb-Outs and Mini-Roundabout Sketch
(bottom right) Source: Gruen Associates

D.3 STREETSCAPE (CONT.)

STREETSCAPE AMENITIES

Streetscape amenities enhance the experience of the pedestrian and beautify the neighborhood.

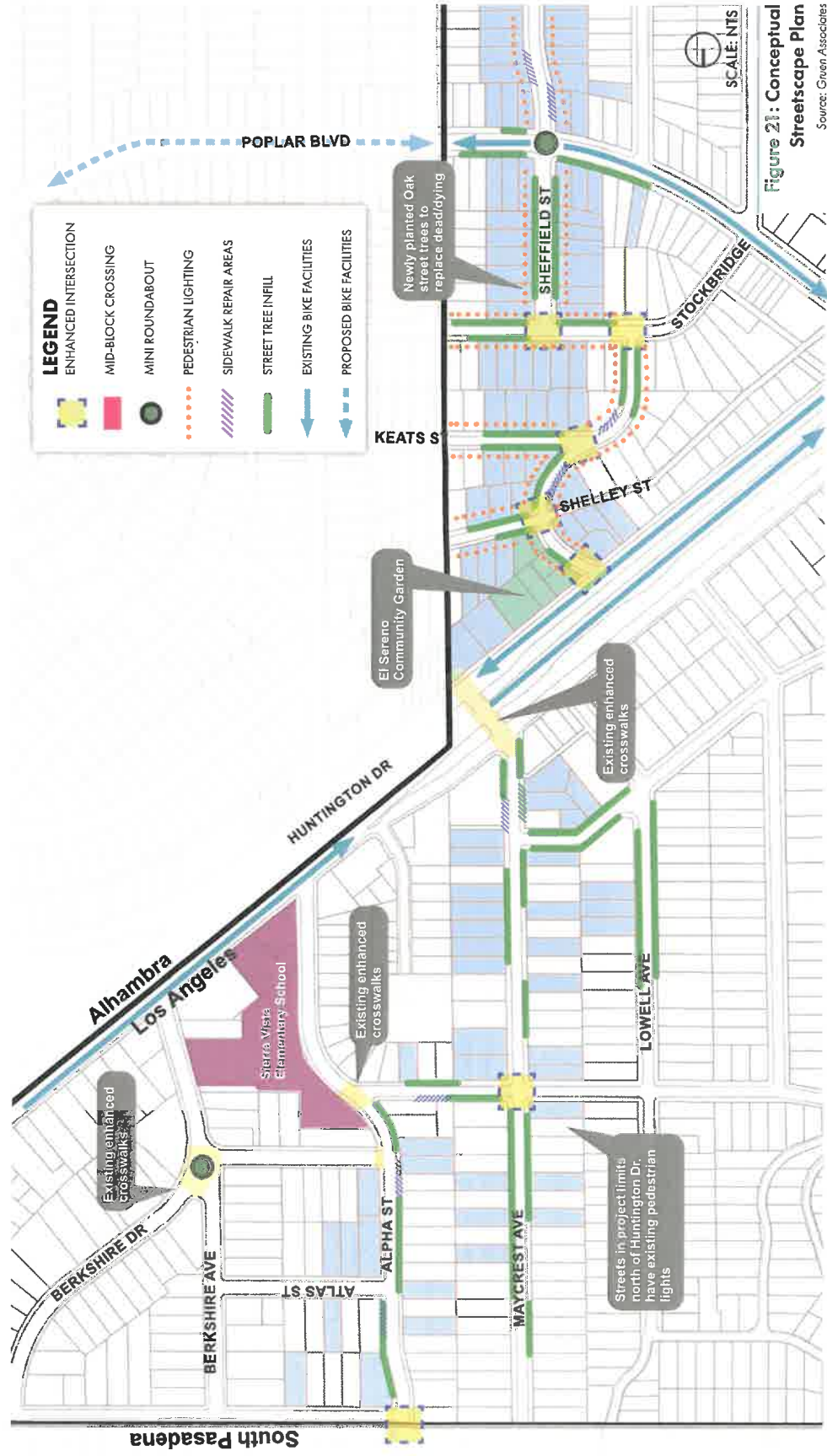
- **Sidewalk Repair**—A preliminary field assessment has identified areas in the corridor that have moderate to severe cracking or uplifting of the sidewalks or curbs. The following Conceptual Streetscape Plan highlights these areas that could be considered for repair. Additional analysis will be needed to determine the severity of damage and prioritization.
- **Street Trees**—One of the most important street design features that can be included would be a consistent tree canopy along the individual streets in the neighborhood. Street trees should be specified that reflect the scale of the street and provide shade along the sidewalks. Larger, low water usage trees with a distinctive character should be specified with a preference to the existing trees within the corridor. Effective street tree selection depends on a number of factors, including existing conditions, available space, and desired features for that specific street: size, form, quality of shade, hardiness, growth rate, and foliage characteristics. Trees soften the urban landscape and provide color, act as a windbreak, shade from the sun, and offer basic comforts to pedestrians and transit users that allow for gathering and social interaction. Street trees can establish the basic rhythm of any streetscape design. The Conceptual Streetscape Plan has identified areas within the corridor that could use an infill of street trees to complement the street tree canopy that exists today. Street trees should typically be planted between 25 to 35 feet on center, depending upon species and the desired canopy coverage. Street tree distances should follow City of Los Angeles Urban Forestry (UFD) spacing guidelines for clearance around utilities and at intersections.
- **Pedestrian Lighting**—Well-lit streets and sidewalks are reassuring to pedestrians by giving them an impression of safety and a general feeling of being welcomed to public spaces. Well-designed lighting makes it easier to see what is happening on the street and easier to maintain security and discourage graffiti. Historic pedestrian lighting exists in the corridor north of Huntington Drive and should be extended on corridor streets south of Huntington to increase visibility and maintain the character of the neighborhood. Lighting also improves security and safety by properly illuminating sidewalks, curb ramps, barriers and informational signage for pedestrians, transit users and bicyclists. The proposed pedestrian lighting should be placed between the existing street lights to provide a more even distribution and should complement the existing historic pedestrian lighting to help unify the streetscape experience.



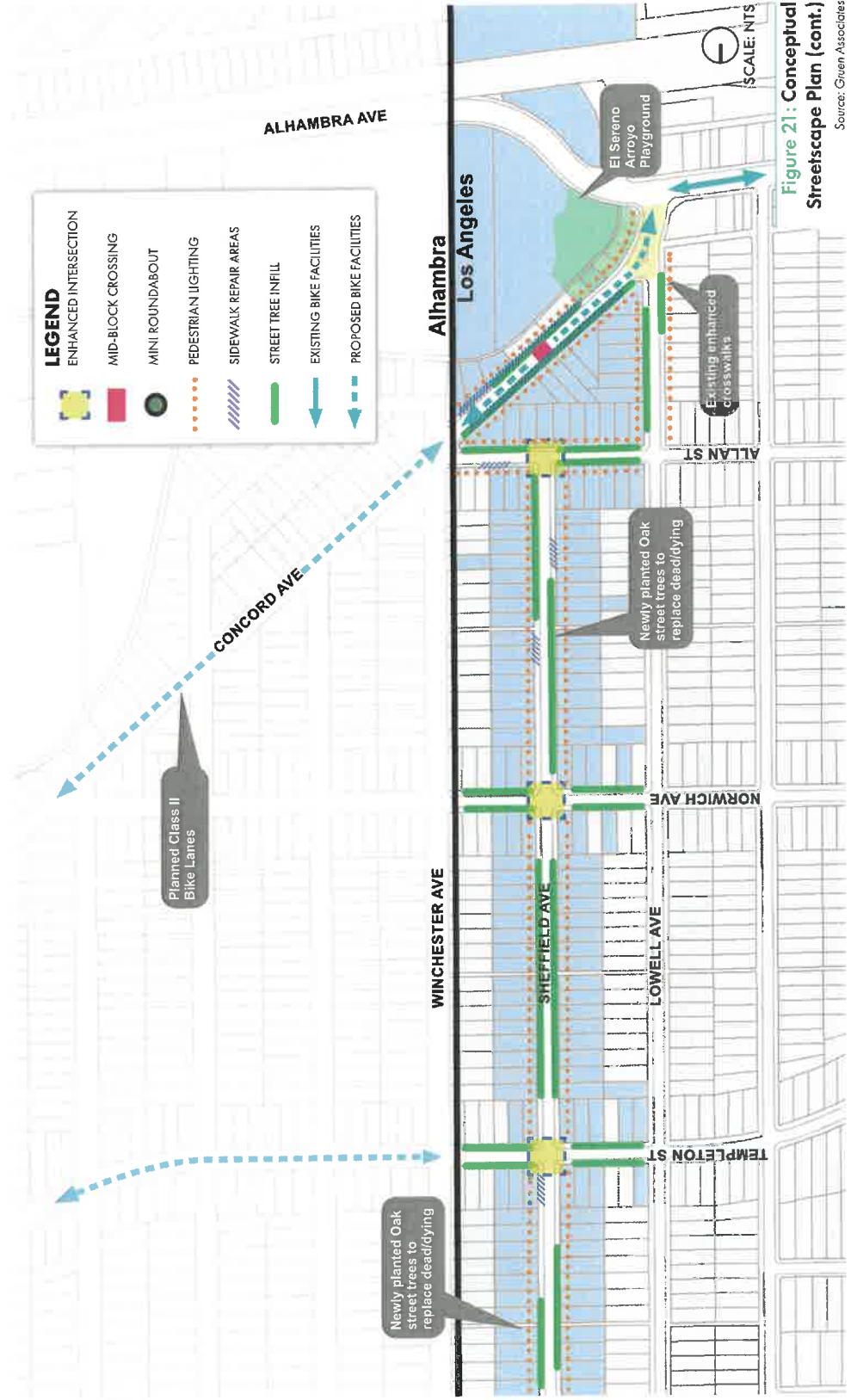
Figure 20: Typical Amenities on a Residential Street Concept Sketch

Source: Gruen Associates

D.3 STREETSCAPE (CONT.)



D.3 STREETSCAPE (CONT.)



D.4 PROPOSED DESIGN APPROACHES



Figure 22: Proposed Design Scheme Map - North

Source: Gruen Associates

1. Many of the study area parcels between Kendall Avenue and Newtonia Avenue are within a HPOZ area, and as such very limited changes to these parcels are proposed. The approaches proposed for these parcels include renovating the existing single-family dwelling, adding an ADU, or a combination of the two, always building in the style of the original house. To increase the open space available to residents on the northern end of the corridor, the currently vacant parcels at the Alpha and Almont intersection (see page 32 for more detail) and at the Maycrest and Almont intersection are proposed as park space.

2. Closer to Huntington Drive along Maycrest Avenue is an existing bungalow court in poor condition. The Project Team is proposing these structures to be torn down and replaced with a new 6-unit bungalow court spanning two parcels.

3. The Project Team is also proposing a mixed-use development spanning three parcels along Huntington Drive. The preliminary approach for this development would yield 16 residential units in addition to ground-floor neighborhood-serving retail.

D.4 PROPOSED DESIGN APPROACHES (CONT.)



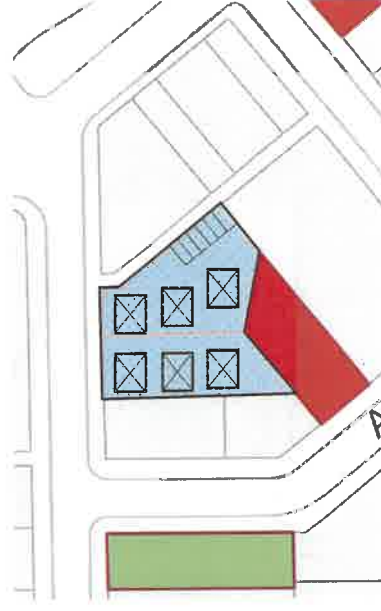
Vacant Corner Parcel at Alpha and Kendall Streets: Existing Conditions
Source: Google Street View



Vacant Corner Parcel at Alpha and Kendall Streets: Concept Sketch
Source: Gruen Associates



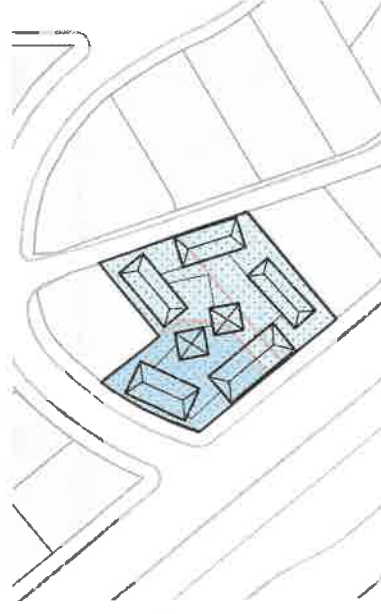
Maycrest Avenue Bungalow Court: Existing Conditions
Source: Gruen Associates



Maycrest Avenue Bungalow Court: Concept Sketch
Source: Gruen Associates



Huntington Blvd Vacant Commercial: Existing Conditions
Source: Google Street View



Huntington Blvd Uninhabitable Commercial Structure: Concept Sketch
Source: Gruen Associates

D.4 PROPOSED DESIGN APPROACHES (CONT.)



Figure 23: Proposed Design Scheme Map - Center

Source: Gruen Associates

D.4 PROPOSED DESIGN APPROACHES (CONT.)



Example Vacant Parcel for New Home to be Constructed
Source: Google Street View



Example Renovate, Construct ADU Parcel
Source: Gruen Associates



Example Tear-Down, Rebuild Parcel
Source: Gruen Associates



Example Vacant Parcel for New Home to be Constructed
Source: Gruen Associates



Example Duplex Conversion Parcel
Source: Gruen Associates



Example Tear-Down, Rebuild Parcel
Source: Gruen Associates

D.4 PROPOSED DESIGN APPROACHES (CONT.)



Figure 24: Proposed Design Scheme Map - South
Source: Gruen Associates

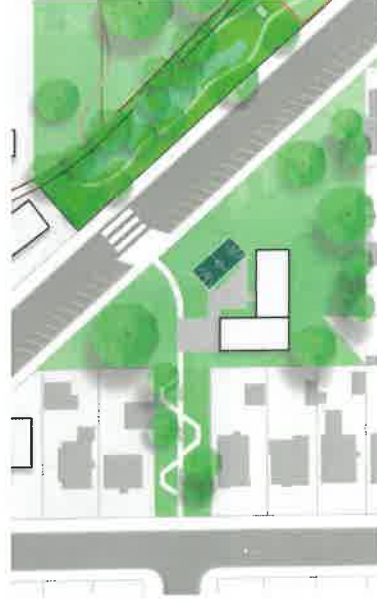
D.4 PROPOSED DESIGN APPROACHES (CONT.)



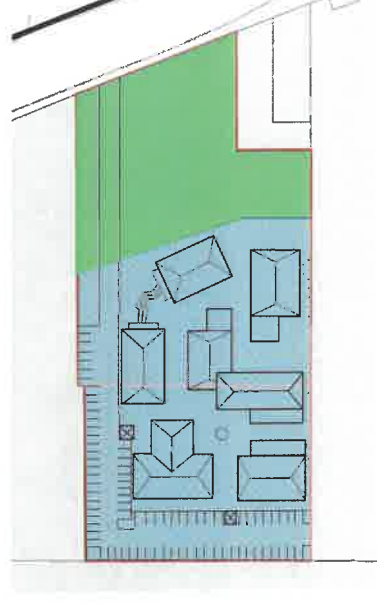
Concord Avenue Site: Existing Conditions
Source: Google Street View



Valley Boulevard Site: Existing Conditions
Source: Google Street View



Concord Avenue Site: Concept Sketch
Source: Gruen Associates



Valley Boulevard Site: Concept Sketch
Source: Gruen Associates

D.5 RECOMMENDED ITEMS FOR ADDITIONAL STUDY



Example Single Family House
Source: Gruen Associates



HPOZ Property
Source: Gruen Associates



Vacant parcels on Concord Avenue
Source: Gruen Associates

ZONING

Most of the parcels in the corridor are currently zoned for PF (Public Facilities). Once these properties are sold the parcels will be rezoned in accordance with State law and city designations. We anticipate most lots will be zoned for low density residential. As such, some of the parcels for which a design approach other than an ADU and/or JADU is proposed may require one or more discretionary approvals prior to construction. These select parcels (see approaches beginning on page 42) will need particular care in their design to maximize their benefit to the community.

HPOZ

At the northern-most end of the 710 corridor, abutting neighboring South Pasadena, are a small number of Caltrans owned properties that fall within the El Sereno – Berkshire Craftsman Historic Preservation Overlay Zone or HPOZ. This project recommends renovation of any existing homes on Caltrans properties within this HPOZ. As these lots tend to be larger than others in the corridor, they are also good candidates for the addition of ADUs and JADUs built in a style compatible with the original historic home.

CONCORD NON-HOUSING IMPROVEMENTS

In addition to the expansion of the El Sereno Arroyo Playground, this proposal envisions a park, community center, or other public neighborhood amenities occupying the five vacant parcels which front Concord Avenue. The design and program of this community center would require a full community outreach and development process, but this area has been identified as a prime location to provide the residents of the corridor much-needed additional open space geared toward older kids or adults. To improve access to this site, which is located on a relatively steep hill, it is proposed that a vacant structure on Allan Street where Sheffield Avenue dead-ends to be demolished and in its place a public stairway be built, allowing more direct access to the park for residents who live on or near Sheffield Avenue to the north. The final programming and design of this site would be subject to future community outreach to ensure a community center or park expansion is designed that best meets the needs of the community.

D.5 RECOMMENDED ITEMS FOR ADDITIONAL STUDY (CONT.)



Existing Diagonal Parking Along Huntington Drive
Source: Google Street View



Occupied Commercial Property along Alhambra Avenue
Source: CD-14



Occupied Multifamily Development
Source: Gruen Associates

PARKING

To address the community voiced concerns of street parking availability, the proposal includes a new area of diagonal street parking on Concord Avenue across from the existing El Sereno Community Playground. The proposal also considers the conversion of a corner parcel into neighborhood parking. These increases in parking will help to offset the modest proposed increase in the number of units in the area.

In addition, the team undertook a study of the available street parking in the neighborhood. This study found that while much of the current street parking is used in the evenings, due to the narrowness of existing driveways and small size of existing garages pushing residents to street parking, some additional capacity is available. Further study of parking concerns and possible increases in parking capacity should be undertaken as detailed proposals are developed for the area.

The concept of a permitted parking district for El Sereno was floated for community consideration and generally rejected during community meetings. If a parking district or other parking solution is to be implemented in El Sereno it would need to be vetted through additional community outreach.

COMMERCIAL CALTRANS PROPERTIES

As the language of the measures that will control the sale of Caltrans properties in the 710 corridor has developed it has become clear how tenant occupied non-residential properties being disposed of by Caltrans will be handled.

Similar to residential properties with long term tenants, commercial property lease holders will also have first right of refusal to purchase the properties they have been occupying from Caltrans.

As such, this project's study area has excluded Caltrans properties with current commercial tenants. If in the event these properties become vacant or are not purchased by the current leasees a follow-up study could be conducted to incorporate these properties into the larger vision established by this report.

MULTI-TENANT CALTRANS PROPERTIES

It is unclear what Caltrans' current plans are for properties which currently contain multiple units. Existing long-term tenants of properties are to be given first right of refusal to purchase them. However when the property in question has multiple tenants, such as a duplex, triplex or apartment building, it is unclear how this property would be disposed of. While this does not apply to any of the 77 parcels within this project's study area, the following are options which Caltrans may wish to explore for the other properties within the corridor that have multiple tenants:

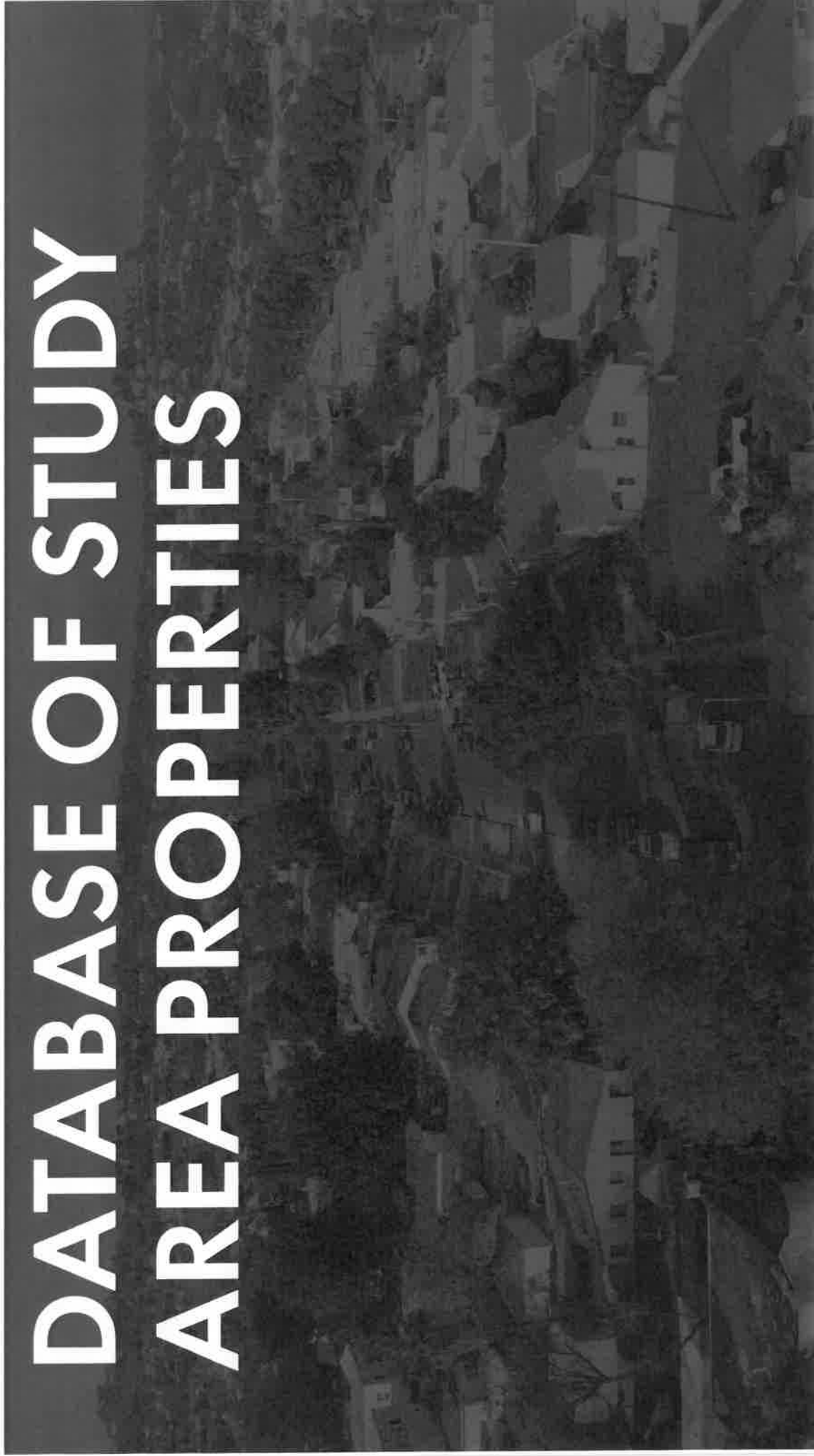
- Conversion into Condominiums that existing tenants can purchase
- Purchase by an entity that would manage the building while ensuring current tenants are allowed to stay in place

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APPENDIX A

DATABASE OF STUDY

AREA PROPERTIES



Street Addresses	Current Zoning	Existing Use	Proposed Use	Proposed Scheme	Unit Gain
5506 ATLAS ST	R1-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3134 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3216 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	3 Units: SFD (e) ADU (n) JADU (n)	2
3719 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: Duplex (c)	1
4303 MAYCREST AVE	PF-1	Single Family	Open Space	0 Units: Nonresidential	-1
3115 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3419 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3315 SHEFFIELD AVE	PF-1	Single Family	Residential	1 Unit: SFD (e)	0
5528 ALLAN ST	PF-1	Single Family	Open Space	0 Units: Nonresidential	-1
4433 MAYCREST AVE	R1-1	Single Family	Residential	1 Unit: SFD (e)	0
5465 SHELLEY ST, 5467 SHELLEY ST	PF-1	Multi-Family	Multi-Family	2 Units: Duplex (e)	0
5513 ATLAS ST	R1-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3227 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	3 Units: SFD (f) ADU (n) JADU (n)	2
5536 POPLAR BLVD	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5477 KEATS ST	PF-1	Single Family	Multi-Family	3 Units: SFD (e) ADU (n) JADU (n)	2
3700 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (f) ADU (n)	1
5469 SHELLEY ST	PF-1	Single Family	Multi-Family	3 Units: SFD (e) ADU (n) JADU (n)	2
3322 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5511 NORWICH AVE	R1-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5460 SHELLEY ST, 5458 SHELLEY ST	PF-1	Multi-Family	Multi-Family	2 Units: Duplex (e)	0
4336 LOWELL AVE	R3-1	Single Family	Multi-Family	3 Units: Triplex (nr)	2
5524 KENDALL AVE	R1-1	Single Family	Multi-Family	3 Units: SFD (e) ADU (n) JADU (n)	2
3430 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3933 STOCKBRIDGE AVE, 3935 STOCKBRIDGE AVE, 3931 STOCKBRIDGE AVE	PF-1	Multi-Family	Multi-Family	3 Units: Triplex (e)	0
3534 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3815 SHEFFIELD AVE	PF-1	Single Family	Residential	1 Unit: SFD (f)	0
5541 TEMPLETON ST	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5519 TEMPLETON ST	PF-1	Vacant Land	Multi-Family	3 Units: SFD (n) ADU (n) JADU (n)	2
3400 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1

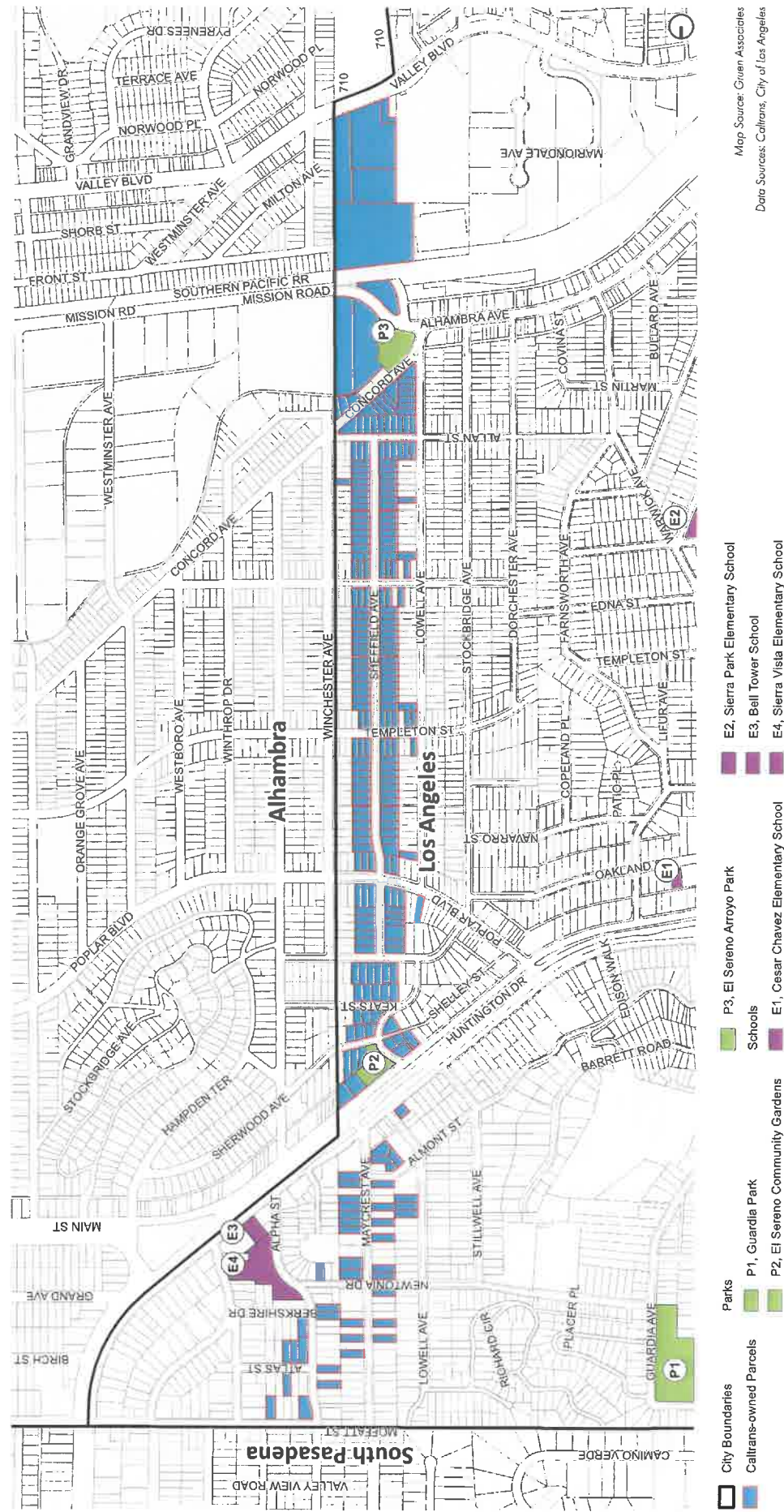
Street Addresses	Current Zoning	Existing Use	Proposed Use	Proposed Scheme	Unit Gain
5532 POPLAR BLVD	PF-1	Single Family	Multi-Family	3 Units: SFD (e) ADU (n) ADU (n)	2
2990 LOWELL AVE	PF-1	Single Family	Parking	0 Units: Nonresidential	-1
5537 NORWICH AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3222 SHEFFIELD AVE	PF-1	Single Family	Residential	1 Unit: SFD (e)	0
3135 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5514 ALLAN ST	PF-1	Single Family	Residential	1 Unit: SFD (e)	0
5544 ALLAN ST	PF-1	Vacant Land	Multi-Family	3 Units: Townhomes (nr)	2
5501 BERKSHIRE DR	R1-1	Single Family	Multi-Family	2 Units: Duplex (c)	1
5433 HUNTINGTON DR N	PF-1	Vacant Land	Multi-Family	3 Units: Triplex (n)	2
3530 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5459 SHELLEY ST, 5461 SHELLEY ST	PF-1	Multi-Family	Multi-Family	2 Units: Duplex (e)	0
5471 KEATS ST	PF-1	Vacant Land	Multi-Family	3 Units: Triplex (n)	2
5510 ALLAN ST	PF-1	Single Family	Residential	1 Unit: SFD (e)	0
5454 KEATS ST	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3126 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
4215 MAYCREST AVE, 4215.5 MAYCREST AVE, 4217 MAYCREST AVE, 4217.5 MAYCREST AVE	PF-1	Multi-Family	Multi-Family	3 Units: Bungalow Court (nr)	-1
3427 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3716 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
4411 ALPHA ST, 4411.5 ALPHA ST	R1-1	Single Family	Multi-Family	2 Units: Duplex (e)	0
3119 SHEFFIELD AVE	PF-1	Vacant Land	Multi-Family	2 Units: SFD (n) ADU (n)	1
4524 ALPHA ST	R1-1	Vacant Land	Open Space	0 Units: Nonresidential	0
5462 ALMONT ST	PF-1	Multi-Family	Multi-Family	3 Units: Triplex (nr)	2
4219 MAYCREST AVE, 4219.5 MAYCREST AVE, 4221 MAYCREST AVE, 4221.5 MAYCREST AVE	PF-1	Multi-Family	Multi-Family	3 Units: Bungalow Court (nr)	-1
5440 HUNTINGTON DR S, 5440.5 HUNTINGTON DR S, 5442 A HUNTINGTON DR S, 5442 B HUNTINGTON DR S, 5442.5 HUNTINGTON DR S	PF-1	Comm/Res	Mixed-Use	5 Units: Custom Scheme	4
5444 HUNTINGTON DR S, 5444.5 HUNTINGTON DR S	PF-1	Vacant Land	Mixed-Use	6 Units: Custom Scheme	5

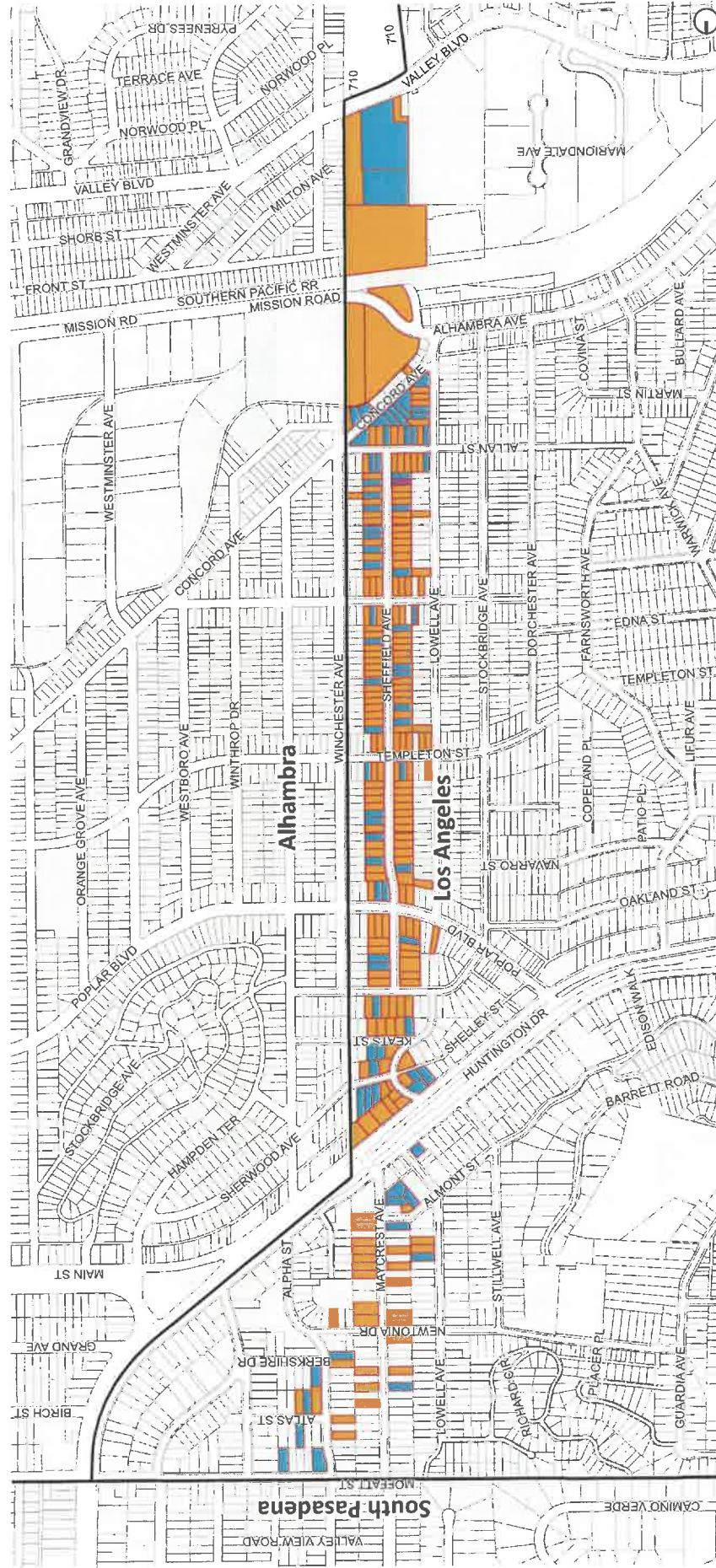
Street Addresses	Current Zoning	Existing Use	Proposed Use	Proposed Scheme	Unit Gain
5443 SHELLEY ST	PF-1	Multi-Family	Mixed-Use	5 Units: Custom Scheme	4
3832 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3826 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3339 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3343 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3200 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3206 SHEFFIELD AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5531 ALLAN ST	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
3118 SHEFFIELD AVE	PF-1	Vacant Land	Multi-Family	3 Units: SFD (n) ADU (n) ADU (n)	2
5537 ALLAN ST	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
5501 ALLAN ST	PF-1	Vacant Land	Multi-Family	2 Units: SFD (n) ADU (n)	1
2970 LOWELL AVE	PF-1	Single Family	Multi-Family	2 Units: SFD (e) ADU (n)	1
2974 LOWELL AVE	PF-1	Vacant Land	Multi-Family	2 Units: SFD (n) ADU (n)	1
5529 CONCORD AVE, 5523 CONCORD AVE	PF-1	Vacant Land	Civic / Community	0 Units: Nonresidential	0
5545 CONCORD AVE	PF-1	Vacant Land	Civic / Community	0 Units: Nonresidential	0
5533 CONCORD AVE	PF-1	Vacant Land	Civic / Community	0 Units: Nonresidential	0
5541 CONCORD AVE	PF-1	Vacant Land	Civic / Community	0 Units: Nonresidential	0
5537 CONCORD AVE	PF-1	Vacant Land	Civic / Community	0 Units: Nonresidential	0
2954 LOWELL AVE	PF-1	Vacant Land	Commercial	0 Units: Nonresidential	0
5556 CONCORD AVE	PF-1	Vacant Land	Multi-Family	3 Units: Townhomes (n)	2
5548 CONCORD AVE, 5550 CONCORD AVE	PF-1	Single Family	Multi-Family	3 Units: Townhomes (nr)	1
5575 VALLEY BLVD	PF-1	Vacant Land	Multi-Family	50 Units: Custom Scheme	49
undefined	PF-1	Vacant Land	Multi-Family	50 Units: Custom Scheme	49
Source: zimas.lacity.org/		Source: zimas.lacity.org/		Net increase in residential units taking into account existing units where present or an assumed single unit per vacant parcel	
				<ul style="list-style-type: none"> (e) existing unit renovated, no demolition (n) new unit built (nr) existing unit torn down and replaced in-kind (nr) new units built after tearing down existing (c) new units resulting from converting existing units 	

APPENDIX B

EXISTING CONDITIONS MAPS AND IMAGERY







City Boundaries
 Caltrans-owned Parcels: Unleased (76)
 Caltrans-owned Parcels: Leased for Parking (1)
 Caltrans-owned Parcels: Tenant-Occupied (184)

Map Source: Gruen Associates
 Data Sources: Caltrans, City of Los Angeles

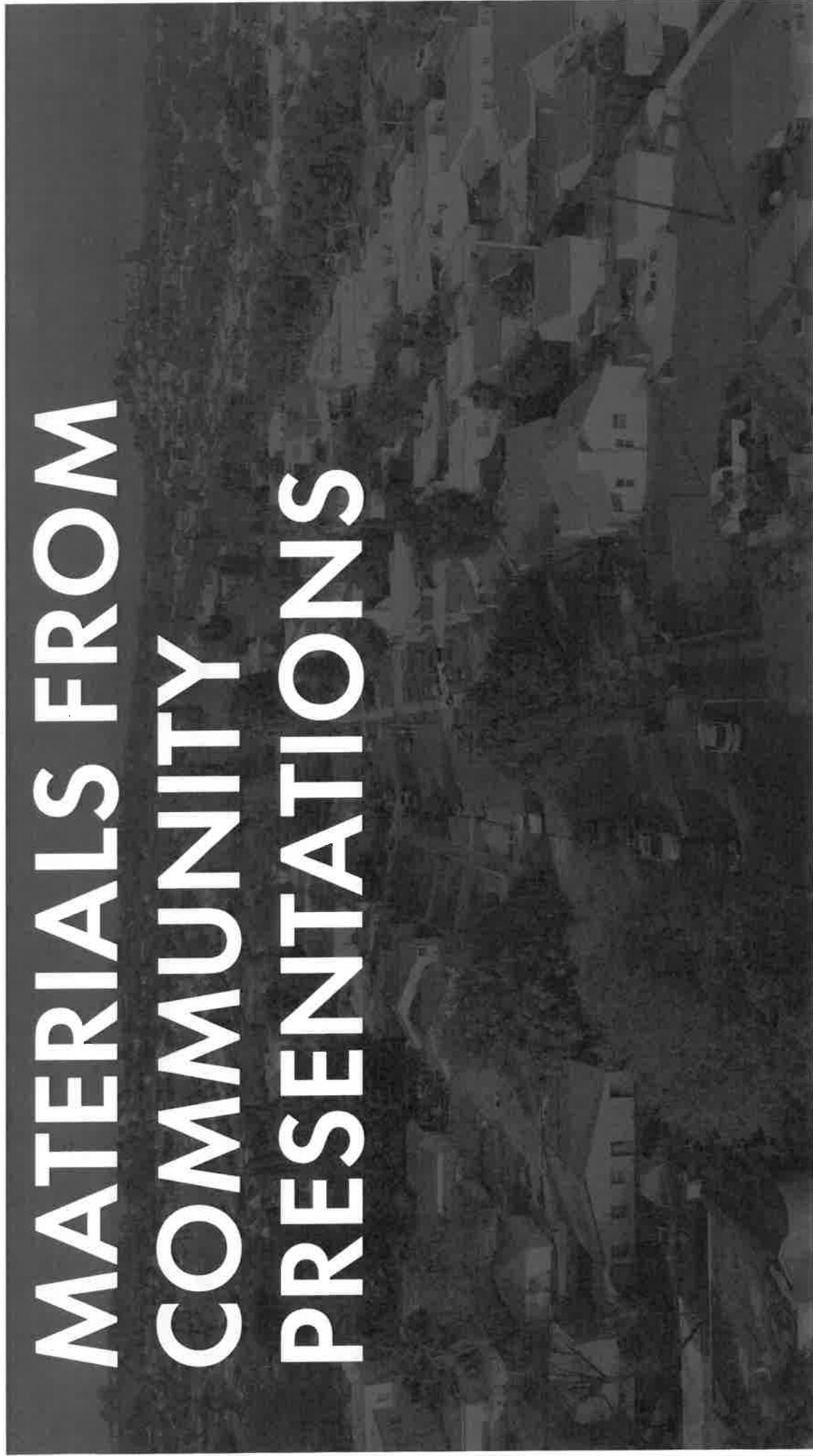


APPENDIX C

MATERIALS FROM

COMMUNITY

PRESENTATIONS





MARCH 16, 2021 COMMUNITY MEETING



ARCHITECTURE PLANNING INTERIORS LANDSCAPE

El Sereno / 710 Corridor Master Plan Study Community Meeting

March 16, 2021

MEETING PROTOCOL

- Please ask questions at any time during the presentation by typing them into the Q and A function located on the bottom of your screen



- We will answer as many questions as we can during the presentation.

710 CORRIDOR – MEETING AGENDA

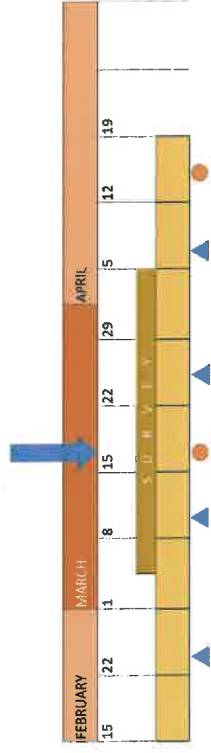
- INTRODUCTIONS**
Councilmember Kevin de Leon
Other Elected Officials
- 710 CORRIDOR / EL SERENO VISION STUDY**
Project Goals
Technical Team (CD14, LANI, Gruen Associates)
Project Steering Committee (7 members)
Project Schedule
Meeting Format
- GRUEN ASSOCIATES GROUNDING EXERCISE**
- QUESTIONS AND ANSWERS**
- STATE ROUTE 710 MOBILITY PROJECT UPDATES**
Shirley Lau, Bureau of Engineering
- CD14 WRAP UP**
- REMINDERS/NEXT STEPS**
Community Survey
Community Meeting #2

710 CORRIDOR / EL SERENO VISION STUDY

- Develop a **community-led vision** for the disposition of hundreds of Caltrans properties in El Sereno
- Avoid piecemeal development in favor of a **comprehensive plan** which is innovative and integrated
- Promote **robust community outreach** which leads to **community consensus**
- Prepare and publicly release a cohesive **vision plan that promotes livability** and enhances the quality of life in El Sereno
- Determine the kind of environment the **community wants** in El Sereno
- This project is the beginning of the process, not the end**
- This project is **not affecting** any tenant occupied properties

710 CORRIDOR PROJECT TIMELINE

- COMMUNITY MEETINGS:**
- Tuesday, March 16
 - Wednesday, April 14
- COMMUNITY SURVEY:**
- 1st week of March thru 1st week of April



(VIDEO)

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



EXISTING CONDITIONS
and
SCOPE OF STUDY

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



COMMERCIAL

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



BUNGALOW COURT

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



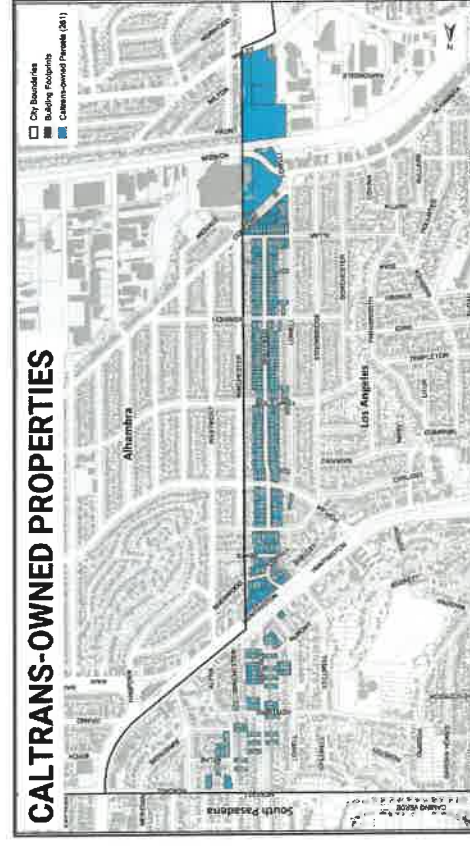
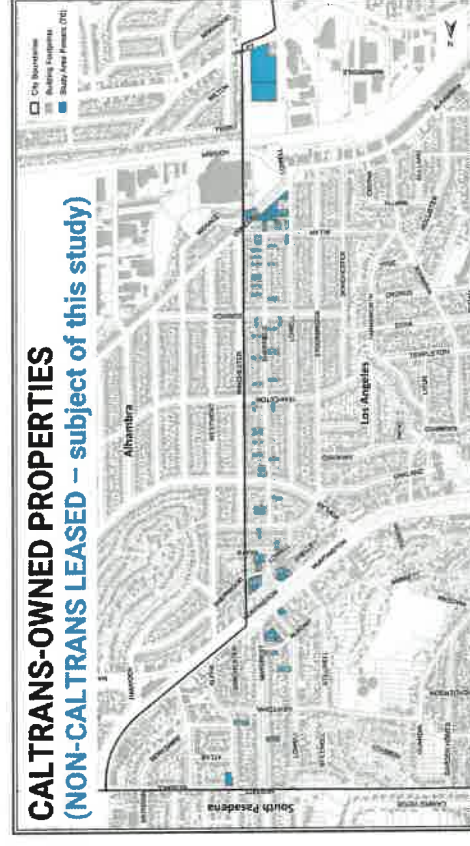
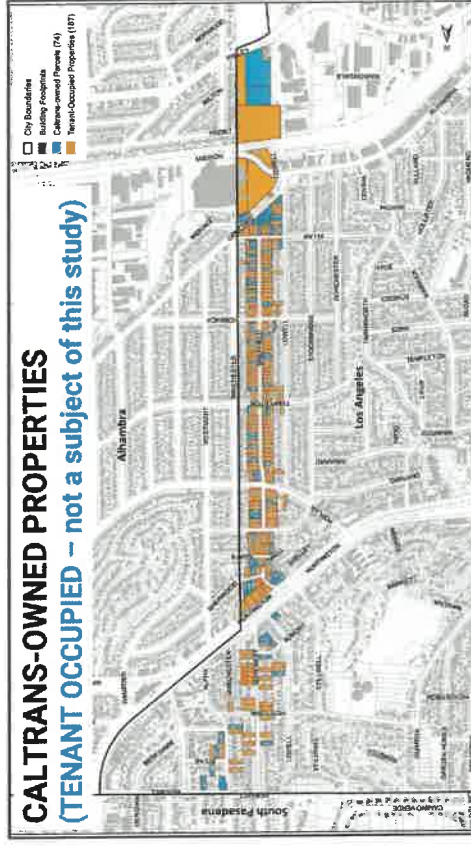
HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



SINGLE FAMILY

CURRENT CONDITIONS OF UNOCCUPIED PROPERTIES



EXAMPLE APPROACHES FOR PARCELS IN STUDY AREA

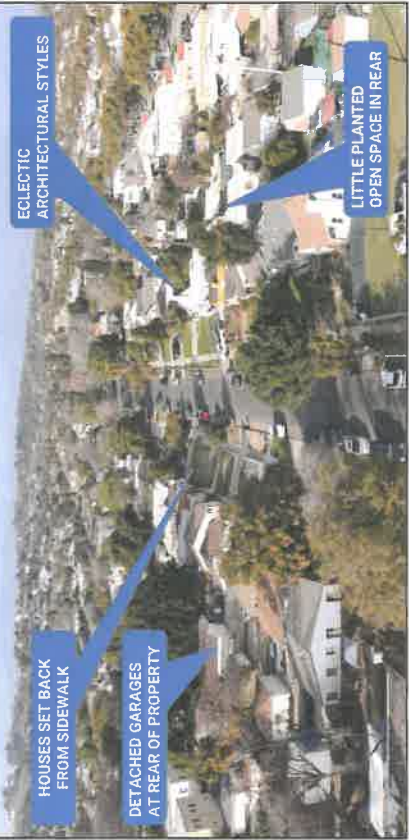
TYPICAL EXISTING PARCEL USAGE

ONE UNIT
W/2-CAR DETACHED
GARAGE

SINGLE FAMILY HOUSE
1000 to 1200 ± SQ FT
40 X 120 FT LOT



CURRENT NEIGHBORHOOD CHARACTER



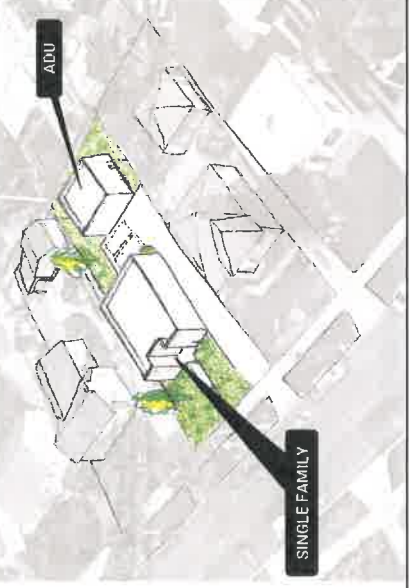
POTENTIAL APPROACH FOR PARCEL USAGE

TWO UNITS
W/2 PARKING SPACES

SINGLE FAMILY HOUSE
1200 ± SQ FT

ACCESSORY DWELLING
UNIT (ADU) IN LIEU OF
GARAGE
400 ± SQ FT

40 X 120 FT LOT



POTENTIAL APPROACH FOR PARCEL USAGE

TWO UNITS
W/ 2-CAR DETACHED
GARAGE

DUPLEX
750 ± SQ FT EACH
40 X 120 FOOT LOT



POTENTIAL APPROACH FOR PARCEL USAGE

THREE UNITS
W/ 3 PARKING SPACES

SINGLE FAMILY HOUSE
1000 ± SQ FT

**TWO ADDITIONAL
SINGLE FAMILY HOUSES**
900 ± SQ FT EACH
2 STORY

40 X 120 FT LOT



POTENTIAL APPROACH FOR PARCEL USAGE

THREE UNITS
W/ 3 PARKING SPACES

SINGLE FAMILY HOUSE
1000 ± SQ FT

DUPLEX
900 ± SQ FT EACH
2 STORY

40 X 120 FT LOT



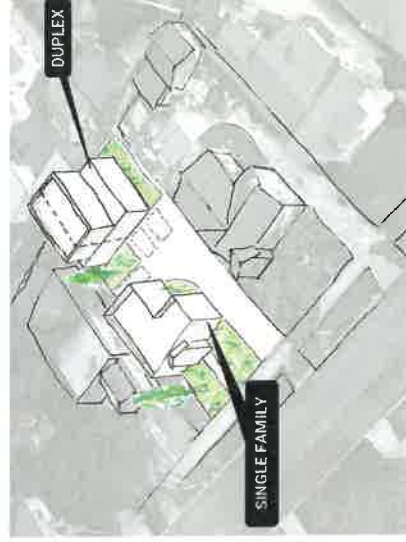
POTENTIAL APPROACH FOR PARCEL USAGE

THREE UNITS
W/ 3 PARKING SPACES

SINGLE FAMILY HOUSE
1000 ± SQ FT

DUPLEX
900 ± SQ FT EACH
2 STORY

40 X 120 FT LOT



POTENTIAL APPROACH FOR PARCEL USAGE

BUNGALOW COURT
W/ 4 PARKING SPACES

7 SEPARATE HOUSES
4 @ 525 ± SQ FT
2 @ 600 ± SQ FT
1 @ 725 ± SQ FT

TWO ADJACENT
45 X 120 FT LOTS



PARKING

COMPARISON OF PROPOSED vs. ALHAMBRA



Typical in El Sereno - 1 to 2 units per parcel



Select parcels with 2 to 3 units per parcel



The Villages - 1,061 units



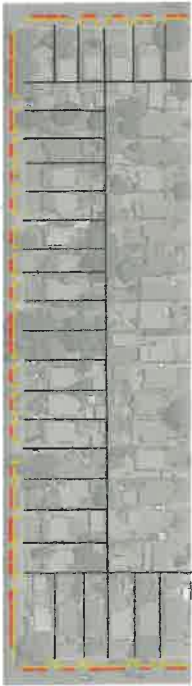
Alhambra Place - 260 units

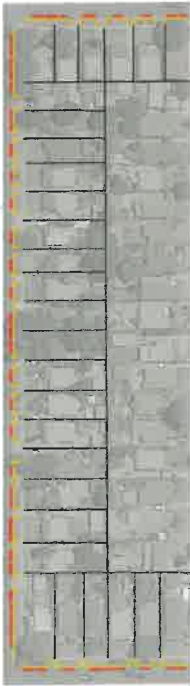
ON-SITE PARKING REQUIREMENTS (CODE)

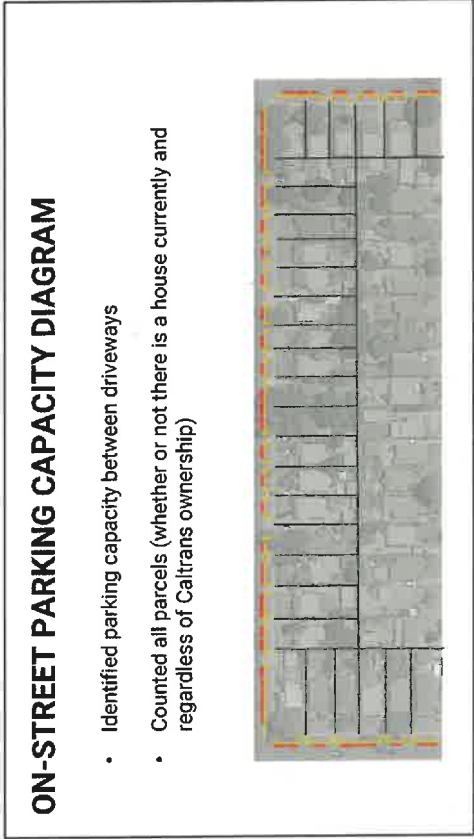
- 10 ft wide driveway
- 2 off-street covered parking spaces per parcel (regardless of size of residence)
- No additional parking spaces required for ADUs
- Duplexes require 2 parking spaces, at least one of which needs to be covered

ON-STREET PARKING CAPACITY DIAGRAM

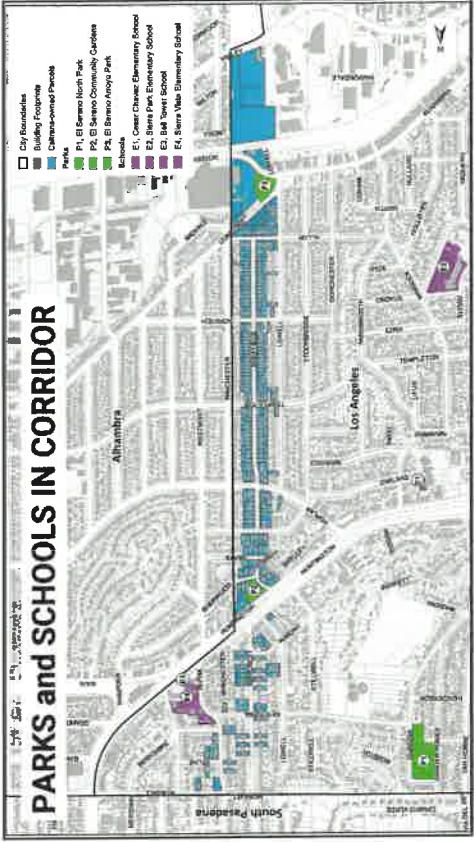
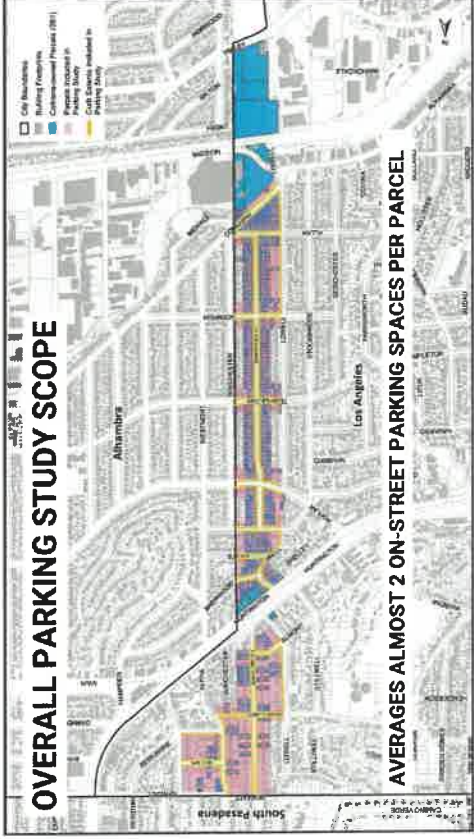
- Identified parking capacity between driveways
- Counted all parcels (whether or not there is a house currently and regardless of Caltrans ownership)

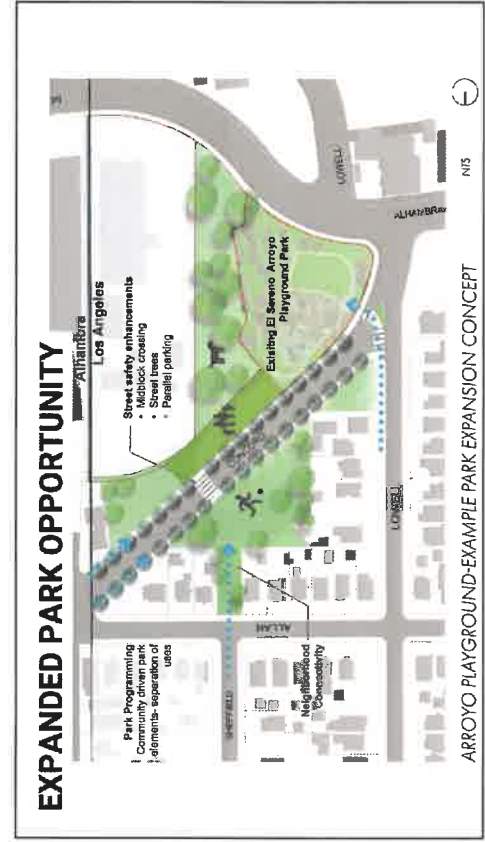
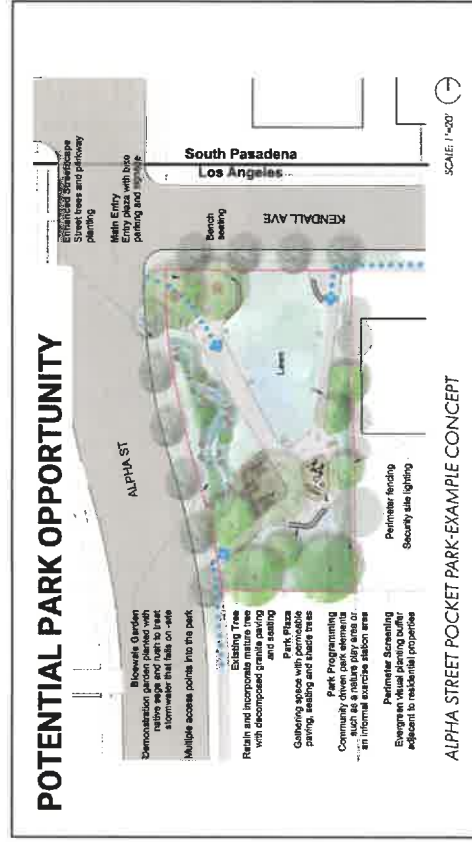
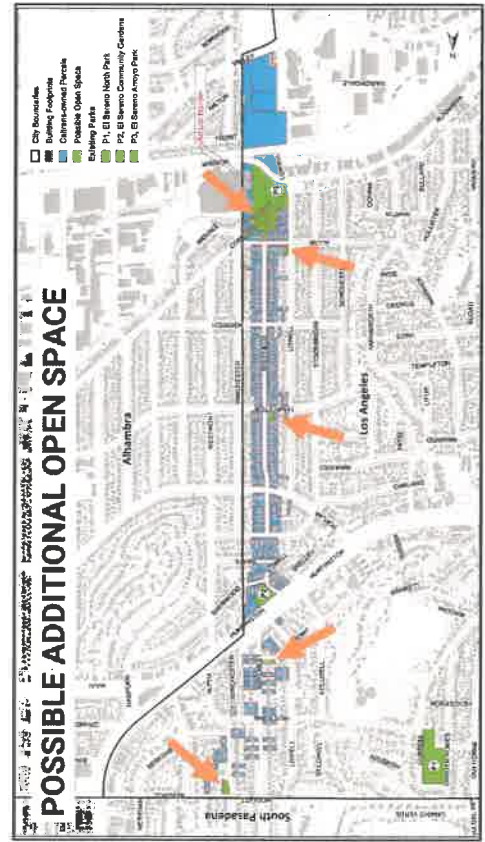
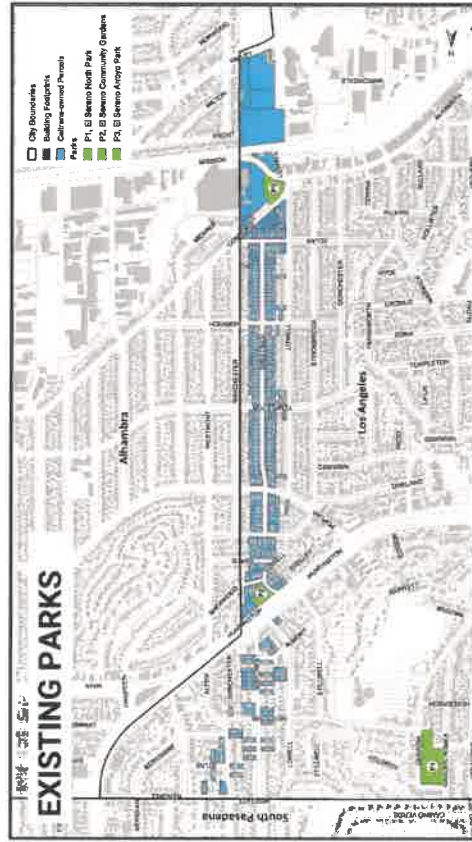


- ## ON-STREET PARKING CAPACITY DIAGRAM
- Identified parking capacity between driveways
 - Counted all parcels (whether or not there is a house currently and regardless of Caltrans ownership)
- 



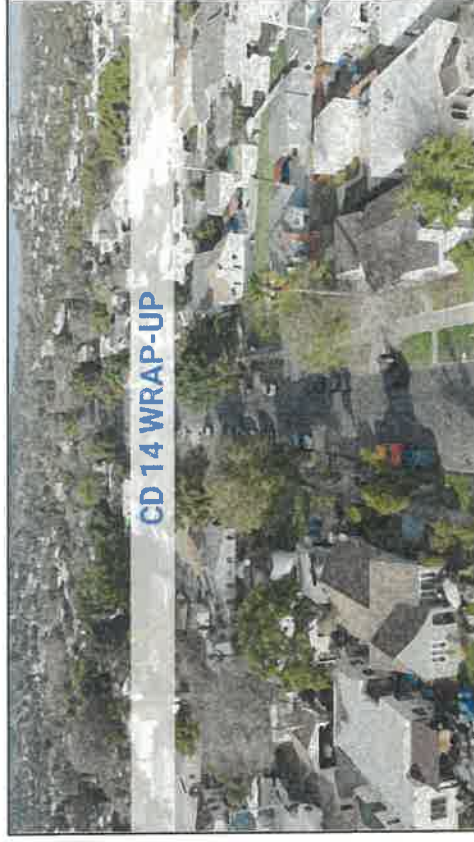
OPEN SPACE/PARKS





QUESTIONS?

Type them into the Q and A function
at the bottom of your screen



FUTURE SR-710 MOBILITY IMPROVEMENT PROJECTS



Three corridors:

- Valley Blvd
- Huntington Dr
- Eastern Ave

THANK YOU FOR PARTICIPATING!

PLEASE FILL OUT THE SURVEY!

Survey Available March 5- April 9

English <https://www.surveymonkey.com/r/GV7NM63>

Espanol <https://www.surveymonkey.com/r/GDK8QJ5>

NEXT COMMUNITY MEETING:

Wednesday, April 14

<https://www.eventbrite.com/e/710-corridor-el-sereno-neighborhood-vision-project-meeting-2-tickets-144581911389>



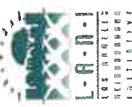
FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

David Roberts
drobotssassociates@gmail.com (213) 359-0715



APRIL 14, 2021 COMMUNITY MEETING



El Sereno / 710 Corridor
Master Plan Study

Community Meeting #2

April 14, 2021

710 CORRIDOR – MEETING AGENDA

1. WELCOME
2. COUNCILMEMBER KEVIN DE LEÓN
Opening Remarks
3. COMMUNITY SURVEY RESULTS / HIGHLIGHTS
4. PROJECT STEERING COMMITTEE FEEDBACK
REVIEW DETAILED PARCEL CONCEPTS
Proposed Opportunities
Streetscape Improvements
5. COMMUNITY COMMENTS AND QUESTIONS
6. NEXT STEPS
CD14 Wrap Up
City / CD14 Opportunity
Final Document

ZOOM FORMAT

To access Spanish language translation, click the globe icon and select Spanish



Later in the presentation we will turn on the Q&A function, you can ask questions by typing them into the Q & A function located on the bottom of your screen

Add an * to your question if you would like to be called on to present it aloud



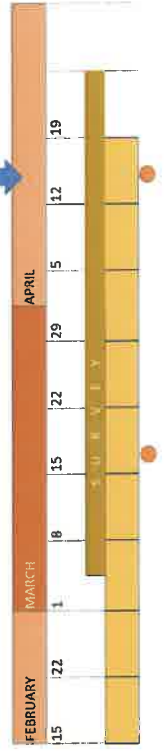
710 CORRIDOR PROJECT TIMELINE

COMMUNITY MEETINGS:

- Tuesday, March 16
- Wednesday, April 14

COMMUNITY SURVEY:

1st week of March thru April 21st



COMMUNITY MEETING

COMMUNITY FEEDBACK

opportunity
 parks
 home
 community
 housing
 ADU
 construction
 density
 solutions
 single-family
 new
 stewarding
 transition
 unaffordable
 non-local
 traffic
 congested
 homelessness
 disenfranchisement
 overdeveloping
 neglected
 drive fast
 dense cars

OPPORTUNITIES

CONCERNS

STEERING COMMITTEE FEEDBACK

PARKING:

- Most existing homes have narrow driveways, forces cars to park on street
- Many residents don't use garages for cars
- Alhambra residents (residential parking district) utilize El Sereno off-street parking for their vehicles
- Explore creation of an El Sereno Parking District
- Create residential parking lot(s)

COMMUNITY OUTREACH FEEDBACK:

- Extend boundaries of direct Postcard Mailing
- Triple direct mailing from Community Meeting #1 (325 addresses) to Community Meeting #2 (1,000 addresses)
- Allocate more time for Community question/comments
- Provide opportunity for "live" questions from community

STEERING COMMITTEE FEEDBACK

THREE COMMITTEE MEETINGS: February, March and April

HOUSING:

- Maximize Homeownership opportunities
- Prioritize existing tenants / residents
- Affordable rental housing
- Housing should reflect existing architectural styles / character

DENSITY:

- Designs must be appropriate for El Sereno neighborhood character and scale
- Feel 3 units or 4 units is too much for a single lot
- Single family home + Accessory Dwelling Unit (ADU) is appropriate

PARK / OPEN SPACE EXPANSION:

- Favorable reaction to expansion of Arroyo Playground park
- Support addition of a dog park in El Sereno
- Addition of pocket parks is desired but require careful / specific design

710 CORRIDOR / EL SERENO VISION STUDY

- Develop a **community-led vision** for the disposition of hundreds of Caltrans properties in El Sereno
- Avoid piecemeal development in favor of a **comprehensive plan** which is innovative and integrated
- Promote **robust community outreach** which leads to **community consensus**
- Prepare and publicly release a **cohesive vision plan that promotes livability** and enhances the quality of life in El Sereno
- Determine the kind of environment the **community wants** in El Sereno
- **This project is the beginning of the process, not the end**
- This project is **not affecting** any tenant occupied properties

COMMUNITY FEEDBACK



OPPORTUNITIES

CONCERNS

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STEERING COMMITTEE FEEDBACK

PARKING:

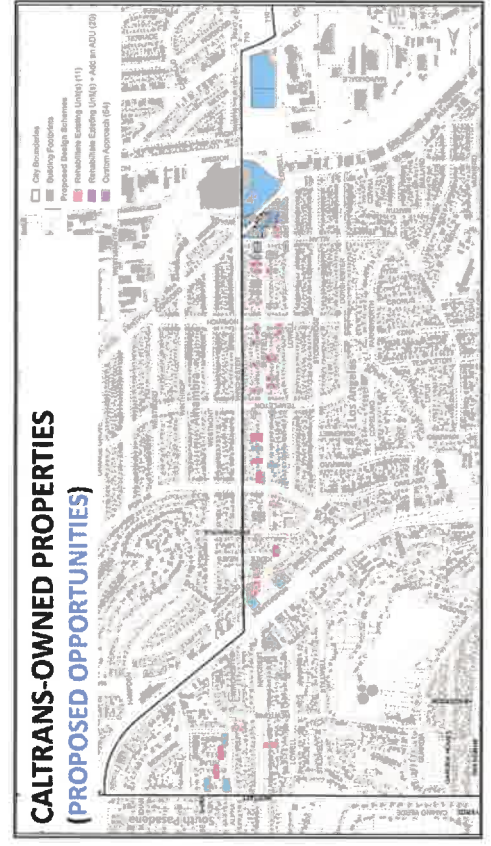
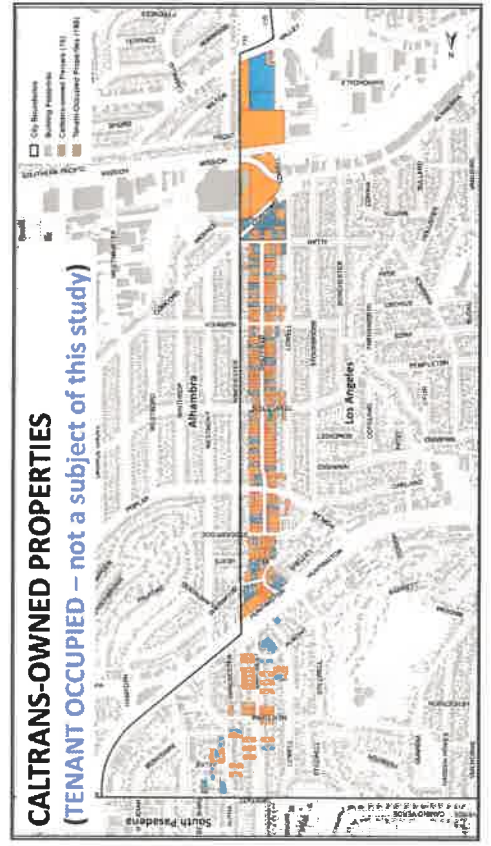
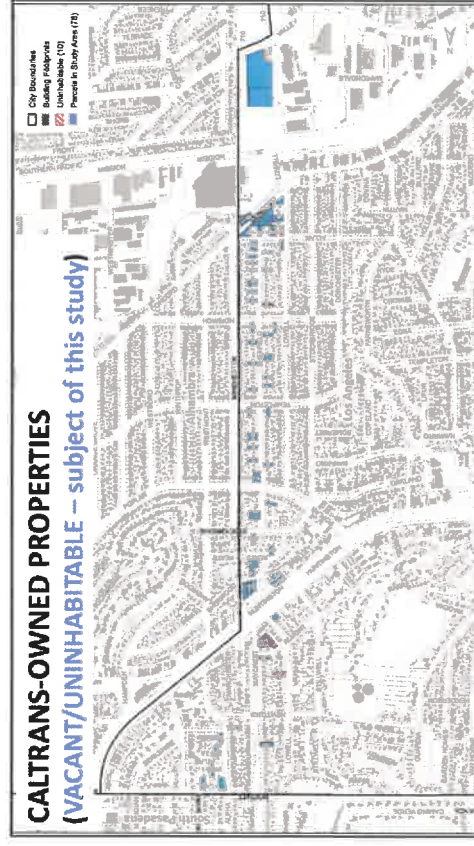
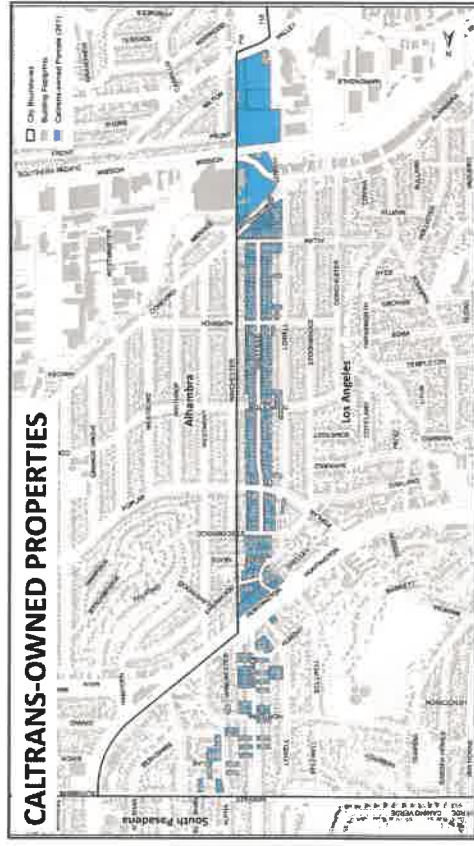
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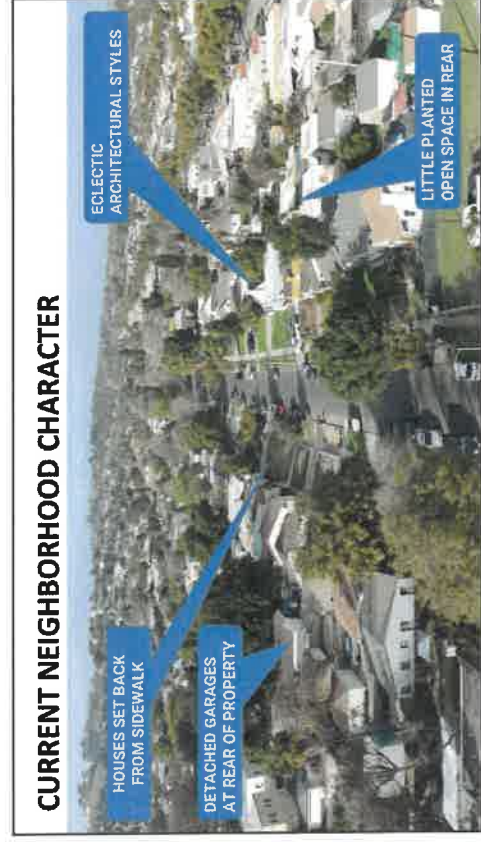
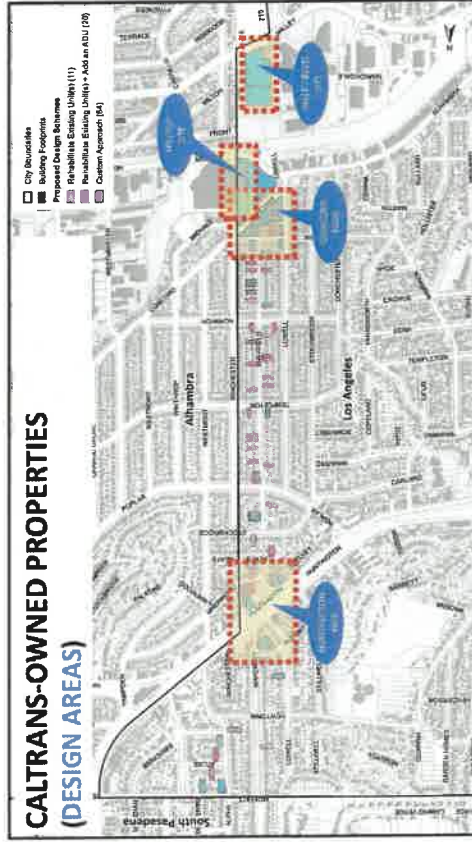
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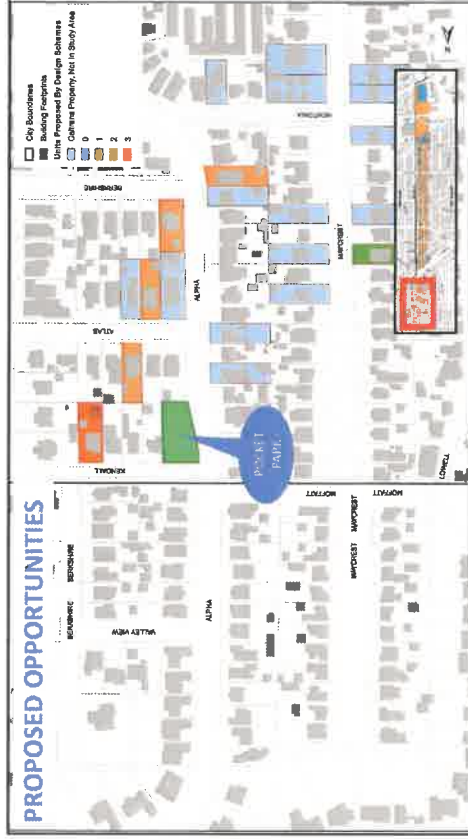
710 CORRIDOR / EL SERENO VISION STUDY

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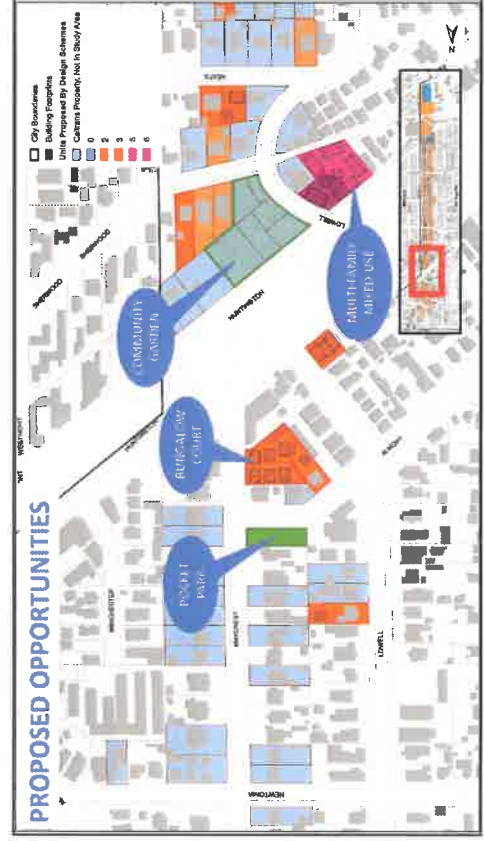
PROPOSED OPPORTUNITIES

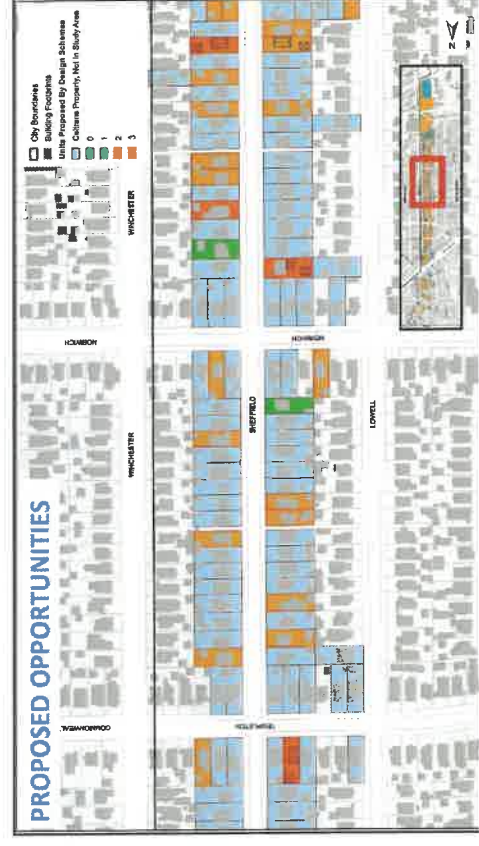


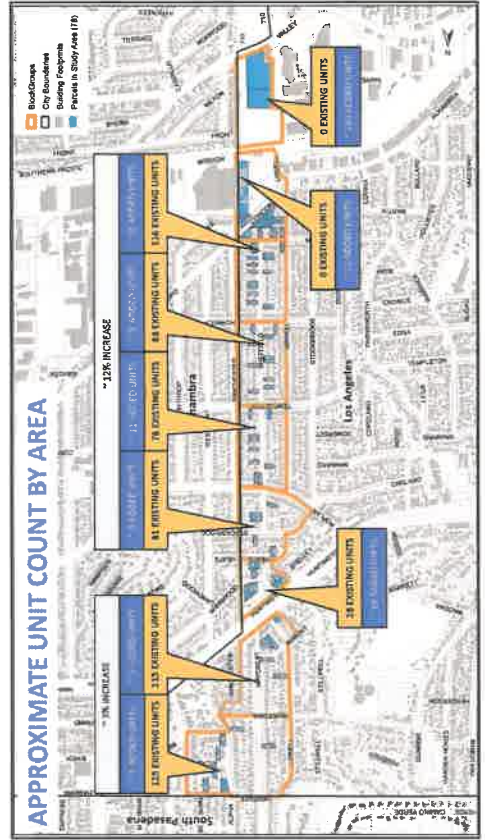
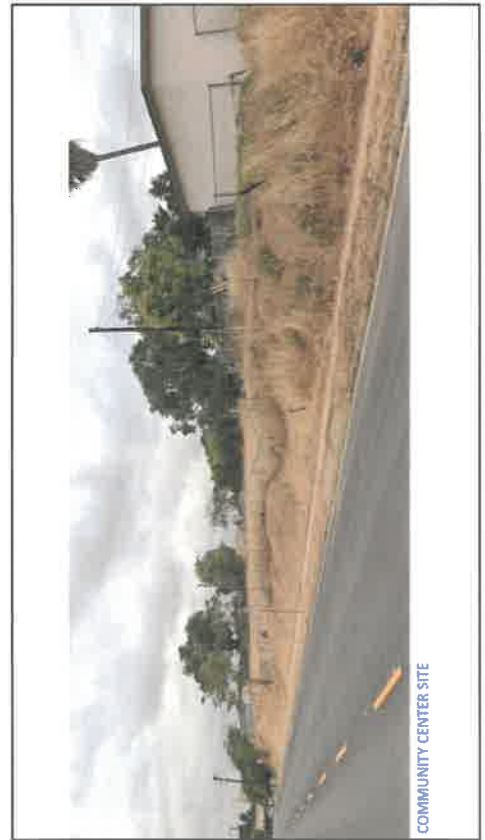
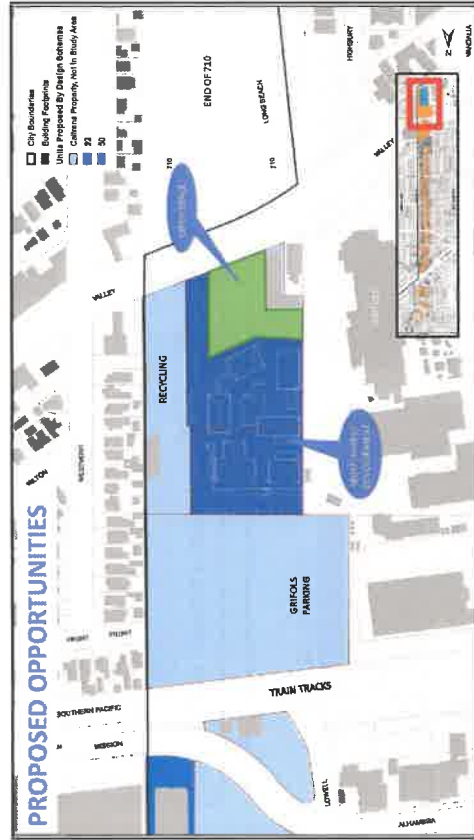
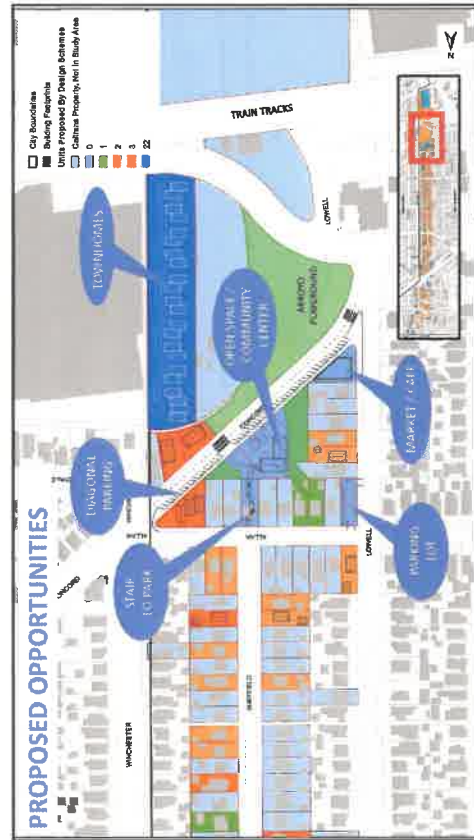
HPOZ RENOVATION + ADU



PROPOSED OPPORTUNITIES







TECHNICAL PROPOSALS

STREETSCAPE

SALE OF MULTI-UNIT PROPERTIES

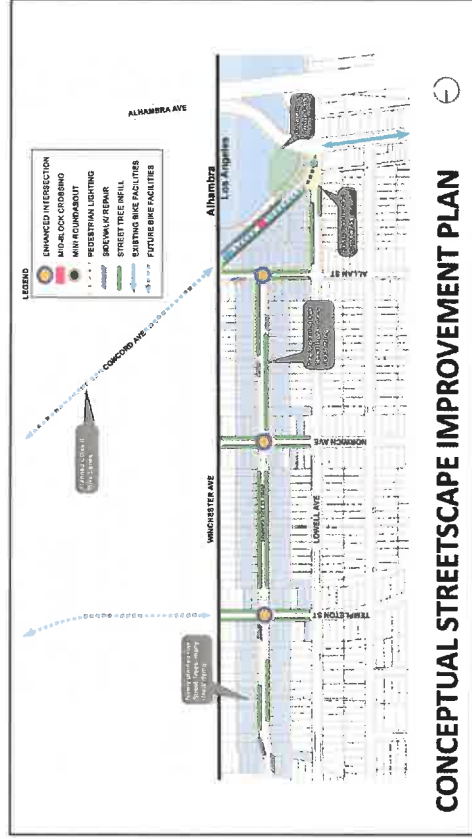
- How does Caltrans dispose of multi-unit properties when tenants have first right of refusal?

PARKING DISTRICT

- Is there interest in an El Sereno Preferential Parking District?
- A Preferential Parking District is an area that has posted regulations limiting parking by vehicles without permits in order to reduce the impact of non-resident parking.
- Residents of the area are allowed to purchase these permits.
- Multi-Phase process that requires community support, a neighborhood petition and a parking study



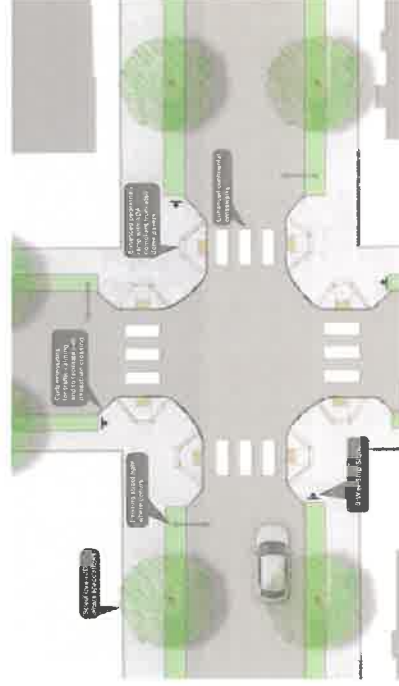
CONCEPTUAL STREETSCAPE IMPROVEMENT PLAN



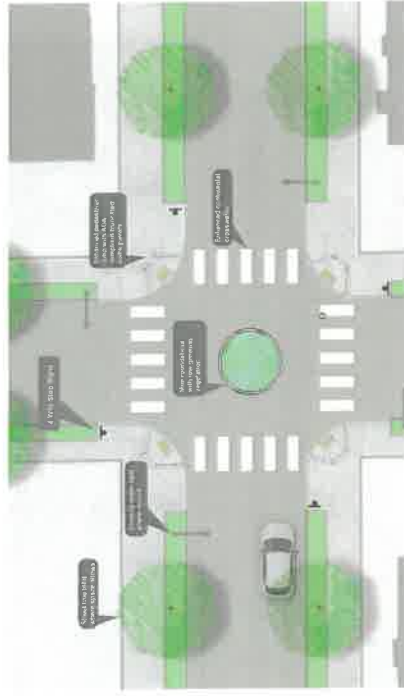
TYPICAL STREET IMPROVEMENTS



TYPICAL STREET IMPROVEMENTS



ENLARGED PLAN – TYPICAL INTERSECTION IMPROVEMENTS





TYPICAL CURB EXTENSION / ENHANCED CROSSWALK



TYPICAL MINI-ROUND ABOUT IMPROVEMENT



TYPICAL MINI-ROUND ABOUT IMPROVEMENT

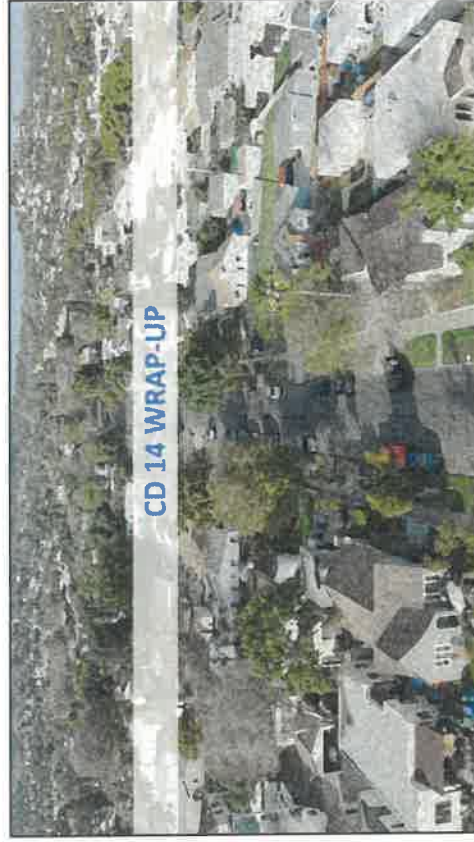
QUESTIONS

Please ask questions by typing them into the Q & A function located on the bottom of your screen



Add an  to your question if you would like to be called on to present it aloud

We will get to as many questions as we can.



THANK YOU FOR PARTICIPATING!

PLEASE FILL OUT THE SURVEY!

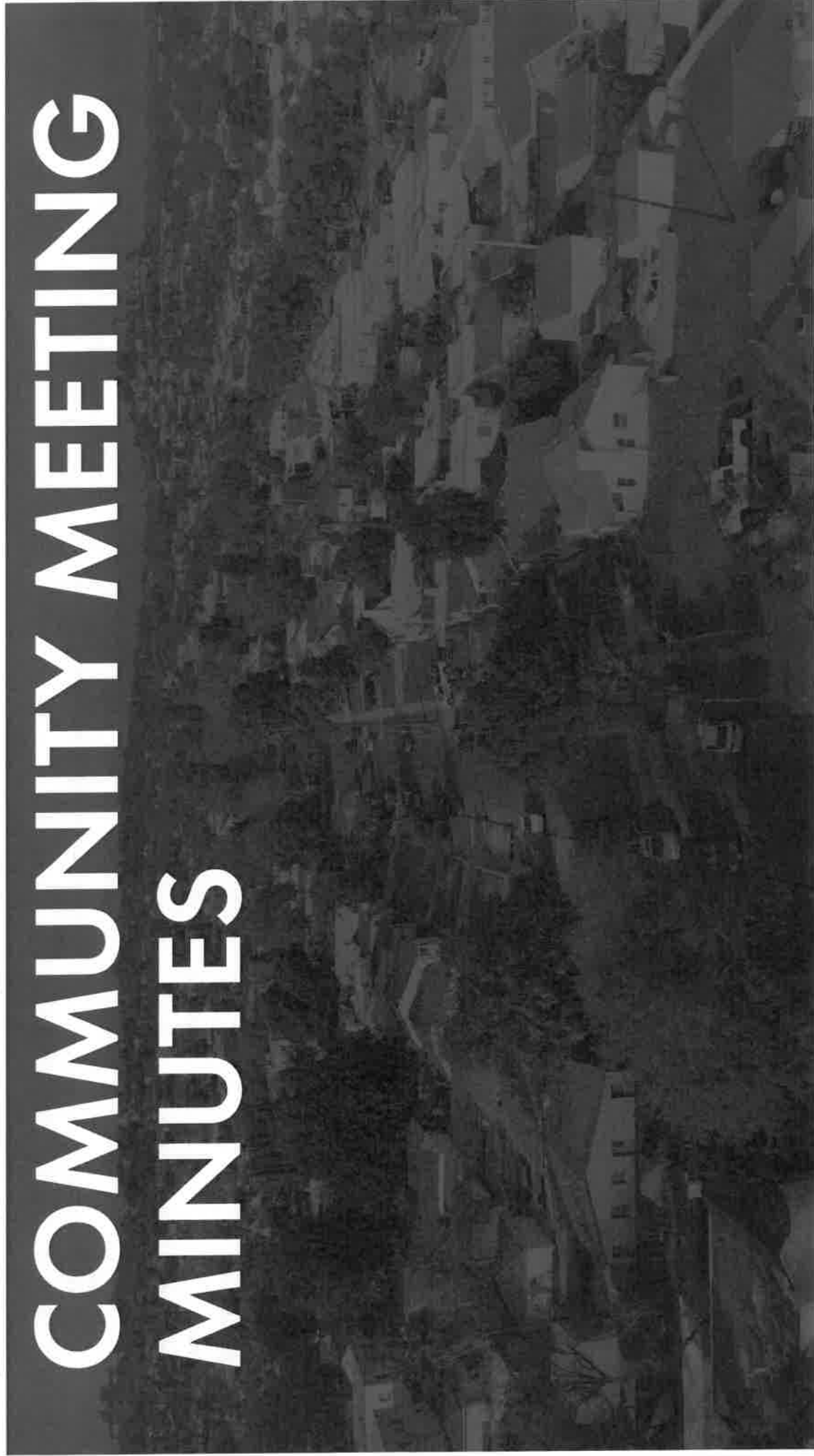
SURVEY ENDS ON 4/21/2021

For additional information, please contact David Roberts at:
drobertsassociates@gmail.com
(213) 359-0715

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APPENDIX D

COMMUNITY MEETING MINUTES



COMMUNITY MEETING #1 (MARCH 16, 2021) MEETING SUMMARY

Date: Tuesday, March 16, 2021

Time: 6:00-8:00 PM

Webinar Meeting (via Zoom)

OUTREACH AND ATTENDANCE:

- 128 RSVPs from Eventbrite online registration
- 315 Postcards mailed to residential addresses within project area boundaries
- 175 attendees over course of 2-hour webinar

ANNOTATED MEETING AGENDA AND WEBINAR NOTES:

- 41-page PowerPoint Presentation used to guide webinar

MEETING AGENDA

I. WELCOME

[15 Minutes]

- Introduction & Start Meeting (David Roberts Host)
- Spanish Translation Information (Nubia Aguirre Translator)
- Webinar Meeting Format (Moises Gomez Webinar Technician)
- 1. Webinar Meeting Format
- 2. Microphone for Presenters Only; no microphone for audience
- 3. Directions for attendees to type all Comments and Questions using "Q and A" function located at bottom of Zoom screen

II. COUNCILMEMBER KEVIN DE LEON

[10 Minutes]

OPENING REMARKS

1. After 60+ years of debate, the 710-freeway extension project was officially terminated in 2018.

2. Caltrans is now preparing to sell hundreds of properties they acquired through eminent domain.

3. There is now an exciting possibility of avoiding a piecemeal development approach in favor of comprehensive planning that will provide an integrated and innovative neighborhood vision responsive to the community needs and desires.

4. The vision plan focuses specifically on vacant land and vacant homes - not homes currently occupied by Caltrans tenants who are seeking to buy their homes from Caltrans.

5. Our office has asked the Los Angeles Neighborhood Initiative (LANI) and Gruen Associates to prepare a Neighborhood Vision Project for the El Sereno community.

6. Staff has selected seven members of the community to be part of a Steering Committee as well to help with the process; it's a diverse group of local residents and leaders who have a history of community service.

7. My sincere expectation is that by the end of this process we can come out with a consensus on what land uses are best matched with specific parcels, and this will guide us in how to best proceed with which entity is best equipped to manage and operate each parcel.

8. I want to ensure that the community is enabled to help guide the planning strategy and transform these abandoned properties into housing that is compatible and complementary to existing El Sereno neighborhoods.

9. Let me just close out by saying that I believe that through a collaborative effort, I'm confident we can develop meaningful solutions that will show how the community of El Sereno can come together to address the larger City crisis of affordable housing.

III. 710 CORRIDOR/EL SERENO VISION STUDY OVERVIEW [10 minutes]

- David Roberts, Host

A. Acknowledge other Elected Offices

1. State Senator Maria Elena Durazo
- Steve Veras
2. State Assemblymember Wendy Carrillo

- Marisela Villar
- 3. Los Angeles County Supervisor Hilda Solis
- Tony Chapa

B. Purpose

1. Develop visual urban strategy for re-use of Caltrans properties
2. Compatible and complimentary to existing neighborhood
3. Promote livability and enhance quality of life in El Sereno
4. Tenant occupied properties will not be included in Vision Project Study analysis
5. "Beginning, not end of process"

C. Technical Team (CD14, LANI and Gruen Associates)

1. Council District 14

- Nate Hayward, Director of Infrastructure
- Susana Lopez, El Sereno Field Director

2. LANI

Local non-profit founded in 1984; Mission to revitalize neighborhoods by engaging people and building vibrant public spaces

- Veronica Hahn, Executive Director
- Rebecca Draper, Director of Neighborhood Improvement Projects
- Moises Gomez, Program Manager

3. Gruen Associates

Leading local architectural, planning and landscape firm est. in 1946

- Debra Gerod, Partner
- Larry Schlossberg, Partner
- Dean Howell
- Matthew Parrent
- Gus Heully

COMMUNITY MEETING #1 (MARCH 16, 2021) MEETING SUMMARY (CONT.)

- Kamille Parks
- Carolyn Geyer

D. Project Steering Committee

Seven members: mix of residents and representatives from El Sereno Community Based Organizations)

- Pam Marquez
- Lisa Mauricio
- Hugo Garcia
- Genny Guerrero
- Arturo Chavez
- Eddie Torres
- Mark Overstreet

E. Project Steering Committee Role

1. Serve as constituent representatives of the local community.
2. Participate in 4 Steering Committee meetings (schedule to be set by steering committee members and LANI). Already met twice prior to tonight's meeting.
3. The Project Steering Committee works with CD14, LANI & Gruen Associates and the Technical Advisory Committee to develop a comprehensive plan that will provide an integrated and innovative neighborhood vision.

F. Project Schedule

1. Community Survey (Open March 1, 2021-April 21, 2021)
 - English: <https://www.surveymonkey.com/r/GV7NM63>
 - Espanol: <https://www.surveymonkey.com/r/GDK8QJ5>
2. March 16th Community Meeting #1
3. April 14th Community Meeting #2
4. Final document completed and publicly released May/June

IV. GRUEN ASSOCIATES GROUNDING EXERCISE [40 minutes]

1. Current Conditions of Unoccupied Properties

- 6 PowerPoint slides are shown to provide visual representation of existing conditions of Caltrans owned properties within project study area

2. Project Boundary Maps

- 3 PowerPoint slides are used to provide visual map reference of Caltrans Properties and the 70 parcels which will be analyzed for the 710 Corridor/El Sereno Vision Study:
 - Map #1—All 281 Caltrans owned properties;
 - Map #2—Tenant Occupied properties (74 vacant; 187 tenant occupied.);
 - Map #3—Caltrans leased (70 vacant, non-leased parcels are subject for 710 Corridor/El Sereno Vision Study)

3. Current Neighborhood Character

- Houses set-back from sidewalk
- Detached garages at rear of property
- Eclectic architectural styles
- Minimum planted open space in rear of property

4. Typical Existing Parcel Usage

- One unit with 2-car garage
- Single family house (SFR)
- 40-foot x 120 foot lot

5. Potential Approaches for Parcel Usage

- Single family house + ADU (in lieu of garage)
- Two units (duplex with 750 +/- sf for each unit)
- Three units (1,000 sf SFR + duplex- 2 units at 900 sf each)
- Three units (1,000 sf SFR + two 900 sf, 2-story SFRs)
- Bungalow Court (7 separate houses ranging from 525 sf, 600 sf; and 725 sf)

6. On-site Parking Requirements

- 10-foot wide driveway
- 2 off-street covered parking spaces required per City of LA Building Code

- No additional parking spaces required for ADUs per State Law and City of LA Building Code
- Duplexes require 2 parking spaces; one of which must be covered

7. Open Space/Parks

- 3 existing parks located within study area boundaries: (1) El Sereno North Park; (2) El Sereno Community Gardens; (3) El Sereno Arroyo Park
- 4 potential opportunities for additional parks/open space: (1) Alpha Kendall (Berkshire/El Sereno HPOZ); (2) Maycrest/Almont (Berkshire/El Sereno HPOZ); (3) Templeton/Sheffield; (4) Expansion of El Sereno Arroyo Park

V. TECHNICAL STAFF RESPONSE

[30 minutes]

TOP CHAT ROOM QUESTIONS AND COMMENTS

- 178 Q's and Comments
- Most Frequent Categories
 - Housing/Zoning/Density/Home Ownership/Affordable Housing (45)
 - Parks/Open Space (19)
 - Parking (18)
 - Community Outreach/General (15)
- Representative Q's and Comments per Category:

1. Housing/Zoning Density/Homeownership/Affordable Housing (45)

- "Some of these are too dense! Will ruin our neighborhood!"
- "Single family homes with ADU would be our vote. Do not like the several single-family homes on one lot — a max of a duplex but the best idea is the single family or some single family with ADU."
- "I live 2 blocks away from corridor - I've owned a home for nearly 16 years - I wholly support affordable housing for this plan. Sadly, the neighborhood on the side has become unaffordable for so many who grew up here. This is an opportunity for housing stability of low-income families."
- "I'm a fan of this plan to incorporate missing middle housing in the neighborhood, but I'm wondering if there will be any efforts to allow for

COMMUNITY MEETING #1 (MARCH 16, 2021) MEETING SUMMARY (CONT.)

homeownership opportunities for El Sereno residents? Considering the history of the neighborhood and the disenfranchisement of its residents."

- "It's important that any new construction feels as if they were always part of the neighborhood... Is that the plan?"

2. Parks/Open Space (19)

- "Love the idea of pocket parks and expansion of El Sereno Arroyo Park."
- "Great point, El Sereno is in need of recreational spaces! We have a lot of passive green spaces, we lack recreational spaces for our youth and adults."
- "What's the average open space to residential ratio in LA? In El Sereno? Is there a goal for this in the general plan?"

3. Parking (18)

- "Several multi-unit residences/ADUs on a block will mean the street traffic and parking will increase considerably."
- "In your parking survey are you taking into account that most current homeowners have more than two cars in their household and fill the streets at night since most don't use their garages or driveways?"
- "Many of our communities in El Sereno and all of the East and Northeast Los Angeles are already impacted by lack of parking. These communities are intensely congested. You MUST offer ADEQUATE PARKING."

4. Community Outreach/General (15)

- "Will you be sharing the results of your survey to the public?"
- "We only heard of this event on Next door app. We saw two ladies last week canvassing the streets of El Sereno, but only putting flyers on Cal Trans occupied homes. Poor delivery in my opinion."
- "You spent a brief time describing the Caltrans owned properties and the conditions they are in. Is there an inventory or list of all the properties in this survey and the conditions they are in?"
- "Is this process in preparation to sale the vacant homes? I read a news article that all properties were going to be transferred to city housing department then to the El Sereno Community Land Trust. Selling these piece by piece at market price will not benefit our community."
- "Next time can we skip the half hour of introductions and add that time to the question & answer portion? The intros are hard without a list of names with photos."

VI. FUTURE STATE ROUTE 710

[10 minutes]

Mobility Improvement Projects

- Shirley Lau, City of Los Angeles Bureau of Engineering
- \$100 million mitigation related to cancellation of 710 freeway expansion, and lack of public investment along impacted corridors over several decades
- Focus Corridors: (1) Valley Boulevard; (2) Huntington Drive; (3) Eastern Avenue
- Goals to enhance traffic safety and mobility; streetscape improvements; multi-modal transportation—pedestrians, bicyclists, automobiles and buses.

VII. COUNCIL DISTRICT 14 WRAP-UP

[5 minutes]

- Nate Hayward, Director of Infrastructure
- Importance of Community Engagement
- City Role and Opportunity to Implement Vision

VIII. WRAP-UP & REMINDERS

[5 minutes]

- David Roberts, Meeting Host
- Community Survey available on Survey Monkey (Open March 1, 2021-April 21, 2021)
 - English: <https://www.surveymonkey.com/r/GV7NM63>
 - Espanol: <https://www.surveymonkey.com/r/GDK8QJ5>
- RSVP via Eventbrite for April 14th Community Meeting #2
 - <https://www.eventbrite.com/e/710-corridor-el-sereno-neighborhood-vision-project-meeting-2-tickets-144581911389>

COMMUNITY MEETING #2 (APRIL 14, 2021) MEETING SUMMARY

Date: Wednesday, April 14, 2021

Time: 6:00-8:00 PM

Webinar Meeting (via Zoom)

OUTREACH AND ATTENDANCE:

- 132 RSVPs secured from Eventbrite online registration
- 940 postcards mailed to residential addresses within project area boundaries, as well as residential addresses located in El Sereno adjacent to project area boundaries
- 75 attendees over course of webinar

Annotated Meeting Agenda and Webinar Notes:

- 46-page PowerPoint Presentation used to guide webinar

MEETING AGENDA

I. WELCOME

[5 Minutes]

- Introduction & Start Meeting (David Roberts, Host)
- Spanish Translation Information (Nubia Aguirre, Translator)
- Webinar Meeting Format (Moises Gomez, Webinar Technician)

- Webinar Meeting Format

- Directions for attendees to type all Comments and Questions using "Q and A" function located at bottom of Zoom screen

- Microphone for Presenters Only during presentations.

- Audience members given the option to use microphone if they wish to be called upon ask question and/or provide comment aloud during "Q&A" session by typing an asterisk (*) next to their name (change from Community Meeting #1 based on feedback and suggestion from Project Steering Committee).

II. COUNCILMEMBER KEVIN DE LEON

[10 Minutes]

OPENING REMARKS

1. Welcome and thank you for your participation and support.

2. Through this Vision Study, we are looking to determine the "best uses" for the 70 vacant, non-leased parcels which are being studied for 710 Corridor/El Sereno Vision Study.

3. The Project Steering Committee was established to represent the various voices in El Sereno, and to help guide the process.

4. This is a comprehensive plan, rather than a piecemeal approach, allowing for an integrated and innovative vision.

5. Focus is on vacant, uninhabited homes.

6. Determine how to best utilize these parcels in a way to address affordable housing needs in El Sereno and enable young families to own a home in a thriving community.

7. Goal is to maximize the highest potential for these properties—single family homes + Accessory Dwelling Unit; parks/open spaces; duplexes; triplexes.

8. This is a once in a lifetime opportunity to remove the scars from the 710-freeway expansion.

9. The city and greater LA region is facing a historic housing crisis. It's become increasingly difficult to rent an apartment, let alone own a home.

10. There will be disagreements, but let's not allow the perfect to be the enemy of the good. Your feedback is crucial to ensure that community interests drive the planning efforts.

11. Your input is important to me and other elected officials, as we move forward to develop this comprehensive and cohesive vision which promotes livability and enhances the quality of life for all residents in El Sereno.

III. COMMUNITY SURVEY & COMMUNITY MEETING #1 / HIGHLIGHTS

[10 minutes]

David Roberts, Host

1. Community Survey

- Circulated on March 1, 2021
- Will close on April 21, 2021
- 26 Question Survey
- 340 responses as of Monday, April 12th

- Survey Monkey Results:

- Respondent Demographics

- o 67% homeowners

- o 25% renters

- o 70% live within ½ mile, ¼ mile or within project area boundaries

- o 47% (25-44 years old)

- o 40% (45-64 years old)

- o 9% (65+ years old)

- o 55% lived in El Sereno 15+ years

- Housing Affordability

- o 67% concerned about housing affordability in El Sereno

- o 60% agree that more permanent housing is a priority

- o 63% agree that homeownership is a priority

- Parking

- o 90% own or lease a vehicle

- o 52% park in driveway

- o 31% park curbside

- o 17% use garage/carport

- Caltrans Opportunity

- o "The disposition of these Caltrans properties represents a unique opportunity for a win-win. The character of the community can be effectively maintained while increasing affordable rental housing and providing home ownership opportunities." (65% agree/strongly agree with statement)

2. Word Pictograph Demonstrating Intensity of Comments/Questions from Community Meeting #1 Held on March 16, 2021

- Opportunities

- o Parks

- o Neighborhood stability

- o ADUs
- o Homeownership
- o Unique opportunity

- Concerns
 - o Density
 - o Parking
 - o Homelessness
 - o Unaffordable
 - o Neglected
 - o Non-local interests

IV. 710 Corridor/El Sereno

[5 minutes]

Project Steering Committee (PSC) Feedback

- David Roberts, Meeting Host

A. Three Project Steering Committee Meetings Conducted

- February 16th (Kick-off meeting)
- March 9th (Prepare for Community Meeting #1 on March 16th)
- April 5th (Review Community Meeting #1; and Prepare for Community Meeting #2 on April 14th)

B. Project Steering Committee Feedback

- Density
 - Guided by what is "Appropriate for 'El Sereno' neighborhood character"
 - 3 units/4 units too dense for single lot
 - 2 units maximum for single lot
 - Single family home + Accessory Dwelling Unit (ADU)/Granny Flat is appropriate

- Housing Needs

- Maximize Homeownership opportunities
- Prioritize existing tenants/residents

- Affordable rental housing
- Reservations about creating more bungalow courts; rather focus on rehabilitating existing bungalow courts or tear down/new construction on existing lots)
- "New" housing should reflect existing architectural styles; El Sereno/Berkshire HPOZ
- Parking
 - Most existing homes have narrow driveways, which require residents to park on street
 - Many residents don't utilize garages or carports
 - Alhambra residents (residential parking district) utilize El Sereno off-street parking for their vehicles
 - Est. El Sereno Preferential Parking District as solution; University Hills Preferential Parking District recently created
 - Creating residential parking spaces on vacant lots could be helpful solution for local residents

- Park Expansion/Open Space

- Favorable reaction to expansion of Arroyo Seco playground
- Est. dog park promised by previous Councilmember
- Alpha/Kendall vacant lot will require careful design; beneficial to have more open space in Berkshire HPOZ

- March 16th Community Meeting #1 Feedback

- Extend boundaries of direct Postcard Mailing:
- Triple direct mailing from Community Meeting #1 (325 addresses)... to Community Meeting #2 (1,000 addresses)
- Not enough time spent allocated for Community question/comments
- Provide opportunity for "live" questions from community

V. GRUEN ASSOCIATES

[45 minutes]

REVIEW INDIVIDUAL PARCEL CONCEPTS

- A. Review Project Boundary Maps initially discussed at Community Meeting #1 held on March 16th

- 3 PowerPoint slides used to provide visual map reference of Caltrans Properties and the 70 parcels which will be analyzed for the 710 Corridor/El Sereno Vision Study:
 - Map #1—All 281 Caltrans owned properties;
 - Map #2—Tenant Occupied properties (74 vacant; 187 tenant occupied)
 - Map #3—Caltrans leased (70 vacant; non-leased parcels are subject for 710 Corridor/El Sereno Vision Study)

B. Proposed Opportunities

- Rehabilitate existing units (11 parcels)
- Rehabilitate existing units + ADUs (20 parcels)
- Custom approach (54 parcels)

C. Custom Approach Design Areas

- Huntington Hub
- Concord/Arroyo Park
- Arroyo Park Hilltop site
- Valley Boulevard site

D. Proposed Opportunities

1. Berkshire HPOZ

- Alpha/Kendall Pocket Park
- HPOZ residential property renovation + ADU

- o Existing trees remain
- o Existing garage remain
- o Renovate existing single-family home
- o +ADU at rear in matching style
- o One- 3-unit parcel (lot sf allows 2 ADUs)
- o Four- 2-unit parcels

2. Huntington Hub

- Pocket park at Maycrest/Almont

- Bungalow Court
- Community Garden improvements
- Multi-family mixed-use at Huntington/Lowell
- Three- 3-unit proposals
- Two- 2-unit proposals

3. Sheffield (Keats-Templeton)

- Three- 3-unit proposals
- Two- 2-unit proposals

4. Sheffield (Templeton-Allan)

- One pocket park
- Three- 3-unit proposals
- Two- 2-unit proposals

5. Arroyo Playground/Hilltop Site

- Park expansion
- 22 townhomes (hilltop site)
- Open space/Community Center
- Market Café
- Parking lot

- Stairs from Allan to Concord leading to Arroyo Park

6. Valley Boulevard

- Open space
- 100-unit multi-family housing

E. Approximate Residential Unit Count

- 192 total units added to project study area; inclusive of 100-unit multi-family site along Valley Boulevard

F. Technical Proposal Questions

- Sale of Multi-unit Proposals

- How does Caltrans dispose of multi-unit rental properties when tenants have "first right of refusal?"

• Preferential Parking District

- Multi-phase process that requires community support, a neighborhood petition, and a parking study
- Is there interest in El Sereno to est. a Preferential Parking District?

G. Streetscape

- Enhanced intersections
- Mid-block crossings
- Mini roundabouts
- Pedestrian lighting
- Sidewalk repairs
- Street tree infill
- Current/Future bike facilities

IV. TECHNICAL STAFF RESPONSE

[50 minutes]

TO CHAT ROOM QUESTIONS AND COMMENTS

- 122 Questions and Comments recorded
- Most Frequent Topics for Q's and Comments
 - Streetscape/Traffic Calming/Parking (20)
 - Housing (ADU/Home Ownership/Affordable Housing/Townhomes/Mixed Use) [19]
 - Community Outreach (10)
 - Parks/Playground/Open Space (7)
 - Caltrans/SB51 (3)
- Representative Q's and Comments per Category:
 - Streetscape/Traffic Calming/Parking (20)
 - o "Streetslights and Trees, yes!"
 - o "We like the roundabout ideas near Berkshire Avenue."

- o "Really love the roundabout at Berkshire Ave and Dtl!"
- o "Would the enhancements include sidewalk and curbing repair? The streetscapes are in very poor shape."
- o "Why are we having to purchase permits when we are homeowners? This is not fair to the long-time residents."
- o "I own a home on Stockbridge which I live in, I am not interested in the preferential parking option. Parking has not been an issue from my 16 years of living here. Has not impacted my family's quality of life."

- Housing (ADU/Home Ownership/Affordable Housing/Townhomes/Mixed Use) [19]

- o "I support ADU approach while preserving character of housing stock."
- o "How are these houses being "sold"? As a resident since 1997 would we get the opportunity to purchase before the big developers?"
- o "Have the townhomes proposed above the Arroyo playground been approved by Cal Trans as of yet? What does that process look like before it is approved?"

- o "I apologize if you already mentioned this - would these added units be market rate or affordable or a mix of both? If a mix of both, which would be market rate and which would be affordable?"

- o "How can we prepare ourselves to qualify and purchase a home as a low-income family?"

- o "In regard to the 100-unit multi-family development planned on the south side of the project development area (near the 710 freeway), is the home development planned to be constructed on the existing hillside or will the hillside be excavated and brought to the current Valley Blvd. level?"

- o "Would the renovated and new housing be sold to new homeowners or rented/leased by the City?"

- Community Outreach (10)

- o "Everyone on this meet should at least see the questions, even if we cannot respond to them. When and where can we see all the questions from last meeting, only a fraction were answered then."
- o "I'm going clarify my first question hoping to get an answer. So, at the beginning of this meeting, you mentioned there is a committee

- CD 14 will provide access to report on social media pages, weekly newsletter, etc.
- Final Report will be emailed to all RSVPs from both Community Meeting #1 as well as those who RSVP'd for tonight's Community Meeting #2.
- Thank you for your participation and support.

representing the corridor: this is the first I hear of them. How did they get appointed?"

- o "I wasn't invited to the first community meeting, so how was the steering committee chosen? Also, who will be the final decision makers in this project?"

- Parks/Playground/Open Space [7]

- o "The park should be focused on children and the elderly. I disagree with dog park focus vs. children and the elderly. Dog park is for a certain more affluent demographic in my opinion."
- o "Hello there - maybe I missed this info earlier, who would own the pocket park and be responsible for maintenance, security etc."
- o "It would be great if the proposed open space on Valley included a playground. There are no playgrounds for kids on that side of the train tracks/university hills side."

- Caltrans/SB51 [3]

- o "How is this Vision Project coordinating with the RFI put out by Caltrans, DGS and HCD at the state level?"

V. COUNCIL DISTRICT 14 WRAP-UP [5 MINUTES]

- Nate Hayward, Director of Infrastructure
- Importance of Community Engagement
- City Role and Opportunity to Implement Vision

VI. REMINDERS AND ADJOURNMENT [5 MINUTES]

- David Roberts, Meeting Host
- Community Survey available on Survey Monkey (Closes on April 21, 2021)
 - English: <https://www.surveymonkey.com/r/GV7NM63>
 - Espanol: <https://www.surveymonkey.com/r/GDK8QJ5>
- Final Report scheduled for completion in late May/early June
- Final Report will be released to the public.