

HARBOR GATEWAY

Community Plan

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HARBOR GATEWAY

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

SETTING

The Harbor Gateway Community Plan area is situated in south Los Angeles, south of 120th Street and north of Sepulveda Boulevard. It is surrounded by the communities of Southeast Los Angeles, Wilmington-Harbor City, and the Cities of Gardena, Torrance and Carson.

PLAN AREA

The Harbor Gateway plan area contains approximately 3,229 acres. The plan area is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The arterial street pattern in the Harbor Gateway corridor is a grid. Most residential streets are curvilinear with limited connections to the arterial grid. Less than half the housing units are single family, although these are located on over three-fourths of the residential land area. Mixed residential neighborhoods are located south of 223rd Street and north of Torrance Boulevard. Low-rise multiple-family areas are located along Western Avenue and Carson Street south of the San Diego Freeway, and along Vermont Avenue north of the freeway.

Commercial development consists primarily of the Harbor Gateway Center comprised of low-rise industrial buildings and mid to high-rise freestanding office buildings in a landscaped business park setting. Commercial corridors are located along Carson Street and Sepulveda Boulevard.

The industrial districts are located east of the Harbor Freeway and in the Harbor Gateway Center, primarily south of the San Diego Freeway. Other centers and narrow corridors are scattered throughout the plan area.

The Martin Marietta Technologies Inc., International Metals Division (ILM) property is a vacant 67 acre heavy industrial site, on the southeast corner of 190th Street and Western Avenue. The site was formerly operated as a titanium and aluminum production facility but ceased operation in August 1992. The owner of the site is proposing to build a large retail phased development in the future.

The former Ascot Raceway site located on the southeast corner of 182nd Street and Vermont Avenue consists of 325 acres of vacant land designated for heavy industry, and is currently not in use. To date, no plans have been made to redevelop the site.

The Harbor Freeway Transit Way is under construction along the Harbor Freeway (Interstate 110). The transitway includes a special traffic lane for the exclusive use of transit buses and high occupancy vehicles, such as carpools and vanpools, which extends from the Artesia Freeway to the Santa Monica Freeway (Interstate-10). It will also accommodate the future addition of a light rail line between the Century Freeway and Downtown Los Angeles. The transitway will be serviced by transit stations and park-and-ride lots, such as a proposed park-and-ride lot to be constructed at the southeast corner of Vermont Avenue and Artesia Boulevard. The 1,015 car lot will provide shuttle bus service to San Pedro and downtown Los Angeles. Construction of the lot is scheduled to begin in March 1995.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads "During the preparation or amendment of the general plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic education, and other community groups through public hearings and any other means the city or county deems appropriate."

Community participation will occur through an Open House and Public Hearing process to assist in identifying community issues and formulating the land use policies and objectives contained in the Harbor Gateway Community Plan.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning land use issues and opportunities facing the Harbor Gateway Community.

RESIDENTIAL

Preservation and enhancement of the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.

Issues

- Need to preserve single family neighborhoods.
- The need to preserve and rehabilitate single family housing in established neighborhoods.
- Lack of open space and recreation areas in new apartment projects.
- Cumulative effects of development which exceeds infrastructure capacity.
- Need for more affordable housing.

- Scale, density and character of multiple housing adjacent to single family homes.

Opportunities

- Access and proximity to employment.
- Potential for residential and mixed-use development along commercial corridors.
- Establishment of transitional heights and densities between multiple- and single-family residential uses.

COMMERCIAL

Improve the function, design and economic vitality of the commercial corridors.

Issues

- Improving the function, design and economic vitality of the commercial corridors.
- Lack of overall parking and access within commercial strips due to physical constraints.
- Unsightliness of new construction due to the lack of landscaping, and architectural character.
- Inadequate transition between commercial and residential uses.
- Existing commercial areas need revitalization.

Opportunities

- Active support for efforts to preserve and rehabilitate structures.
- Ensure appropriate transitions between commercial and residential uses.
- Emergence of new commercial areas on industrially zoned sites.

INDUSTRIAL

To encourage the inclusion of environmentally sensitive industrial uses within the industrial areas.

Issues

- For industrially planned areas, cost to mitigate any hazardous waste contamination.
- Redevelopment of large industrial zoned sites.
- Intrusion of commercial uses into industrially planned areas.

Opportunities

- Excellent access to regional freeways, the South Bay and ports.
- Manufacturing uses that generate employment for local work force.
- Availability of large sites for reuse or development which are planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- Improving bus service to more directly connect the various commercial, residential and industrial areas of this and adjacent communities.
- The need to continue planning and improvements to the public transportation in the Community.

Opportunities

- Continue efforts to unify bus service between MTA and other bus lines.
- Park and Ride Transit Center is proposed at Artesia Boulevard and Vermont Avenue.
- Harbor Freeway Transitway will enhance north-south circulation.
- Possibility of joint public and private development around transit center.

SERVICE SYSTEMS

Issues

- Public facilities are not provided within the community adequate to serve the population, including parks and recreation, libraries and community centers.

Opportunities

- Possibility for redevelopment of large sites which may provide locations for community facilities in the future.
- New residential construction contributes funds toward park and recreation improvements.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State Law (Government Code 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its physical development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise and safety. In the City of Los Angeles, thirty-five community plans comprise the City's Land Use Element.

State of California law requires that the Land Use Element be prepared as part of the city's General Plan, and that the Land Use element be correlated with the Circulation Element.

The Land Use Element has the broadest scope of the General Plan elements required by the State. Since it regulates how land is to be utilized, many of the issues and policies contained in all other plan elements are impacted and/or impact this element.

Government Code 65302(a) requires that a land use element which designates the proposed general distribution and general location and the extent of the uses of land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas which are subject to flooding and shall be reviewed annually with respect to those areas.

The Harbor Gateway Community Plan consists of this text and the accompanying map. The Community Plan text states the Community's goals, objectives, policies and programs. The Community Plan Map outlines the arrangement and intensity of land uses, the street system, and the locations and characteristics of public service facilities.

The Community Plan addresses all the Elements of the General Plan and is internally consistent with the Citywide Elements of the General plan. The Citywide Elements take precedence except where unique needs and requirements of the community are called out in the Community Plan.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental land use policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. Decisions

by the City with regard to the use of land; design and character of buildings and open spaces, conservation of existing housing and provision for new housing; provision of infrastructure, public and human services; protection of environmental resources; protection of residents from natural and man-caused hazards; and allocation of fiscal resources are guided by the Plan.

The Community Plans are intended to promote an arrangement of land uses, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community. The Plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, Objectives and Policies are created to meet the existing and future need and desires of the community. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the resident of the community.

The General Plan and the Community Plans clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plans the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of City government and the private sector in order to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of the community.

The Plan identifies and provides for the maintenance of any significant environmental resources within the Community. The plan also seeks to enhance community identity and recognizes unique areas within the Community.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Harbor Gateway Community Plan was completed in 1979. Since that time, new issues have emerged and new community objectives regarding management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

The Community Plan was developed in the context of promoting a vision of the Harbor Gateway area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.

- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristics of existing uses which provided the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- Maximizing the development opportunities of future transit systems while minimizing any adverse impacts.
- Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Harbor Gateway Community Plan area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and implementation programs that pertain to Harbor Gateway; whereas broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework, and the other mandatory and permissive elements of the Los Angeles General Plan.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the short-term portions of the General Plan, including the Community Plans, be reviewed annually and revised as necessary to reflect the availability of new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions. The State also recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify intensity of use and development standards applicable to specific areas and parcels of the land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The City of Los Angeles has the responsibility to revise and implement the City's General Plan. State law requires that the General Plan have internal consistency. The Harbor Gateway Community Plan which is a portion of the City's Land Use element shall be consistent with the other elements and components of the General Plan:

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and commercial growth along boulevards and corridors and

clustered development around community focal points and high activity centers. The directed growth strategy expands the Centers concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The proposed General Plan Framework forecasts the following population, housing and employment levels for the Harbor Gateway Community Plan for the year 2010:

<i>Population:</i>	<i>45,951 persons</i>
<i>Employment:</i>	<i>26,491 jobs</i>
<i>Housing:</i>	<i>14,349 dwelling units</i>

The above population, employment and housing numbers are provided as reference during the Community Plan update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts or the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a Service System element, a Cultural element and a Major Public Facilities element. All the provisions and requirements apply to the Harbor Gateway Community Plan.

The Community Plans which constitute the Land Use element are intended to guide the location and intensity of the private and public uses of land and to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.

Neighborhood Plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within a community plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

PLAN MONITORING AND PLAN PROJECTIONS

The Plan sets forth goals, objectives, policies and programs, and designates a potential land use capacity larger than is anticipated to be built during the life of the Plan. During the life of the Plan, it will be monitored by the

Congestion management Program (CMP), adopted in December 1993 by the Los Angeles County Transportation Authority, the Year 200 Market Forecast Review, and other appropriate measures.

PLAN CONSISTENCY

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities and the commercial and industrial intensities depicted on the Plan map may not occur due to Plan restrictions and economic limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision.

Chapter III

LAND USE POLICIES AND PROGRAMS

POLICIES

The Harbor Gateway Community Plan has been designed to accommodate the anticipated growth in population and employment in the Community. The Plan does not seek to promote growth. It anticipates the likelihood that growth and change will occur, and suggests policies and programs to minimize any adverse effects of such growth and change.

The Los Angeles City General Plan encourages the preservation of open space and low-density, single family residential areas and the development of Centers containing intensive commercial and residential development linked by the arterial and freeway systems and a mass transit network. The Harbor Gateway Community is proposed to remain an area of Low to Medium density residential development, with a substantial amount of industrial development. The Harbor Gateway Center in the vicinity of the Harbor and San Diego Freeways junction has been designated as a Center for commercial and industrial growth.

The Community Plan proposes that the City of Los Angeles annex two unincorporated County areas: "Shell Island", generally bounded by 190th Street, the City boundary to the east, 203rd Street and Normandie Avenue and portions of "Harbor City", an area bounded by 190th Street, the Harbor Freeway, and the City boundary to the south and west.

RESIDENTIAL

The residential densities proposed by the Plan are predicated upon the full development of the designated arterials.

No increase in density shall be effected by zone change, unless it is determined that the Local Streets and arterials serving the general area of the property involved are adequate to serve the traffic generated.

Apartments should be soundproofed and be provided with adequate off-street parking, open space and usable recreational areas.

New multiple-family developments located adjacent to single-family neighborhoods should provide a transition in height or other buffer features to protect privacy of adjacent residents.

Single- and multiple-family housing should be made available to all persons regardless of social, economic, and ethnic status.

Additional low and moderate income housing is needed.

Features

The Plan provides a residential capacity for approximately 43,220 persons. Of this total, approximately 14,530 persons would be accommodated on 665 acres (70 percent of residential land) designated for single-family housing

and 28,680 persons would live in multiple-family housing occupying approximately 313 acres (30% of residential land). Proposed residential land use categories and their capacities are shown in Table I.

T A B L E I

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Low	6.5 (4+ - 9)	4,325	665	3.36	14,532
Low Medium I	13.5 (9+ - 18)	813	60	3.42	2,780
Low Medium II	23.5 (18+ - 29)	3,847	164	3.42	13,157
Medium	42 (29+ - 55)	3,738	89	3.41	12,747
TOTALS		12,723	978		43,216

The Plan proposes that the predominant low-density residential character of the Harbor Gateway Community be preserved and that single-family residential neighborhoods be protected from encroachment by other types of use. Deteriorating single-family dwellings in these neighborhoods should be rehabilitated or rebuilt for the same use.

Medium Density housing is proposed adjacent to some commercial areas, and along some Arterials. Low Medium Density housing is proposed for appropriately located older single-family areas in order to provide new housing with many of the amenities of single-family living.

COMMERCIAL

The commercial lands designated by this Plan are adequate in quantity to serve the projected population into the future, for neighborhood and community shopping and business uses.

Off-street parking should be provided, consistent with the Municipal Code as the minimum. Parking areas should be located between commercial and residential uses where appropriate to provide a buffer and shall be separated by a solid masonry wall and landscaped setback sufficient to screen the commercial operation from view.

The full commercial intensities proposed by the Plan are predicated upon the development of the designated Arterials. In no case shall any intensity increase be effected by zone change, unless it is determined that the Local Street and Arterials serving and in the general area of the property involved are adequate to serve the traffic generated.

Multiple-family residential uses are permitted in areas planned for commercial use. Such projects shall provide appropriate transitions and buffers when adjacent to low density residential areas.

Features

The Plan proposes that most commercially zoned land be retained for commercial purposes.

The Plan provides approximately 86 acres (3 percent of total area) for commercial and related parking uses. Commercial areas in the community along Gardena Boulevard between Vermont and Hoover Avenues and along Carson Street between Western and Normandie Avenues are proposed to be further developed for neighborhood shopping to provide daily convenience services to people living nearby.

Established commercial facilities in adjacent areas provide additional service to residents of this community. These include the facilities at Redondo Beach Boulevard, west of Vermont Avenue; Carson Street, east of Normandie Avenue; Sepulveda Boulevard and Vermont Avenue; and 182nd Street west of Western Avenue. In addition, the regional shopping centers at Del Amo and Avalon Boulevards and in the City of Torrance serve the community.

INDUSTRIAL

Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts in accordance with the general principle that jobs should be available within a reasonable commuting distance from employees' homes.

Off-street parking should be provided consistent with the Municipal Code as the minimum. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback sufficient to screen the industrial operation from view.

Oil wells should be landscaped and maintained in an attractive condition, especially where adjacent to residential uses.

Wherever possible, industrial uses should be concentrated in industrial parks.

Features

The Plan designates approximately 1,050 acres, or 41 percent of the Community, in five major industrial areas.

To preserve this valuable land resource and to protect adjacent residential areas, the Plan recommends industrial lands designated Limited and Light Industrial to be in the restricted industrial zoning categories (MR Zones).

CIRCULATION

FREEWAYS AND STREETS

Freeways and streets shown on this Plan shall be developed in accordance with the Standards and Criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give streets identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping and/or other appropriate features. Streets and freeways, when developed should be designed and improved so as to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Arterials. No increase in zoning density or intensity shall be effected unless it is determined that the traffic infrastructure serving the general area of the property involved, is adequate to serve traffic needs. Where feasible and warranted, adequate improvement of abutting arterials and streets shall be required in connection with the approval of any such zoning intensification.

Features

The Plan incorporates the Mobility Plan, an element of the Los Angeles General Plan. Collector Streets are also shown to assist traffic flow toward Arterials. The creation of cul-de-sacs or limited closure of collector and local streets is proposed when necessary for traffic and public safety reasons.

PUBLIC TRANSPORTATION

Improved bus service should be provided to more directly connect the various commercial, residential and industrial areas of this and adjacent communities.

The Harbor Gateway Transit-way and Transit Center are proposed, which will increase mass transit connections to San Pedro and downtown Los Angeles.

BIKEWAYS

Bikeways are proposed along power line rights-of-way, flood control channels and vacated railroad properties.

RAILROADS

Railroads rights-of-way through the Community should be landscaped and attractively maintained.

SERVICE SYSTEMS

The public facilities shown on this Plan shall be developed in accordance with citywide standards for site area, design, and location, as provided by the various Service System Elements of the General Plan. Such

development shall be sequenced and timed so as to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential densities and commercial and industrial intensities proposed by the Plan are predicated upon the provision of adequate public service facilities. No increase in zoning density and/or intensity shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

Features

In the Harbor Gateway plan area, public parks and recreation areas are managed by the city of Los Angeles Recreation and Parks Department. There are three types of parks: regional, community and neighborhood.

Two neighborhood parks serve the Harbor Gateway community, the Normandale and Rosecrans Recreation Centers. These parks provide active recreational facilities for younger children and passive recreational facilities for others. Within one mile of the Harbor Gateway community, there are seven neighborhood parks in the neighboring areas of Torrance, Gardena and Athens, which are accessible to Harbor Gateway residents. However, the Plan recognizes a deficiency of neighborhood recreation facilities exists in the community plan area, and indicates general locations where new facilities are needed.

There are no regional and community parks in the Harbor Gateway. However, there are five community and regional parks located less than 2 miles from the Harbor Gateway plan area in adjacent jurisdictions. These parks are designed to serve the active and passive recreational needs of people of all ages.

In the Harbor Gateway Community Plan Area, the public schools are administered by the Los Angeles Unified School District. There are currently four elementary schools and one high school. No new schools are proposed within the Harbor Gateway community.

The Plan proposes shared use of existing school and park facilities for recreational and educational uses.

A Community Center (approximately 200-person capacity) is suggested for the District.

A new Community Library is proposed to serve the residents of the southern part of the Community.

The Police Facilities Element of the General Plan indicates a Police Station is located northeast of the Community at 108th and Main Streets.

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

PROGRAMS

The following programs establish a framework for guiding development of the Harbor Gateway Community in accordance with the objectives of the Plan. In general, they indicate those public and private actions which take place following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

PUBLIC IMPROVEMENTS

CIRCULATION

To facilitate circulation, relieve congestion and provide mobility for all citizens, the following are needed:

- Accelerated development of the street system in conformance with the Mobility Plan, an element of the General Plan.
- Continued planning of and improvements to the public transportation system for the Community; and continued efforts to unify bus service among and all bus lines serving the Community.
- A public information campaign to inform citizens of existing bus service.
- Completion of the Harbor Freeway Transitway and Transit Center.
- City initiation of the development of proposed Bikeways along power line rights-of-way, flood control channels and abandoned railroad property. Landscaping of street medians is also proposed, where feasible.
- Cul-de-sacs and limited street closures of local streets and collector streets where necessary for traffic and public safety reasons when reviewed and approved by the Departments of Transportation and Public Works.

RECREATION AND PARKS

The City should accelerate acquisition, expansion and improvement of neighborhood parks throughout the Community.

The City should encourage continuing efforts by County, State and Federal agencies to acquire lands for open space.

The City Department of Parks and Recreation should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.

OPEN SPACE

The Plan encourages the use of tax deeded lots, excess fragments of public land, transportation and utility rights-of-way, and unneeded street areas for use as open space, park land and transitional buffering areas. There are two classifications of Open Space, publicly owned and privately owned open space. Open space is broadly defined as land which is essentially free of structures and building or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-Way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources.

OTHER PUBLIC FACILITIES

The development of other public facilities such as libraries and schools should be sequenced and timed to provide a balance between land use and public services at all times.

The City should provide opportunities for the development of school sites as needed.

The City should encourage multi-purpose use for other publicly owned lands and facilities.

Where feasible new power lines should be placed underground, and the program for the undergrounding of existing lines should be expanded.

Child-care and nursery school services should be encouraged in conjunction with elementary schools.

Improved police and fire services and street lighting projects should be provided throughout the Community.

HOUSING

Citywide housing programs are proposed in the Housing Element of the General Plan.

The quality of housing in the Community, especially in the southern portion, is in need of selected improvement. To maintain existing housing and upgrade deteriorating homes, the following actions should be taken by responsible agencies:

- Provisions of low-interest loans or grants for home improvements.
- Federal rehabilitation programs such as mortgage insurance and interest subsidies.

PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for Community improvement, such as:

- Initiating programs to increase off-street parking facilities serving adjacent shopping areas.
- Promoting street tree planting programs within publicly owned parkways and other appropriate areas.
- Sponsoring clean-up and beautification programs.
- Utilizing federal rehabilitation programs to maintain and improve housing.

ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan.

Two distinct situations are involved:

- The City may initiate redesignation of zones appropriate to the Plan.
- Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for zoning proposed by the Plan as a proven need arises. Such changes of zone should be phased so that the density of development will be kept in balance with street and service systems capacity.

FUTURE STUDY

Undertake a cooperative program for boundary adjustments (annexations and/or detachments) with the County and neighboring jurisdictions to resolve problems caused by arbitrary or irregular boundaries.

Undertake studies to determine the feasibility of sharing certain municipal services with adjacent municipalities where distance or health and safety factors present a problem.

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COMMUNITY PLAN UPDATE

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
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If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.