

CITYWIDE PLAN

A PORTION OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES



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This plan is under restudy by the Planning Department. It may be revised in the near future. If you have any questions, please contact the Citywide Planning Division.

CITYWIDE PLAN

A portion of the General Plan of the City of Los Angeles

NOTE: The *Land Use Element Housing Program No. 7* on page 10 was amended by City Council Resolution on October 17, 1986 to add:

- A new single-family residential zone which would permit factory-built, manufactured, or site-built single-family dwellings on lots of less than 5,000 square feet and could be applied to areas designated as Low or Low II on the adopted Community Plan, provided certain issues are given due consideration as set forth in the Housing Element of the General Plan.

APPROVED BY
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DEPARTMENT OF CITY PLANNING
LOS ANGELES, CALIFORNIA

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INTRODUCTION

This CITYWIDE PLAN is directed to the intermediate range, the next twenty years, whereas CONCEPT LOS ANGELES is a conceptual framework for the long range development of the City.

The Citywide Plan will furnish a basis for the preparation and revision of other more detailed parts of the General Plan, the community plans and the technical elements for the City's circulation, public service-systems and environmental quality.

As does the Concept, the Citywide Plan reflects the goals and concerns expressed by thousands of Los Angeles citizens. These were obtained through: the Los Angeles Goals Program; the City Planning Commission; hundreds of public hearings on zoning and other routine planning matters; numerous community meetings on proposed plans; suggestions by officially appointed local planning advisory committees; and many staff consultations with elected officials, individual citizens and representatives of civic groups.

The Goals Council, a citizen group participating in the Goals Program, conducted a sample survey of citizen opinion. This survey revealed that what Los Angeles residents dislike most about their City are smog and traffic congestion. They strongly desire the preservation of the City's traditional single-family life style. They also advocate the development of a rapid transit system, preservation of open space, and the provision of better recreation facilities.

Over half of the citizens interviewed in the sample survey during the Goals Program stated that they favored continued growth of the metropolitan area. More recently, large numbers of citizens have indicated that they view growth as a major threat to the City's amenities. This Plan is based on the premise that whatever growth occurs can be contained and directed.

Growth-inducing impacts will be considered in the Environmental Impact Report (EIR) for new development over which the City has discretionary authority. The EIR will also provide a method of evaluating to what extent the new development is consistent with the Plan. There may be instances where projects or public actions are found to be consistent with some policies and programs and inconsistent with others. The EIR will provide the decision making body with the information necessary to balance the social, economic and environmental impacts of the development or action.

Progress in implementing the Plan will be monitored by the City Planning Department and the City Planning Commission with assistance from elected officials, citizens advisory committees, citizens, and service organizations interested in implementing the General Plan.

No zoning is changed by this Plan. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

General Features of the Citywide Plan for Los Angeles are summarized on page 4. Following that, the Plan states the objectives, policies and programs for land use (housing, commerce, industry, and open space), circulation, service systems (public facilities and utilities) and environmental quality (conservation, open space, noise and seismic safety).

CITYWIDE PLAN

Section 96.5 of the City Charter provides that:

The General Plan shall be a comprehensive declaration of purposes, policies and programs for the development of the City, and shall include, where applicable, diagrams, maps and text setting forth objectives, principles, standards and other features.

The Citywide Plan is a part of the General Plan of the City of Los Angeles and sets forth broad policies and programs for other portions or elements of the General Plan.

The policies and programs in this Plan are intended to provide direction and a course of future action for the City and its Departments. As such, this Plan is not intended to mandate the City or its various Departments to commence any new programs which may require the expenditure of man hours or funds. Any such actions called for in this Plan requiring additional funding must be brought individually to the Council through the budgetary process.

PURPOSE

GENERAL PLAN

Section 96.5(1) of the City Charter provides that the purpose of the General Plan shall be:

Purpose: The General Plan shall serve as a basic and continuous reference in (a) planning for the development of the City, (b) developing, correlating and coordinating official regulations, controls, programs and services, and (c) attaining coordination of planning and administration by all agencies of the city government, other governmental bodies and private organizations and individuals involved in the development of the City.

CITYWIDE PLAN

The purposes of the Citywide Plan, a part of the General Plan, are:

- To provide a basic and continuous reference for the City's short-range development toward achievement of the long-range Concept.
- To provide a basis for evaluating the impact of growth within the City, considering the need for maintaining and improving environmental quality.
- To plan for the City in a regional context.
- To relate land use, circulation and service-systems to each other on a citywide basis.

- To provide a basic and continuous reference for the preparation and revision of the more detailed community plans and technical elements.
- To provide a basic and continuous reference for the development or review of proposals for Federal, State, County and private funding for the improvement of the City.

CONTENT

GENERAL PLAN

Section 96.5(2) of the City Charter provides that the content of the General Plan shall be:

Content: The General Plan shall include the following elements:

- A land use element which designates the proposed general distribution, location and extent of the uses of land, and includes a statement of the standards of population density and building intensity for the various areas covered by the General Plan.*
- A circulation element indicating the general location and characteristics of existing and proposed freeways, major thoroughfares, transportation routes, terminals, and other facilities and features all correlated with the land use element of the General Plan.*
- A service-systems element indicating the location and characteristics of service-systems supplying the city with utilities and services.*

The General Plan may include other elements including those enumerated by State law, . . .

An environmental element indicating aspects of the physical and cultural environment which must be considered when evaluating any kind of public or private development and which serve to enhance the quality of the City's amenities.

The General Plan and its elements are presented in three volumes. Volume I contains the CONCEPT OF THE GENERAL PLAN which provides a basic and continuous reference for the long-range development of Los Angeles within the context of the metropolitan region; and this CITYWIDE PLAN, which provides a basic and continuous reference for intermediate-range development. Volume II contains individual technical elements for various sub-categories of the Service Systems Element, the Circulation Element and the Environmental Element. Volume III contains area, community and district plans, for various sub-areas of the City, which present the Land Use Element in detail appropriate to routine reference in connection with zone changes, conditional uses, public facility locations and other planning matters.

CITYWIDE PLAN

The Citywide Plan, a part of the General Plan, contains general objectives, policies and programs for development of the City as a whole during the next twenty years.

An objective is defined as an ideal for which to strive. A policy is a direction or course. A program is a procedure for action. The procedures and methods used to pursue a given program are determined by the responsible agency.

The programs included in the Citywide Plan should be initiated during the twenty year life of the Plan. Some should be completed soon after adoption, others will require longer to complete and many are of a continuing nature. The Plan does not identify all of the existing programs of the City, but addresses itself to new programs and the expansion of existing programs necessary to implement the Plan.

As conditions change over time, it will be necessary to amend the Plan. The community plans are to be reviewed and updated every five years. Similarly, the Citywide Plan will be reviewed at least every five years. Revisions to the Plan may also be initiated by the City Council or the City Planning Commission as the result of their own motion or receipt of a request.

GENERAL FEATURES

The Citywide Plan for Los Angeles represents the initial twenty year stage in the achievement of the City envisioned by the Concept.

The Concept provides a long-range view of the City, characterized by: (1) Centers having a high intensity of development and activity; and (2) low density suburban areas. Centers will include commercial, residential and appropriate industrial development, such as research facilities. Centers will also include recreational, cultural, educational and other public facilities. Suburbs will be predominantly residential in character but will include local businesses, public service facilities, schools and parks. Centers and suburbs throughout the City will be tied together by a comprehensive transportation system and interlaced with parks and open spaces.

Population growth is not necessary for the achievement of this Plan. In the long term, the future population growth of the City is uncertain. If this growth continues, the rate may be substantially below rates of growth which have occurred in the past. The Citywide Plan provides that such growth as does occur can be accommodated through proper land use control and other policy implementation techniques. It provides that low-density areas predominantly in single-family use be preserved.

Centers of residences and business served by a mass rapid transit system form a major component of the Plan. Development of Centers depends primarily upon a restructuring of the City as new facilities are constructed and obsolete ones are replaced. The Centers are dependent upon the catalytic effect of the development of a transportation system of adequate capacity and other public facilities and services which will enable the Centers to function as healthy and desirable environments for living and working.

The overriding concern of the City is the quality of life for the citizens. Thus, the impact of continued population growth requires examination of new information on environmental quality, related to the number of people within the Los Angeles basin.

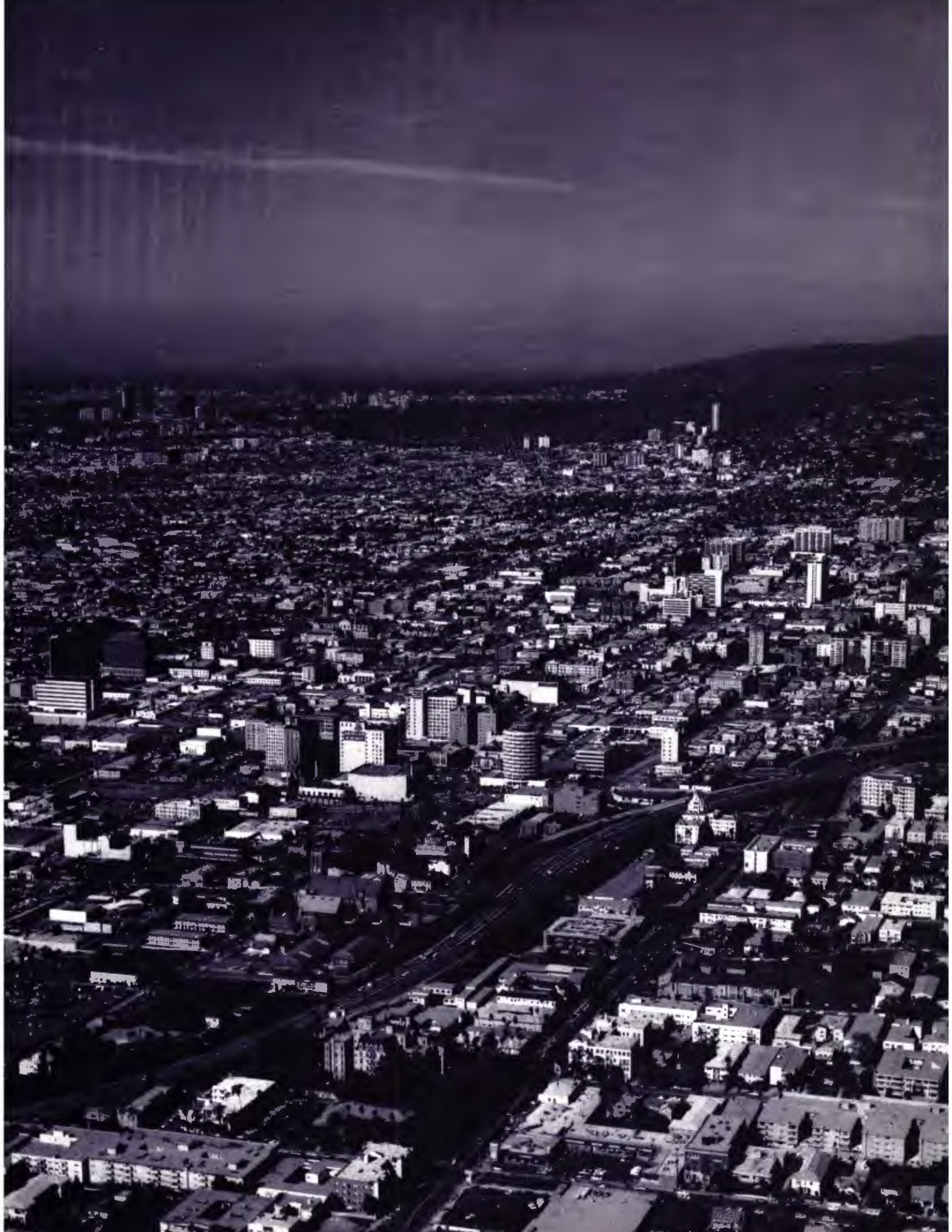
The Regional Core, comprised of the Downtown, Wilshire, Miracle Mile, Hollywood and Century City Centers, together with intervening and peripheral areas, is designated for higher densities of population and employment than are proposed elsewhere. It will remain the dominant nucleus of the Los Angeles Metropolitan Region. The Plan provides the necessary residential and commercial capacities in the Core. Several additional Centers are proposed for major intensification including: Crenshaw, Westwood, Westchester Airport, North Hollywood, Van Nuys, Canoga Park-Woodland Hills, Sherman Oaks, Universal City, and Exposition Park. Growth of the remaining Centers will take place comparatively slowly.

The Citywide Plan proposes that nearly all stable single-family neighborhoods be maintained even though they may be zoned for higher intensities or another type of use at the time this Plan is adopted. In many areas of the City, this will require either a density adjustment or a change of zone. Residential densities in mountain areas should be restricted in accordance with the terrain, access and available public facilities.

All future high-intensity commercial development will be in the Centers. Smaller commercial facilities will continue to be located in community business districts and neighborhood shopping centers. Much of the poorly located strip commercial development along highways will be gradually converted to more appropriate uses.

Industry, in general, is proposed to be located in districts near railroads and freeways. No major expansion of existing industrial areas is indicated; however, full utilization and some intensification are anticipated.

Circulation is a prime concern of the Plan. Development of the initial stage of the mass rapid transit system and improvement of the freeway and highway system are all necessary to accommodate the travel requirements of the City's expected 1990 population. Within larger Centers, local auxiliary transit systems should be constructed as part of the first-stage system.



LAND USE ELEMENT

The Land Use Element sets forth objectives, policies and programs for the general location, distribution, density and building intensity of land uses within the City.

The Land Use Element applies to the City as a whole, and will be used in preparing and revising the more detailed community plans and the technical elements of the General Plan. Technical elements relating to land use include:

- Housing
- Commerce
- Industry
- Open Space
- Others, as determined to be appropriate

Together, these will provide a basic and continuous reference upon which to base decisions regarding future City development.

HOUSING

One of the most critical problems facing the City is the lack of sound housing available to low-income families. As housing costs continue to rise, even moderate-income families are finding single-family homes priced beyond their reach. At the same time, many of the homes built immediately after World War II are beginning to deteriorate and will soon become sub-standard if not properly maintained.

The rising cost of housing and the desire for a maximum rate of return on investment have caused the construction of low-rise apartments of minimal quality to replace older single-family houses. If this trend is allowed to continue, Los Angeles will eventually see the end of its characteristic single-family life style.

OBJECTIVES

1. To preserve and protect stable single-family residential development.
2. To encourage the maintenance of housing in livable condition, and to improve living amenities in all residential neighborhoods.
3. To provide for a volume of housing construction adequate to meet the needs of the population at any given time.
4. To achieve a variety of housing types and amenities to meet the requirements and desires of the City's various age, income and ethnic groups.
5. To achieve appropriate residential development in mountainous areas with emphasis on the preservation of open space.

POLICIES

It is the City's policy that:

1. Housing densities be defined as follows:

Density	Dwelling Units per Gross Acre**	Persons* per Gross Acre**	Preferred Locations
Very Low	3 or less	12 or less	Remote Suburbs and mountains
Low	3+ to 7	10-30	Suburbs
Low-Medium	7+ to 24	20-75	Fringes of Centers; Regional Core; Suburbs near commercial areas
Medium	24+ to 40	50-100	Centers; Suburbs near commercial areas and on some highways
High	40+ to 80	80-160	Centers
Very High	80+	150 & above	Core of Centers

** This column does not indicate policy but is for statistical purposes only. It illustrates the approximate range of population densities which could be expected.*

*** Gross Acreage includes streets.*

2. A balance be maintained between land use intensities and the capacities of the circulation and service-systems facilities.
3. Low and very low density areas designated by the General Plan be preserved and zone changes to a higher density be considered only in special circumstances.
4. Where appropriate (depending on location and condition) rehabilitation of older residential areas be promoted. Requests for rezoning to a more intensive use are to be considered only in special circumstances.
5. Except in unusual circumstances, residential development in mountainous areas be restricted to the very low density category, and may be further restricted by considerations of safety, access and available public facilities, utilities and open spaces. The use of residential planned development techniques are to be encouraged in mountainous areas as a means of minimizing grading thereby preserving the natural appearance of the topography and maximizing open space.
6. Single-family dwellings, garden apartments, townhouses and other low and low-medium density housing be located primarily in suburban areas.
7. Medium density housing be located primarily at the peripheries of Centers, and near community and neighborhood commercial facilities within suburban areas.
8. High density housing be located primarily in Centers. Where appropriate, it may be combined with compatible non-residential uses.
9. Housing for low income families including senior citizens be encouraged throughout the City, utilizing all available government assistance programs relating to such housing. Except for senior citizens, this housing should consist of a limited number of dwelling units in each development and be situated convenient to public transportation and places of employment.
10. Housing for the active elderly be located convenient to public transportation, commercial services, recreation and cultural facilities and health facilities.
11. The use of residential planned development techniques (the process of planning housing in unified developments) be encouraged.
12. The use of new concepts for housing design, technological innovations and industrialization of the construction industry be encouraged.
13. All new multiple dwellings provide usable open space for recreation and outdoor living and be adequately soundproofed.
14. Tax laws be revised to provide incentives to property owners making improvements on their property.
15. The availability of an adequate quantity and quality of relocation housing be assured for persons who may be displaced by projects or improvements constructed and financed by governmental agencies, at prices and rents they can afford.

16. The availability of an adequate quantity and quality of relocation housing be assured for persons who may be displaced by enforcing or upgrading the Municipal Code.

PROGRAMS

1. Reclassify residential zones in accordance with the General Plan.
2. Rezone areas designated as Centers as needed to permit controlled development.
3. Continue to rebuild or rehabilitate deteriorated parts of the City under all available and appropriate local, state and federal government programs and through new tax incentive measures.
4. Continue the Systematic Code Compliance Program of the Conservation Bureau of the Department of Building and Safety.
5. Expand use of leased and/or subsidized housing programs emphasizing the provision of housing for low income families on a scattered-site basis throughout the City.
6. Carry into application funding and program implementation any governmentally-assisted code enforcement program or determine the best means to accomplish the same purpose.
7. In the Municipal Code consider the provision of:
 - Guidelines for planned residential developments to obtain better design and greater variety and encourage cluster development.
 - Density zoning, which will permit a variety of dwelling unit types within the designated density range.
 - Yard and building coverage regulations to encourage better site utilization and more efficient and usable open space.
 - Standards for mobile home developments in suitable areas.
 - Incentives for assembling small lots into sites of adequate size for multiple residential development.
 - Multiple residential zones requiring a minimum density of development, in order to promote intensive development in Centers.
8. Explore the feasibility of creating a revolving “seed” money and operating fund to assist bona fide non-profit corporations to increase their viability and effectiveness in order to increase the quantity and improve the quality of housing for low and moderate income persons.
9. Consider relocation problems in Environmental Impact Reports involving improvement or redevelopment of residential areas.
10. Improve and expand relocation services for households displaced by governmental projects or improvements.

COMMERCE

Commercial facilities are located throughout the City in existing Centers, community business districts, planned shopping developments and commercial strips. There is more commercially zoned land in the City than is needed, and much of the excess is located in strips along major and secondary highways. Strip commercial development, for the most part, is inconvenient for shoppers, lacks adequate parking, and interferes with traffic flow. Many commercial strips contain mixtures of incompatible land uses and are poorly maintained.

OBJECTIVES

1. To improve the convenience and accessibility of commercial activities.
2. To eliminate unneeded commercial zoning and to control the location of new commercial developments.
3. To improve the aesthetic quality of commercial developments.
4. To encourage the efficient use of land by combining commercial facilities with other compatible uses.

POLICIES

It is the City's policy that:

1. Core areas of Centers contain concentrations of offices, retail and entertainment facilities, as well as high density housing. Multiple function buildings including appropriate shopping and services for residents of the Center are to be encouraged. Facilities in core areas will also be available to residents of adjacent nodes and suburbs.
2. Community business districts be focal points for local shopping, civic and social activities. They should be expanded in depth rather than length, and should provide improved parking and pedestrian circulation.
3. Local commercial facilities and services be provided convenient to residential neighborhoods as designated in the community plans.
4. The creation or expansion of poorly located strip commercial developments not be permitted. Commercially zoned land not needed for commercial purposes is to be reclassified for more appropriate uses.
5. New or rebuilt commercial facilities be designed to enhance the character of surrounding development.
6. Intensive commercial development adjacent to "park-and-ride" stations be discouraged.
7. Where commercial use adjoins residential development, an adequate landscaped buffer or landscaped parking buffer be provided.
8. All commercial facilities be maintained in accordance with requirements for health and safety. Rehabilitation of appropriately located commercial facilities is to be encouraged.

PROGRAMS

1. Review all commercial zoning in the City; redesignate poorly-located and unneeded commercial lands for more appropriate uses.
2. Develop specific plans with the help of citizen advisory groups for designated Centers to promote and coordinate development.
3. Formulate specific standards and criteria for the development and operation of commercial areas.
4. Where appropriate, redevelop existing commercial strips with auto-oriented (drive-in and drive-thru) facilities at points of good vehicular access, where they will not interfere with the flow of traffic.
5. Encourage the establishment of joint public-private corporations to develop the special facilities needed in Centers, such as parking structures, grade-separated pedestrian ways, and pedestrian movement systems.
6. In the Municipal Code consider the provision of:

- A planned commercial development category, which will require a review of site plans and uses, in order to assure coordinated development of new commercial centers at all scales.
- A modification of the existing regulations for multiple use of structures for commercial and residential purposes.
- Commercial zones requiring a minimum intensity of development in Centers.

7. Continue the Code Compliance Program for commercial facilities.

INDUSTRY

Industry in Los Angeles has generally been located along transportation routes, especially railroads. There are heavy concentrations of industry in the southern and south-central parts of the City in proximity to the harbor, railroads and freeways.

Problems have arisen where industry and residential areas are located close together without proper buffering.

Land used or set aside for industry prior to 1970 is generally adequate to meet the anticipated 1990 needs. The City must ensure that this land is maintained free of encroachment by unrelated types of development to protect the economic health of the City.

OBJECTIVES

1. To preserve designated industrial lands for industrial uses.
2. To locate new industry convenient to appropriate transportation facilities and compatible with surrounding land use.
3. To improve the aesthetic quality of industrial developments and to protect the amenities of adjacent areas.
4. To locate appropriate new industry in the City in order to provide an adequate economic base for the City.

POLICIES

It is the City's policy that:

1. Appropriate new business and industry be encouraged to locate in the City through public and private programs.
2. Large industrial sites be developed as planned industrial parks.
3. Industry be encouraged to locate convenient to areas of high employment need.
4. Industrial areas, wherever possible, be clearly defined, being separated from other uses by freeways, flood control channels, highways and other physical barriers.
5. Compatible light industry be encouraged to locate adjacent to airports to provide buffering between the airport and residential areas.
6. Where industry adjoins residential development, an adequate landscaped buffer or landscaped parking buffer be provided.
7. Standards for parking for industrial lands be based on the criterion of a ratio of not less than one parking space for each employee on the main shift.

8. The maintenance and rehabilitation of appropriately located industrial facilities be encouraged.
9. Before being abandoned, the surface facilities of all extractive industries be removed and the premises improved to a suitable condition, taking into account adjacent land uses.

PROGRAMS

1. Develop guidelines for the interim use of industrial land.
2. Study the suitability of industrial land development on properties adjoining new freeways.
3. Examine laws relating to industrial development and propose changes to encourage appropriate industrial development.
4. In the Municipal Code consider the provision of:
 - Regulations for planned industrial districts and industrial parks.
 - Prohibiting unrelated uses in industrial zones.
 - Site plan review for industrial development abutting freeways, major traffic arterials and residential zones.
5. Continue the Code Compliance Program for industrial facilities.

OPEN SPACE

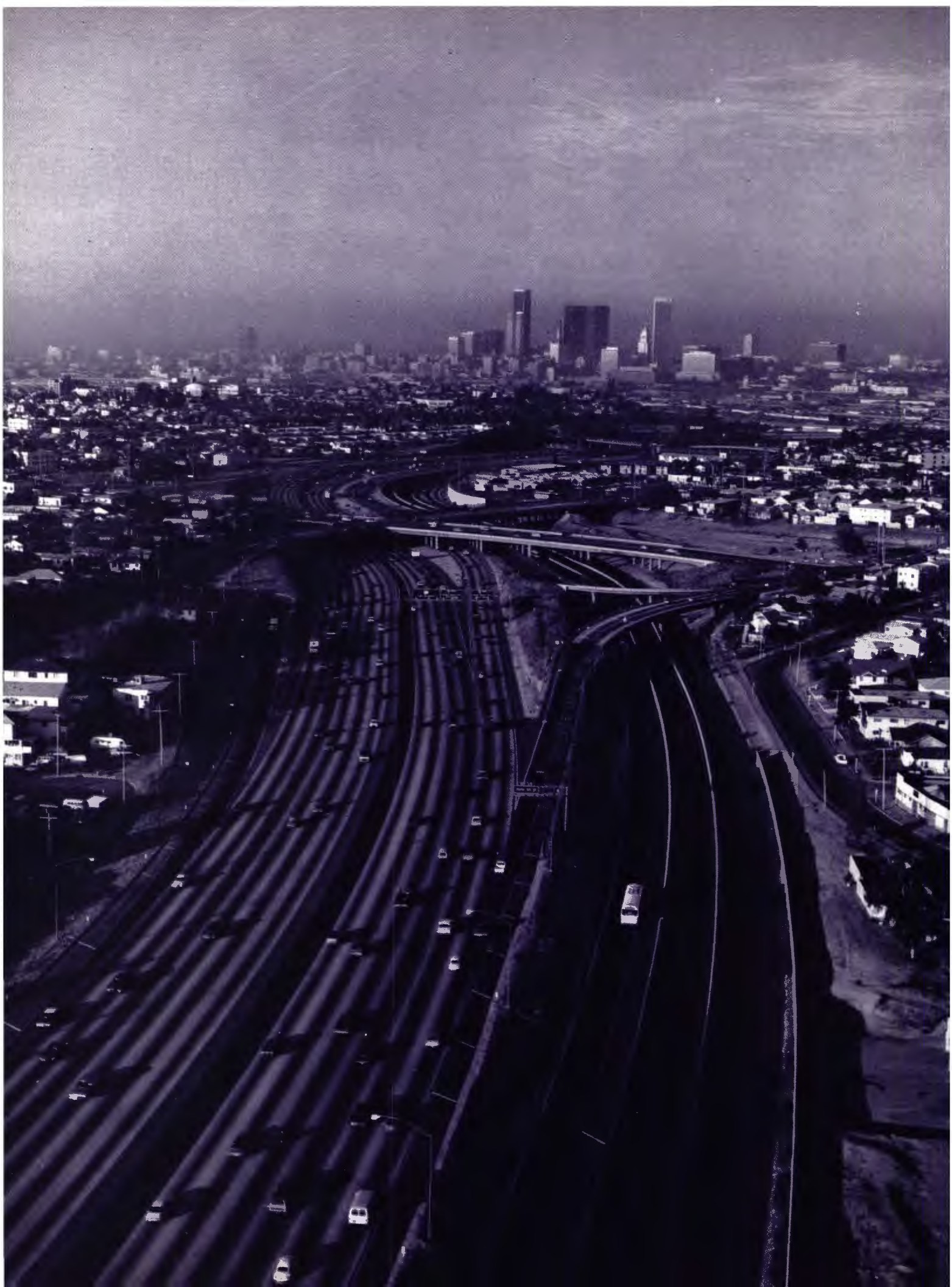
Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways: provision of recreational and educational opportunities, preservation of scenic, cultural or historic values; protection of and provision for the public health and safety; enhancement of the economic base of the City; preservation or creation of community scale and identity; preservation and/or provision of rights-of-way for utilities and transportation facilities; conserves or preserves natural resources or ecologically important areas; and provides or preserves lands for managed production of natural resources.

There are two major classifications of Open Space: (1) Open Space Lands which are devoted to open space use and are so designated by the City Council, and (2) Other Open Space which includes desirable open space.

Desirable open space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands, and to maintain the overall health, safety, welfare and attractiveness of the community.

Recognized are the many uses of lands considered as open space in the Plan including agriculture, public and commercial recreation, public safety projects, natural resource conservation, very low density residential development, etc. These are all uses which may be appropriate in indicated open space areas. Guidance for the intensity of these activities is provided by the Community Plans and evaluation of the carrying capability of the land. More information on the use and development of open space can be found in the Open Space Plan and the Open Space Zone of the Revised Zoning Code.

Specific open space policies and programs, as they relate to the environment, are discussed later in the text under the Environmental Element.



CIRCULATION ELEMENT

The Circulation Element sets forth objectives, policies and programs to guide the location and development of the City's transportation facilities linking parts of Los Angeles with each other and other parts of the metropolitan area. It is intended to serve as a guide for the development of a smoothly functioning, fully integrated transportation system. It attempts to relate the various types of transportation facilities on a region-wide basis.

The community plans and the technical elements of the General Plan will treat each part of the integrated transportation system in considerable detail. Technical elements relating to Circulation include:

- Air Transportation
- Bikeway Systems
- Highways and Freeways
- Los Angeles International Airport Plan
- Off-street Parking
- Port of Los Angeles
- Public Transportation (such as rapid transit, auxiliary transit and buses)
- Scenic Highways
- Others, as determined to be appropriate

The transportation network will significantly shape the development of the City and the region. The private automobile, modified to conform to the adopted air quality standards, will continue to provide the principal means

of transportation in the foreseeable future. However, traffic congestion is a serious problem during peak hours. Public transportation is provided primarily by buses, which compete with the automobile for space, offer limited routes and time schedules and attract insufficient revenues. Because of reliance on the private automobile, public transit facilities remain inadequate and the non-driver has limited mobility. An integrated transportation system is necessary to overcome these difficulties. Appropriate types of bus and other forms of public transportation will be used to meet the special needs of various communities. The role of the bicycle will be enhanced by the provision of bicycle parking facilities and the acceptance of this type of vehicle as part of the transportation system.

OBJECTIVES

1. To provide an integrated transportation system coordinated with land use which adequately accommodates the total travel needs of the community.
2. To minimize the use of air polluting motor vehicles.
3. To improve the safety and efficiency of all transportation modes, particularly during peak travel periods, giving priority to public transportation.
4. To increase the mobility of all segments of the population between and within centers, and between suburbs and adjacent centers.
5. To achieve within an exclusive right-of-way a rapid transit system as an effective alternative to the private automobile for trips between Centers and also between the Regional Core and outlying suburban areas.
6. To locate, operate and maintain transportation facilities to be compatible with adjacent areas.
7. To promote improved design and appearance of transportation facilities.
8. To minimize conflict between vehicular and pedestrian traffic.
9. To utilize the transportation system as a tool in developing planned land use patterns so as to minimize detrimental effects upon urban life.
10. To provide adequate local bus transportation throughout the metropolitan region, as a part of the integrated transportation system.
11. To provide for the efficient movement of freight.
12. To encourage the development of air rights over publicly owned rights-of-way in areas of high intensity where appropriate and consistent with public health, safety and welfare.
13. To improve the City's highway and freeway system as a major component of the City's integrated transportation system.
14. To encourage the use of bicycles as a viable means of transportation.

POLICIES

It is the City's policy that:

Freeways

1. Freeways create minimum disruption of areas which they traverse and be routed so as to separate incompatible land uses where possible. Freeways should not split cohesive residential neighborhoods or commercial complexes.
2. Freeway rights-of-way be designed to accommodate other compatible modes of transportation. Utilization of air rights and of surface rights on

unused rights-of-way and under elevated roadways will be encouraged.

3. The City establish priorities for the improvement of freeways and encourage acceptance of such priorities by the State.
4. The City's highway and freeway system be improved as a major component of the City's integrated transportation system. Better use of the highways and freeways is to be achieved through advanced traffic control systems and exclusive lanes for buses and car pools.

Highways

5. Within the core of principal Centers, pedestrian and non-pedestrian traffic be separated.
6. Intersections of local streets with highways be spaced one-quarter mile or more apart where feasible.
7. Vehicular access to properties abutting highways be restricted to adjacent local streets, service roads or alleys, where feasible.

Rapid Transit

8. The City, in cooperation with the Southern California Rapid Transit District, seek Federal, State, County and private support for better public transportation.
9. An immediate system of bus routes connecting Centers and providing access to Centers from suburban areas be provided, parts of which may be replaced by the rapid transit system.
10. The rapid transit system be in the form of a network connecting Centers with other Centers. It is to operate on its own grade separated right of way, either above or below ground depending upon local conditions. "Park-and-ride" stations are to be located outside of Centers and include facilities for the parking of automobiles and bicycles and facilities for transfer between local and rapid transit.
11. The type of rapid transit facility selected be that which most closely meets the criteria set forth in the Public Transportation Element of the General Plan.
12. The phasing of the rapid transit system be based upon priorities derived from transportation needs and Center development.
13. Rapid transit stations within Centers be developed as multi-function structures at the locations most suitable to serve intensive development.
14. The rapid transit system and auxiliary transit systems be utilized for the hauling of light freight.

Auxiliary Transit

15. Auxiliary transit systems, compatible with the primary system, be developed on unobstructed rights-of-way within the principal Centers. Where there is sufficient demand, the auxiliary systems should be built before the primary system, otherwise the two systems should be built simultaneously.
16. Feeder bus lines connecting suburban areas with public rapid transit stations be developed concurrently with the primary system.
17. The City encourage bus service within a reasonable walking distance of residences, generally located on major and secondary highways and focused on adjacent Centers. Bus service may be reduced where an auxiliary transit system is built.

Off-Street Parking

18. Where needed, the provision of off-street parking be encouraged near all arterial streets.
19. Additional parking in centers for automobiles and bicycles be located at the periphery of the most intensively developed areas convenient to freeway access and interconnected with such areas by auxiliary transit or other public transportation facilities.
20. Parking facilities at "park-and-ride" stations be adequate to encourage patronage of the rapid transit system.

Bicycles

21. The needs of the bicyclist be considered in the design of Centers.
22. Bikeway systems be established to permit safer riding of bicycles for transportation, recreation and health.

Airports

23. Airports development and operation be coordinated with that of surrounding communities to minimize detrimental effects to both the airport and the community.
24. Palmdale Intercontinental Airport be a major airport of the region.
25. Los Angeles International Airport be developed to accommodate approximately forty million passengers annually.
26. Ontario Airport serve as an important satellite terminal and be developed as a commercial air transportation facility.
27. Van Nuys Airport remain substantially a general aviation airport.
28. Other airports may be required to meet the air transportation needs of the region.
29. An effective system of heliports and helistops be developed as needed.
30. Service to City airports be provided from Centers by various public transportation modes.
31. Effective ground circulation systems and adequate parking be provided at all airports.

Port of Los Angeles

32. The Port of Los Angeles be developed to meet increasing demands for handling of passengers and cargo.
33. Development of the Port of Los Angeles be coordinated with that of the Port of Long Beach and with adjacent communities.
34. The scenic and aesthetic qualities of the Port of Los Angeles be improved, and facilities be provided for increased recreational use.

Railroads

35. Railroads be integrated into the total development of the City. Where appropriate, railroad rights-of-way should be used for additional transportation purposes. The appearance of railroad facilities should be improved to achieve greater harmony with their physical surroundings.
36. Priority in the provision of grade separations between railroads and major and secondary highways be based on need.



37. Air rights over tracks and yards may be developed for appropriate uses.
38. Railroad tracks be consolidated where feasible; unused or unneeded railroad rights-of-way should be eliminated and considered for appropriate uses.

Trucks

39. The integration of truck terminals with railroad, air and port facilities be encouraged, to facilitate the transfer of freight.
40. Truck terminals be located convenient to and compatible with highways and freeways so as to facilitate the handling of freight.
41. Truck terminals be located and designed so as to minimize disturbance to adjacent land uses.
42. To the extent feasible, separate access and loading facilities be provided for service vehicles in Centers.

PROGRAMS

Freeways

1. Establish priorities in freeway construction and improvement directed to the relief of traffic congestion, especially within the Regional Core.
2. Cooperate with the State in joint efforts to bring the Highways and Freeways Element of the General Plan and the State's planned Freeway and Expressway System into mutual agreement.
3. Encourage the State to improve existing freeways within the City as necessary to improve safety, capacities and operational techniques.
4. Cooperate with the State in developing improved operational techniques to increase capacities of freeways and highways for desired modes of transportation.

Highways

5. Improve streets and highways in accordance with the City's adopted standards and its Five Year Capital Improvement Program.
6. Continue to improve the highways and freeways as an integral part of a balanced transportation network.
7. Develop roads to remote areas as needed to ensure adequate emergency access.
8. Continue to develop and recommend adoption of specific plans for pedestrianways for the Centers.

Rapid Transit

9. Encourage the development of a Rapid Transit System including auxiliary networks in the major Centers.

Auxiliary Transit

10. Develop auxiliary transit systems in intensively developed areas.
11. Encourage the improvement of bus service through various means including, but not limited to:
 - a. Increasing service, efficiency and comfort.
 - b. Developing an exclusive busway within freeways for high speed bus service.

- c. Experimenting with new routing alignments to reduce transfers and encourage patronage.
 - d. Providing separate loading bays in heavy traffic locations and placing bus stops at the far side of intersections.
 - e. Establishing preferential use of selected streets during peak travel hours.
12. Establish feeder bus service to rapid transit stations as these stations become operational.
 13. Seek immediate funding for additional bus service between suburbs and centers to encourage the use of buses for daily activities and to decrease the need for long distance commuter travel.

Off-Street Parking

14. Develop appropriate off-street parking standards.
15. Consider amendment of the Municipal Code to:
 - . require the provision of off-street parking in the rehabilitation of buildings;
 - . allow assessment of an equitable fee in lieu of the required off-street parking facilities for new and rehabilitated buildings.
16. Encourage esthetically pleasing off-street parking developments.

Airports

17. Provide sufficient parking and adequate ground access to airport facilities.
18. Provide for any needed transportation facilities and ensure that LAX will be an integrated, functional link in a balanced regional transportation system.
19. Develop remote passenger ticketing and baggage handling facilities for airports as needed.
20. Expand air cargo facilities at any airport as needed.

Port of Los Angeles

21. Continue the development of the Harbor so as to increase its capacity and to accommodate the latest innovations in cargo hauling and handling.
22. Develop programs and standards to improve and regulate the aesthetics of the Harbor and adjacent beach areas.
23. Preserve and develop recreational facilities in the Harbor.

Railroads

24. Utilize abandoned railroad rights-of-way for public purposes, such as linear parks and bikeways without precluding their use for public transportation.
25. Consolidate and improve rail service throughout the City as necessary to meet industrial demand.

Trucks

26. Establish standards for truck loading facilities to minimize traffic congestion in commercial and industrial areas throughout the City.



SERVICE SYSTEMS ELEMENT

The Service Systems Element sets forth broad objectives, policies and programs for public facilities and utilities in the City of Los Angeles. It relates the facilities and utilities to each other and to the City as a whole.

The Service Systems Element is to be used as a guide in preparing and revising the technical elements of the General Plan. Technical elements relating to Service Systems include:

- Police Facilities
- Recreation
- Public Schools
- Fire Protection
- Public Libraries
- Communications
- Water System
- Power System
- Energy Systems
- Drainage
- Service Facilities (Maintenance yards)
- Wastewater System
- City-Collected Refuse Disposal
- City-Owned Power Transmission Rights-of-Way
- Major Equestrian and Hiking Trails
- Bikeway Systems
- Civic Center
- West Valley Administrative Center
- Valley Administrative Center
- West Los Angeles Administrative Center
- The Arts
- Cultural and Historical Monuments
- Pueblo de Los Angeles State Historical Monument
- Others, as determined to be appropriate

The above listed technical elements indicate general locations and features of public facilities. The Service Systems Element together with its technical

elements, provides a policy guide upon which to base decisions regarding city development.

There is a continual need for modernizing public facilities to improve services and accommodate change. However, in meeting this need, the amenities and environment of the City must be adequately protected. The City should set an example in developing its service systems so as to minimize environmental pollution.

A major issue in the provision of public facilities is their cost and location among the City's people. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services and costs.

OBJECTIVES

1. To provide necessary public services and facilities.
2. To utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns.
3. To achieve economy and efficiency in the provision of services and facilities, consistent with standards for environmental quality.
4. To provide a basis for cooperative development of public services and facilities with other governmental jurisdictions and agencies.
5. To design public facilities and utilities so as to enhance the appearance of the neighborhoods in which they are located and minimize environmental pollution.
6. To preserve and restore significant, beautiful or interesting cultural and historic sites in the City of Los Angeles.

POLICIES

It is the City's policy that:

General

1. Coordination of services and integration of facilities of different public agencies be encouraged.
2. Municipal services and facilities be provided for all segments of the population on the basis of need and the City's ability to finance.

Recreation

3. The acquisition and development of recreational facilities be considered first for those areas of the City which are found to be most deficient in terms of adopted recreation standards.
4. Recreational facilities serving local needs be given priority. However, regional parks should be promoted.
5. Recreational facilities be provided convenient to residential areas and employment centers and oriented to the particular needs of the residents of each area.
6. Development of privately-owned and operated recreational facilities and their coordination with publicly-owned recreational facilities be encouraged.
7. To the extent feasible, parks and other recreational facilities be connected to each other and to other locations of high activity by such devices as greenbelts, freeway landscaping, public utility rights-of-way, etc.

8. The City's beaches be developed for both local and regional use, with appropriate access and recreational facilities.
9. A system of equestrian trails and bikeways be established.

Administrative Centers

10. "Administrative Centers" be limited to:
 - Civic Center
 - Valley Administrative Center
11. A new type of public office complex, the "Branch Municipal Office," be located in appropriate Centers.
12. Smaller public offices continue to be distributed throughout the City.
13. Sufficient off-street parking for employees and the public be provided for all City facilities.
14. The City's "Administrative Centers" be developed as focal points of civic identity and cultural activity.
15. Public facilities be conveniently located within Centers. They may occupy leased space in public or private buildings used primarily for other purposes.

Libraries

16. Wherever possible, libraries be located adjacent to retail shopping areas.

Education

17. Elementary schools be located on sites that are safely and conveniently accessible and free from heavy traffic, excessive noise, and incompatible land uses.
18. Schools beyond the elementary level be located on sites accessible to major and secondary highways or public transportation.
19. Increased use of public school facilities be encouraged during non-school hours. They should also be used on a year-round basis.
20. Consideration be given to development of schools serving a variety of grade levels and special programs.
21. Wherever possible, schools and recreational facilities be located near each other.

The Arts

22. Arts Centers complement private facilities and be located in major population areas convenient to public access and transportation.

Cultural and Historical Monuments

23. Priority in the preservation of cultural and historical monuments be given to those threatened with destruction.

Health/Protection

24. The City encourage participation in civil defense and disaster recovery programs.
25. The City participate in public educational programs to minimize flood, fire, earthquake and household safety hazards.
26. Emergency facilities be located so as to minimize response time and to permit convenient access to the facility from the surrounding community.

Facilities/Utilities

27. Where essential public facilities and utilities are not adequate or are not assured, premature land development not be permitted.
28. Consolidation of similar or compatible public facilities be encouraged where it will not impair their effective and economical operation.
29. Utility easements (flood control channels, powerline rights-of-way, etc.) be used for open space and recreational land, to the extent feasible.
30. The systematic replacement of overhead power distribution and transmission facilities with underground facilities be encouraged.
31. Utility installations be designed so as to minimize adverse impacts on adjacent uses.
32. Sanitary landfill sites, in general, be developed for open space.

PROGRAMS

General

1. Develop an adequate financial base for the provision and support of needed public facilities.
2. Continue developing needed new public facilities, modernizing older facilities, where appropriate, and phasing out poorly located facilities.
3. Impose strict environmental controls upon all City facilities.

Recreation

4. Develop desirable standards for recreational facilities taking into account:
 - realistic criteria
 - the availability of private recreational facilities
 - community differences and preferences
5. Solicit Federal, State, County and private participation in the acquisition and development of land for recreational purposes including equestrian trails and bikeways.
6. Include land acquisition for recreational purposes as a regular item in the City's Five Year Capital Improvement Program.
7. Designate specific parcels of land in mountain areas to be reserved for regional and specialized recreational facilities. Initiate a program for their acquisition and development.
8. Continue to develop a citywide system of interrelated parks, greenbelts and utility rights-of-way.

Administrative Centers

9. Initiate a study of all administrative operations of the City to determine which services could best be provided in "Branch Municipal Offices."
10. Solicit Federal, State and County participation in the acquisition and development of administrative facilities.

Libraries

11. Solicit Federal and State funds for the acquisition and development of library facilities.
12. In the Municipal Code, consider requiring the developer to provide library facilities in new residential and commercial developments.

13. Consider amendment of the Municipal Code to allow assessment of an equitable fee for library land acquisition and development.
14. Plan, finance and begin development of a new Central library.
15. Develop other new library facilities, including those to be located in multi-purpose facilities in Centers.

Education

16. Advocate to the State Legislature new methods of financing educational facilities and services to supplement and replace, in part, the dependence on the property tax.
17. In the Municipal Code, consider requiring the developer to provide school facilities in new residential areas.

The Arts

18. Solicit Federal, State, County and private participation in the acquisition and development of Arts Centers.
19. Develop district Arts Centers.
20. Develop a Civic Center Arts Facility.

Cultural and Historical Monuments

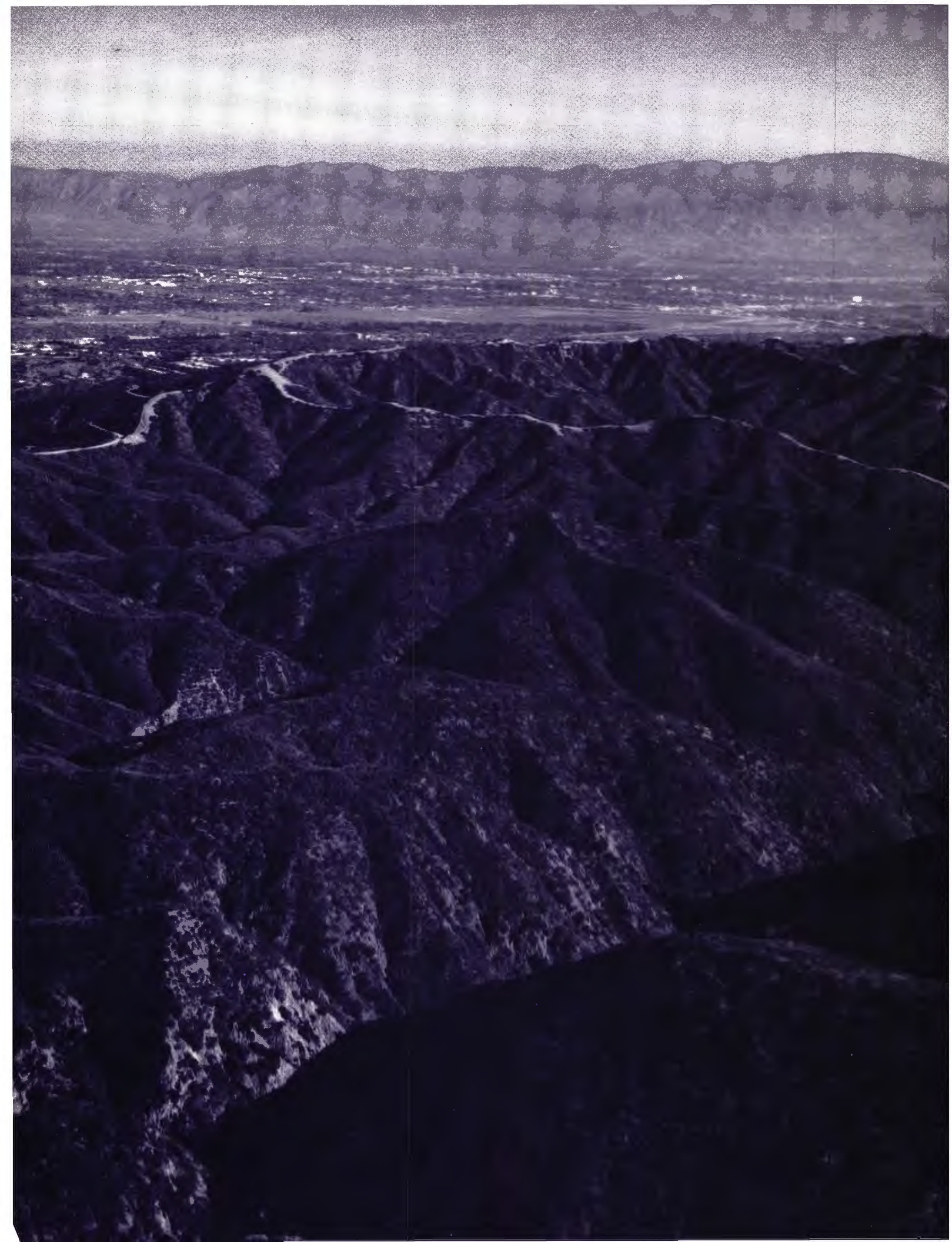
21. Solicit Federal, State, County and private participation in the acquisition and preservation of cultural and historical monuments.
22. Create parks around appropriate historical buildings or relocate the buildings in historical parks.

Health/Protection

23. Develop standards for location of police and fire facilities in Centers.
24. Solicit Federal, State, County and private participation in the acquisition and development of health and protection facilities.
25. Develop means of access to remote areas and within Centers as needed to ensure minimum "running time" to any City area by emergency equipment.
26. Ensure that adequate water supplies are available for fire fighting equipment in Centers as they are developed.

Facilities/Utilities

27. Solicit Federal, State and County participation in the acquisition and development of public facilities and public utilities.
28. In the Municipal Code consider requiring the developer to provide public facilities in new residential, commercial and industrial areas.
29. Consider amendment of the Municipal Code to allow assessment of an equitable fee for public facilities acquisition and development.
30. Conduct studies to determine:
 - a. What division of the City into service districts would best facilitate the provision of needed services;
 - b. The feasibility of leasing facilities.
31. Continue development of public utility rights-of-way for trails, greenways and other appropriate uses, with the cooperation and consent of the responsible agency.



ENVIRONMENTAL ELEMENT

The Environmental Element sets forth broad objectives, policies and programs for improving the environment of the City. Environment refers to the totality of man's surroundings, both social and physical, both natural and man-made which human, plant and animal communities depend upon for survival and well-being and which influence the quality of life for all ecological communities.

This element is intended to provide a policy guide upon which to base decisions affecting the quality of the urban environment. It also presents guidelines for the modification of procedures to minimize the negative impact of City operations on the environment.

The Environmental Element is to be used as a guide in preparing and revising the technical elements of the General Plan, which include:

- Conservation
- Open Space
- Noise
- Seismic Safety
- Others, as determined to be appropriate

CONSERVATION

It is recognized that a managed and controlled utilization of the City's natural resources is essential to the well-being of the City, whether the beneficial impact is economic or psychological. Detrimental environmental effects, both short and long run, of such utilization must be avoided or alleviated, when avoidance is infeasible.

Among the subject areas included in the Conservation Plan are water, forests, soils, fisheries, wildlife and botanic communities, mineral resources, archaeological sites and paleontological deposits, coastline erosion, and air quality.

OBJECTIVES

1. To continue to provide and improve the quality of water for domestic use from imported water and ground water and wastewater discharge into rivers and oceans.
2. To develop programs for preserving, restoring and insuring the natural flow of flood waters without artificial channelization, whenever possible.
3. To recognize, preserve and protect the unique qualities of forests, soils, fisheries, ecologically important areas, and archaeological sites and paleontological deposits for all future generations.
4. To provide for the proper utilization of the City's mineral resources.
5. To meet air quality standards established by law.
6. To minimize pollution of the environment caused by the total transportation system.
7. To conserve energy.

POLICIES

It is the City's policy that:

1. Environmental quality be given major consideration in zone change, subdivision, conditional use, and other land development actions.
2. Offensive or potentially hazardous industry be restricted as to locations and regulated so as to minimize pollution and disruptive impacts.
3. The City define pollution standards and enact them by ordinance. The City is to solicit similar actions by the governmental jurisdiction determined to be responsible.
4. City agencies adhere to the standards of the California Regional Water Quality Control Board, Los Angeles Region, and the Air Pollution Control District.
5. In areas identified as having wastewater facility deficiencies or high soil erosion potential, the City restrict future development.
6. The City provide maximum protection to natural wildlife, botanic communities and archaeological sites and paleontological deposits.
7. Beach and offshore drilling be prohibited to safeguard against oil spillage and to preserve the scenic value of the coastline; all appropriate federal and state agencies and all coastal cities are urged to take similar action.
8. In order to minimize the adverse environmental impact of extractive industries, the City adopt standards whereby the short-term impact of such industries can be overcome and provide positive benefits to the City.
9. Conservation of power resources be a critical criterion in the evaluation

of all new developments.

10. Stringent legislation be advocated to regulate noise and air pollution produced by motor vehicles.
11. Energy systems be considered that will minimize pollution from all publicly-owned vehicles.
12. Plans and programs be encouraged which increase the efficiency of and minimize energy utilization by residential, commercial, and industrial users.
13. In the collection and disposal of solid waste, the City use those methods which are most effective and economical and least detrimental to the environment.

PROGRAMS

1. Impose strict environmental controls upon all City facilities.
2. Formulate specific standards and criteria for the development and operation of industrial areas.
3. Expand the City's ongoing program of beautification.
4. Expand the program of street landscaping to enhance the appearance of highways and streets within the City.
5. Continue to investigate new methods for increasing the efficiency of water utilization, such as the reclamation of water from wastewater.
6. Continue to study the effects of the discharge into the ocean of water heated through the cooling processes of power generation.
7. Continue and intensify studies to determine the effects of waste disposal on marine life.
8. Continue studies of new methods of refuse disposal and reclamation.
9. Encourage the adoption of absolute, as well as relative, standards for stationary sources of air pollution.
10. Establish industrial performance standards dealing with air quality to be used in the consideration of applications for zone changes and conditional uses.
11. Consider modifications to the Subdivision Regulations, Los Angeles Municipal Code, to enhance the quality of hillside areas.
12. Amend City codes to protect areas from detrimental impact due to oil drilling or reclamation sites.

OPEN SPACE (as it relates to Land Use - refer to a previous section of the text)

Land areas which are essentially open and which preserve or protect environmental quality or the ecological balance should be considered open space.

Open spaces may vary in size according to the nature of their use and location. Open space may serve as a major organizing element to structure the form of the City. Large amounts of open space are needed to serve the environmental and recreational needs of the City and to provide visual relief

in the intensively developed urban areas.

Open Space can provide both physical and environmental protection. Hazardous open space areas including property especially subject to fire, steeply sloping hillsides and geologically unstable lands, are threats to the public safety. Proposals for their use should be evaluated in light of more restrictive grading requirements, better provision for access and lower densities and/or intensities of development.

OBJECTIVES

1. To conserve and/or preserve those open space lands containing the City's environmental resources.
2. To identify ecologically important areas, unique natural features, scenic areas and historical sites which are desirable for preservation.

POLICIES

It is the City's policy that:

1. The City identify ecologically important areas or unique natural features, scenic areas and historical sites which are worthy of preservation and protection.
2. Malls, plazas, green areas in structures or building complexes, sanitary land fills and flood endangered areas be considered for appropriate open space uses.

PROGRAMS

1. A study to determine the impact of development on the life systems of ecologically important areas should be prepared.
2. Where development is allowed in ecologically important areas, the intensity of development should be kept at a minimum consistent with reasonable uses of the land.
3. Develop and initiate proposals to the County, SCAG and the State of California outlining the responsibility of each level of government in the planning, administration including fiscal obligations, and maintenance of open space land.
4. The Department of Recreation and Parks shall be designated as the appropriate City agency responsible for the acquisition, preservation, administration and maintenance of City-owned open space lands where other operating agencies do not have a primary interest.
5. The City should ensure that appropriate open spaces be retained or created in Federally assisted programs such as Model Cities, urban renewal and Neighborhood Development Program areas.
6. As part of the preparation or revision of all community or district plans, those lands considered as suitable for open space use should be indicated.

NOISE

OBJECTIVE

1. To reduce urban noise levels emanating from residential, commercial, industrial and transportation sources.

POLICIES

It is the City's policy that:

1. The City establish noise criteria and performance standards to reduce the negative psychological or physiological impact of noise on all City residents.

PROGRAMS

1. Adopt and continue to implement and improve standards and regulations for controlling the type and intensity of sound generated by stationary and mobile sources within all parts of the City.
2. Develop acoustical standards for construction and finishing materials for new or rehabilitated structures.
3. Map contours which reflect the magnitude of noise and frequency of occurrence from all sources.

SEISMIC SAFETY

The Seismic Safety element shall identify and appraise seismic hazards such as susceptibility to surface rupture from faulting, to ground shaking, to ground failures, or to effects of seismically induced waves and shall set forth objectives, policies and programs to deal with the eventuality of such incidents or their subsequent effects. It shall also include an appraisal of mudslides, landslides, and slope stability as potential geologic hazards.

OBJECTIVES

1. To reduce the risk of life, property loss and interruption of essential services that could be sustained in the event of a seismic occurrence.
2. To determine the sectors of the City that represent the greatest earthquake risk.

POLICIES

It is the City's policy that:

1. New structures be constructed to recognized standards of contemporary earthquake engineering.
2. The City assure the continued operation of all emergency services in the event of a seismic occurrence.
3. The City evaluate all areas to determine the level of earthquake risk.

PROGRAMS

1. Seek Federal funding to permit a study to evaluate the geologic formation of the City for purposes of locating earthquake faults that may not be presently known.
2. Continue on-site inspections of all individual building sites for purposes of determining geologic hazards.
3. Modify the Building Code to require design features that will minimize risk of injury or property damage.
4. Determine whether all existing pre-1933 masonry structures comply with the City's Parapet Ordinance and the 1933 Riley Act.

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