

ARLETA-PACOIMA

Community Plan

TABLE OF CONTENTS

ACTIVITY LOG

COMMUNITY PLAN

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies

ARLETA-PACOIMA
ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Nov. 6, 1996	Arleta-Pacoima Community Plan Update	94-0213 CPU	95-1396

ADOPTION	AMENDMENT	CPC FILE No.	COUNCIL FILE No.
Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MS	15-0719

ARLETA-PACOIMA

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Arleta-Pacoima Community Plan is located approximately 23 miles northeasterly of downtown Los Angeles. It is bounded to the northwest by the City of San Fernando, northeast by the Sunland-Tujunga-Shadow Hills-Lake View Terrace, southeast by the Sun Valley, and to the west by Mission Hills-Panorama City-Sepulveda Community Plan. The area is comprised of several subareas, the most prominent of these areas being Arleta, Pacoima, Hansen Dam, Northeast Valley Enterprise Zone, and Earthquake Disaster Assistance Project Area.

- Arleta is bounded, approximately, to the northeast and east by the Golden State Freeway (5). The remaining borders, the south, west, and north, are bounded by the community of Mission Hills-Panorama City-Sepulveda.
- Pacoima is bounded, approximately, to the southwest by the Golden State Freeway (5), to the north by the City of San Fernando, Sylmar, and the Simi Valley Freeway (118), to the east by the Foothill Freeway (210) and Foothill Boulevard, and the Sunland-Tujunga-Shadow Hills-Lake View Terrace community borders to the east, and south.
- Hansen Dam area is bounded by Osborne Street to the northwest, Glenoaks Boulevard to the southwest, and the Sunland-Tujunga-Shadow Hills-Lake View Terrace and Sun Valley communities to the east.
- The Community Development Department (CDD) established the "Northeast Valley Enterprise Zone", originally known as the Pacoima Enterprise Zone. This program offers five types of state tax credits to businesses located within its boundaries. Businesses which have purchased qualified machinery, and/or have hired employees through specificized eligible programs may apply for tax credits. Another incentive is available for eligible employees to reduce the amount of income tax due on their wages earned in the Enterprise Zone.

The Los Angeles Revital-ization Zone, created by CDD, as a result of the April, 1992 civil disturbances, provides economic assistance through business tax credits and incentives. A significant portion of Pacoima and a portion of Arleta lies within this zone.

- The Community Redevelopment Agency of the City of Los Angeles (CRA), as directed by the City Council in July 1994, established a Earthquake Disaster Assistance Program redevelopment plan. The five-year Plan provides disaster and recovery assistance in helping the communities of Arleta and Pacoima to rehabilitate from the effects of the January 1994 Northridge earthquake. The Plan facilitates the redevelopment of properties; develops and implements job revitalization through job creation, retention, and training; and encourages business attraction, retention, and expansion. The Plan requires that these redevelopment activities be consistent with the existing community plan; nothing in the Plan can alter, modify or broaden in any way existing City development and land use controls.

COMMUNITY PARTICIPATION

The State of California requires citizen participation in the preparation of General Plans. 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, civic education, and other community groups through public hearings and any other means the city or county deems appropriate."

The initial formation of Arleta-Pacoima Community Plan involved members of the community who helped to identify and define the needs, desires, resources and the unique nature of the community. Subsequent changes in the plan have served to broaden community participation that took place with the formation of the original plan. Community participation through an open house held on November 29, 1995 and subsequent public hearings, helped to update the current plan.

COMMUNITY PROFILE

The Community profile contains a series of charts depicting such subjects as population and household growth rate comparisons, household size, age of housing, as well as housing and occupancy factors including years at the same address. Additionally, information is given concerning social demographics.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities facing the Arleta-Pacoima Community.

RESIDENTIAL

Protect single family character of neighborhoods. Preserve and enhance the positive characteristics of the existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.

Issues

- The quality and maintenance of housing in certain areas of the District are in need of improvement.

- Maintenance of existing housing and upgrading of deteriorating housing should be encouraged.
- Need to preserve and enhance stable neighborhoods, stable commercial areas, and natural amenities (mountains, reservoirs, etc).
- Need to preserve single family neighborhoods.
- Need for more affordable housing.
- The cumulative effect if development exceeds infrastructure capacity.
- Lack of open space and amenities in apartment projects.

Opportunities

- Access and proximity to employment.
- Residential and mixed use potential along Commercial Corridors.
- Potential new housing, appropriately scaled, in proximity to transit facilities.

COMMERCIAL

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

Issues

- Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- Inadequate transition between commercial and residential uses.
- Lack of overall parking and access within commercial strips due to physical constraints such as shallow commercial depth.

Opportunities

- Community Redevelopment Agency assistance using earthquake recovery funds allocated to the community.
- Public utility, state, and local government incentive programs which offer tax credits (Enterprise Zone), technical assistance (Community Development Department), employee hiring credits (Los Angeles Revitalization Zone), and capital generating assistance.
- Development of Community Business District of Arleta Central Business District and Pacoima Central Business District.
- Create a design theme for commercial properties on Van Nuys Boulevard.

- Encourage the expansion of commercial areas and recommend specific areas for suitable commercial projects along Van Nuys Boulevard from the Golden State Freeway to Borden Avenue.
- Develop a major annual special event to acknowledge the cultural heritage and social themes of the community.
- Encourage the development of Major Sites of Opportunity: Hansen Dam, the "Old GEMCO" site, etc.
- Encourage the development of shopping areas to serve the neighborhoods.
- Ensure appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create "shopper friendly" retail areas; incorporate street trees and landscape, benches, convenient parking and access, and maintain commercial frontage at ground level.

INDUSTRIAL

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

Attract "new technology" firms to locate into this community by providing existing assistance and incentives from CDD and CRA.

Issues

- Intrusion of commercial uses within the industrial base, and in particular those properties fronting along the San Fernando Boulevard industrial corridor from Fox Street to Branford Street.
- Lack of continuity and cohesiveness along industrial frontages.
- Cost to mitigate any hazardous waste contamination.

Opportunities

- Excellent access to regional freeways and rail services.
- Manufacturing uses that generate employment for the local work force.
- Availability of sites planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Maximize development opportunities provided by the future rail transit system while minimizing any adverse impacts.

Maximize the use and related uses for Whiteman Airport.

Maximize multimodal linkages for transfer points and additional transit lines within the community.

**MAJOR
DEVELOPMENT
OPPORTUNITY SITES**

Issues

- To meet existing and anticipated circulation needs.
- Need to improve transportation linkages, from home-to-work and to non-work destinations, by using automobile alternatives such as rail, bus, bicycle, and walking.

Plan the few remaining sites for major development, so that they are available for needed job producing uses which will improve the economic and physical condition of the Community.

Issues

- Costs to remove existing hazardous wastes.
- Safety of the population due to proximity to trains.
- Potential of overflow by the tributaries of the Los Angeles River system, Pacoima Wash/Tujunga Wash.
- Development constraints caused by poor lot configuration, street patterns, and railroad tracks.
- Proximity to nearby residential uses.
- Loss of industrial areas created by the removal of industrial designation by other uses in the Arleta-Pacoima Community.
- Develop arterials and local streets in accordance with the Mobility Plan, an element of the General Plan with standards and criteria in accordance to the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternative standards consistent with street capacity requirements.
- Public Facilities designated on the Plan be developed in substantial conformance with the standards for need, site area, design, and general location expressed in the Service System Element of the General Plan.

Opportunities

- GEMCO site - Develop with commercial that enhances Van Nuys Boulevard frontage.
- Industrial parks potential in the area of Branford Street, Montague Street, San Fernando Road, to the foot of Hansen Dam.
- Vacant industrial sites along Foothill Boulevard and the City limits of San Fernando.

**NEIGHBORHOOD
CHARACTER**

Preserve and enhance the positive characteristics of existing uses which provide the foundation for community identity, like scale, height, bulk, setbacks, and appearance.

Issues

- Scale, density, and character of multiple dwelling housing adjacent to single family homes.
- Shortage of street parking from new high density apartments.
- Affects of non-conforming development on commercial corridors.

Opportunities

- Develop areas adjacent to transportation mode transfer points.

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) states that a land use element 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 covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.

The Arleta-Pacoima Community Plan consists of this text and the accompanying maps. 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 district.

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 space, conservation of existing housing and provision for new housing; provisions for the continued updating of the infrastructure; protection of environmental resources; protection of residents from natural and man-made hazards; and allocation of fiscal resources are guided by the Plan.

The Community Plans are intended 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. The plan is 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 needs and desires of the Arleta-Pacoima community through the year 2010. The Arleta-Pacoima Plan is intended to coordinate development among the various communities of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

The General Plan and the Community Plans clarifies and articulates the City's intentions with respect to the rights and exceptions 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. The Plans communicate 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 for housing, commercial and industrial needs as well as educational, cultural, social and aesthetic needs of the residents of the community. The Plan identifies and provides for the maintenance of any significant environmental re-sources 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 update of the Arleta-Pacoima Community Plan in 1976 and revised in 1987 through the General Plan Zoning Consistency Program (AB283). 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 reflect current conditions.

This Community Plan was developed in the context of promoting a vision of the Arleta-Pacoima 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 and industrial corridors.
- Maximizing the development opportunities of the future rail transit system 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 Arleta-Pacoima Community Plan area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and implementation programs that pertain to Arleta-Pacoima; whereas broader issues, goals, objectives, and policies are provided by the Citywide 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 land within the community.

RELATIONSHIP TO OTHER PLAN/PROGRAMS

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Arleta-Pacoima Community Plan (which is a portion of the City's Land Use Element) must 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 General Plan Framework provides the following 2010 projections for the Arleta-Pacoima Plan area.

<i>Population (2010) projection:</i>	<i>115,461</i>
<i>Employment (2010) projection:</i>	<i>24,864</i>
<i>Housing (2010) projection:</i>	<i>28,360</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 level 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 mixed use housing in commercial districts nor the current residential vacancy rate.

In addition, to the seven State mandated elements, the City's General includes a service system element, a cultural element and a major public facilities areas element. All the provisions and requirements of these elements apply to the Arleta-Pacoima Community Plan.

Neighborhood plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within a community. In addition to these specific plans, overlay zones also combine policy and implementation functions to address 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 (2010). During the life of the Plan, it will be monitored by Congestion Management Monitoring, Year 2000 Market Forecast Review, and other appropriate measures. If during the life of the Plan, this monitoring finds that population, employment or housing in the Plan is occurring faster than projected, a revised environmental analysis will be prepared, amendments will be proposed and building controls may be put into effect until the Community Plan is revised to reflect the change in growth patterns.

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 achieving the full residential densities and the commercial and industrial intensities depicted on the Plan map will 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 codifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of the decision.

OBJECTIVES OF THE PLAN

1. To coordinate the development of Arleta-Pacoima with other communities of the City of Los Angeles and the metropolitan area.
2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.
3. To encourage preservation of well-maintained, single family neighborhoods and rehabilitation of deteriorated housing.
4. To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.
 - a. To encourage the preservation and enhancement of the of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.
 - b. To provide multiple- dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the Arleta-Pacoima Business District.
5. To promote economic well being and public convenience through:
 - a. Allocating and distributing commercial lands for retail, service and office facilities, with adequate off-street parking in quantities and patterns based on accepted planning principles and standards; retaining viable commercial frontages with provision for concentrated development and redesigning under-utilized strip commercial zoning to more appropriate uses; and improving the appearance of commercial buildings along the major arteries.
 - b. Foster the involvement of other public agencies in improving the economic vitality of Van Nuys Boulevard and other commercial districts.

- c. Designating land for industrial development that can be used without detriment to adjacent uses of other types and imposing restrictions on the types of and intensities of industrial uses necessary for this purpose.
6. To provide a basis for the location and programming of public facilities services and utilities and to coordinate the phasing of public facilities with private development by:
 - a. Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible;
 - b. Modernizing and enlarging school facilities and providing community education centers to help residents with special problems;
 - c. Improving street lighting throughout the area.
7. To make provisions for a circulation system coordinated with land uses and densities adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.
8. To encourage open space for recreational uses for the enjoyment of both local residents and persons throughout the Los Angeles region.
9. To improve the visual environment of the community and, in particular, to strengthen and enhance its image and identity. To discourage the distasteful array of signs and bill-boards located along the major arteries of the community.

Chapter III

LAND USE POLICIES AND PROGRAMS

POLICIES

The Arleta-Pacoima Community Plan has been designed to accommodate the anticipated growth of the Community to the year 2010. The Plan does not seek to promote or hinder growth; rather it accepts the likelihood that growth and change will take place and must be provided for.

The Plan intends to guide development consistent with guidelines contained herein and in Citywide policies.

RESIDENTIAL

Residential areas having zones permitting densities in excess of those designated on the Plan may be reclassified to more appropriate zones.

On-site open space and usable recreation areas are encouraged.

For any particular development, the intensity of land use and the density of the population which can be accommodated thereon should be substantially limited in accordance with the following criteria:

- The adequacy of the existing and assured street circulation system, both within the area and in peripheral areas.
- The availability of public service facilities and public utilities.
- The steepness of the terrain, the geology of the area, and the seismic characteristics.
- The compatibility of proposed developments with existing adjacent developments.
- The Low-Medium II Residential Density range shall be limited to the RD2 Zone.
- Encourage the utilization of prefabricated single-family homes as a method of providing affordable housing while preserving and enhancing the low density residential character of the community.
- Encourage the development of senior citizen housing.
- Encourage owner occupied housing by conditioning the development of multiple-residential units as condominiums where appropriate via the zone change process.
- Encourage the utilization of innovative construction and land use methods to help increase the supply of lower cost housing while preserving and enhancing the low-density residential character of the community.

- Move-on housing should be designed and located to enhance or be compatible with the surrounding community.

Features

The Plan proposes that the low-density residential character of the Community be preserved and enhanced, and that predominantly single-family residential neighborhoods be protected from encroachment by other types of uses where possible.

Within neighborhoods, arterials and collector streets should be designed to prevent through traffic on local streets.

The Community Plan seeks to encourage an increase in single-family home ownership.

Through proper land use planning, the Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family homes for the same use.

Additional low and moderate-income housing is needed in all parts of the City.

Housing should be made available to all persons regardless of social, economic, and ethnic backgrounds to the extent possible.

The proposed residential categories and their capacities are in the following table, TABLE I:

Table 1

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)
Very Low	2.0	(1+ to 3)	1,600	800	3.01	4,816
Low	6.5	(4+ to 9)	17,699.5	2,723	3.01	53,275
Low Medium I	13.5	(9+ to 18)	4,495.5	333	3.03	13,621
Low Medium II	23.5	(18+ to 29)	6,063	258	3.03	18,370
Medium	42.0	(29+ to 55)	16,800	400	3.03	50,904
High Medium	82.0	(55+ to 109)	1,886	23	3.03	5,714
TOTALS			48,544			146,700

COMMERCIAL

The commercial lands (including associated parking) designated by this plan to serve suburban residential areas are proposed to be adequate in quantity to meet the needs of the population projected to the year 2010.

Features

The Plan proposes approximately 281 acres of commercial and related parking uses.

The Pacoima Community Business District should serve as the focal point for shopping, civic, and social activities of the community. The business district should contain professional offices, small department stores, restaurants and entertainment facilities.

Medium and Low-Medium density apartments are proposed to be located nearby.

Neighborhood shopping areas are located throughout the Community to serve daily shopping needs of residents.

The Arleta business district along Woodman Avenue, which includes specialized shops, small department stores, restaurants and entertainment facilities, serves as the focal point of shopping and civic activities of that community.

It is the intent of the Plan that the Commercial designation at the northerly corner of the intersection of Glenoaks and Van Nuys Boulevards be restricted to commercial uses only.

Plan designations do not preclude the establishment of neighborhood commercial uses if deemed necessary to support increased residential development. Any existing commercial zone or zone which may be enacted to permit such commercial use. If subsequently utilized for multiple housing use (as permitted by the Planning and Zoning Code) shall be limited to the maximum density permitted by the RD2 Zone.

Establish a commercial expansion area along Van Nuys Boulevard from the Golden State Freeway to San Fernando Road to stimulate commercial activity, assisting those commercial businesses to maximize the lot area and educational support from existing City business programs.

INDUSTRIAL

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Features

The Plan proposes approximately 644 acres of land for industrial uses. The MR zones should be considered for application to designated industrial lands wherever possible, as a means of preventing the use of these lands for commercial developments, and to protect adjacent residential properties through required landscaping and building setbacks wherever appropriate.

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

Industrial development should provide employment opportunities for the community residents.

In general, parking areas should be located at the peripheries of industrial sites in order to serve as buffers and should be separated from adjacent private and public uses of other types by a wall and a landscaped setback (especially in the case of residences).

CIRCULATION

Arterials and local streets shown on this Plan should be developed in accordance with the Mobility Plan, an element of the General Plan and standards and criteria contained in the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternative standards consistent with street capacity requirements.

Arterials should have adequate street lighting. Through traffic, on local streets within neighborhoods, should be discouraged. Streets and freeways, should be designed and improved to be in harmony with the adjacent development and to facilitate driver and passenger orientation.

Street aesthetics should be emphasized by street trees, planted median strips, and by paving. Streets and freeways, when developed, should be designed and improved 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 eventual development of appropriate transportation facilities.

Transportation facilities adequate to serve each development should be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

Features

The Plan incorporates and amends the Mobility Plan, an element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward arterials.

The circulation system in the industrial areas should be designed to accommodate the industrial traffic and discourage the disturbance to residential areas. To alleviate the industrial circulation problem the following improvements are proposed:

- Support of railroad crossing separations on San Fernando Road at Van Nuys Boulevard and at Osborne Street.

PUBLIC TRANSPORTATION

Improved bus service should be encouraged to more directly connect residential areas with jobs, shopping, and public facilities, and with other communities in the region.

BIKEWAYS

A system of recreation oriented bikeways is suggested for the Community. It is anticipated that these would serve both transportation and recreational purposes.

OPEN SPACE AND PUBLIC FACILITIES

The public facilities shown on this plan are to be developed in accordance with the standards for need, site area, design and general location expressed in the Service System Element of the General Plan. Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities at all times.

Open space and public facilities zones have been enacted to reflect both current and future public uses within the Arleta-Pacoima Community Plan area.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve both the community and the proposed development.

A system of equestrian trails should be developed, established, and expanded.

RECREATION AND PARKS

The Plan designates three standard types of local parks: Neighborhood, community, and regional parks are developed to the standards as detailed in the Public Recreation Plan, a portion of the Service System Element of the Los Angeles General Plan. At times it will be necessary for portions of recreational sites to be used for public right-of-way and easements.

Features

The Plan urges the continued improvement of park and recreation facilities so as to maximize their utility. It also proposed utilization of flood control and power line right-of-way for open space purposes and/or hiking and bicycle trail, where appropriate.

SERVICE SYSTEMS

The Plan has been prepared to depict appropriate long-term land uses on the basis of information and policies at the time of adoption. The Plan map shows theoretical residential densities and commercial and industrial

intensities beyond what is anticipated above the life of the Plan. The Plan has been designed to provide adequate infrastructure in accordance with reasonable foreseeable growth.

The public facilities shown on the Plan should be developed in substantial conformance with the standards for need, site area, design, and general location expressed in the Service System Element of the General Plan.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service System Element of the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to service the proposed development.

Power line and flood control right-of-way may be used for recreational and open space purposes with the consent of the appropriate agency. Hansen Dam Park is developed or designated as a regional recreational facility and equestrian center. A system of equestrian trails is proposed to connect Hansen Dam Park with nearby horse-keeping areas.

SCHOOLS

The Public Schools Element by the General Plan indicates that no new school sites are planned within the District.

The Plan proposes dual use of school facilities for the general public after hours and on weekends. Schools grounds should be landscaped with lawns, where feasible, so as to facilitate after-hour recreational use. School recreational facilities should be made available to general utilization.

To provide opportunities for the development of school sites as needed.

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

PROGRAMS

These programs establish an outline for guiding development in the Arleta-Pacoima Community in accordance with the objectives of the Plan. In general, they indicate that public and private actions which should take place following adoption of the Plan. The described actions will require the use of a variety of implementations methods.

RESIDENTIAL

Maintenance of existing housing and upgrading of deteriorating housing should be encouraged through:

- The City's Code Enforcement Program keeps housing up to standards as will similar governmental programs when they become available.
- Cooperative joint public and private fix-up, cleanup and maintenance projects on selected neighborhoods blocks.
- Use of special revenue- sharing funds for private housing and neighborhood improvements.
- A program to make public and private funding available to assist low and moderate-income families in buying and/or rehabilitating existing single-family housing should be initiated immediately.

RECREATION, PARKS, AND OPEN SPACE

The City should accelerate acquisitions, expansions, and improvement of needed local parks throughout the Community.

- The Recreation and Parks Department should work with the Los Angeles Unified School District to develop programs to fully utilize each of their respective sites.
- A system of equestrian trails should be established.
- Preserve the open space character of Whiteman air park.
- Hansen Dam Regional Park:
- Capitalize on the regional park designation of Hansen Dam.
- Complete development of the fishing and swimming lakes as approved.
- Develop the park into a major destination.
- Provide physical activities for all persons including "the physically challenged".

CIRCULATION

To facilitate local traffic circulation, relieve congestion and provide mobility for all citizens, the following is proposed:

- Continued development of the street system.
- Continued planning of and improvements to the public transportation system for the District, by the Metropolitan Transit Authority.
- Continued planning and development of bikeways for transportation and recreational uses.
- Continued planning and development of equestrian trails.

SERVICE SYSTEMS

- The development of public facilities should be sequenced and timed to provide a balance between land use and public services. Where possible, new power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.
- A program of medical services to provide additional clinical services, space, and equipment should be initiated by the Los Angeles County Health Department to meet the needs of the Community.
- An inventory-of-needs program for the community should be initiated by City and County legislative bodies. This would identify the needs of the community (physical, social, economic, health, cultural) so that government resources may be directed to meet these needs.

SCHOOLS

- Pacoima Elementary School has an over-enrollment problem. A study should be initiated to determine the most feasible method in resolving the problem, including school service area boundaries. This study will receive highest priority upon approval of the Plan.
- A program utilizing existing school facilities for job training, adult education and vocational and educational counseling should be instituted.

PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community wide improvements, such as:

- Sponsoring cleanup and beautification programs, which should include a landscaping program along railroad rights-of-way, to improve the general environment.
- Continued participation in the community by those private groups and public agencies that provide legal, medical, dental, mental health, counseling, job training, and senior citizen services to residents.
- Initiation by property owners and merchants of programs to increase off-street parking facilities serving shopping areas.
- Promoting street tree planting programs in commercial areas.

**PUBLIC
PARTICIPATION**

To continue to encourage commercial revitalization in targeted areas recognized by City, State, and Federal governments. The Northeast Valley Enterprise Zone, the Los Angeles Revitalization Zone and the Earthquake Disaster Assistance Program can foster business retention in and attraction to the communities of Arleta and Pacoima.

**PLANNING
LEGISLATION**

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in the implementation of the Plan.

- Study to improve the appearance, and to consider possible expansion, of the Community Business District in Pacoima.
- Study for the Pacoima Business District should be undertaken in cooperation with the local chamber of commerce, businessmen and other interested community groups to determine: what businesses are needed and economically viable; what modifications in existing businesses and services are possible; and what are possible approaches to redevelopment of the deteriorating portion of Van Nuys Boulevard between Laurel Canyon and Borden Avenue.

This study should include means for attracting private and public funds for construction of new attractive businesses and commercial and cultural facilities such as shops, theaters, restaurants and a neighborhood shopping plaza.

- Study to investigate the airport's present and future impact on the surrounding community.

RICHARD RIORDAN, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

CITY COUNCIL

John Ferraro, President

Richard Alarcon

Richard Alatorre

Hal Bernson

Laura Chick

Michael Feuer

Ruth Galanter

Jackie Goldberg

Mike Hernandez

Nate Holden

Cindy Miscikowski

Mark Ridley-Thomas

Rudy Svorinich, Jr.

Joel Wachs

Rita Walters

CITY PLANNING COMMISSION

Peter M. Weil, President

Robert L. Scott, Vice-President

Marna Schnabel

Nicholas H. Stonnington

Jorge Jackson

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning

Franklin Eberhard, Deputy Director

Gordon B. Hamilton, Deputy Director

Robert H. Sutton, Deputy Director

COMMUNITY PLAN UPDATE

COMMUNITY PLANNING

Jack Sedwick, Principal City Planner

Frank Fielding, Senior City Planner

Phil Garofalo, City Planner

Ron Maben, City Planner

Dennis Chew, City Planning Associate

GEOGRAPHIC INFORMATION SYSTEMS

John Butcher, GIS Supervisor II

Paul Burns, GIS Supervisor I

Carmen Miraflor, GIS Supervisor I

Daniel Garcia, GIS Specialist

John Lewis, GIS Specialist

Bien Bermudez, GIS Specialist

PUBLICATION

Irene Parsley, Principal Clerk Typist

Bernice Navarro, Clerk Typist

Gary Booher, City Planner

Jae H. Kim, Planning Assistant

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
CITY PLANNING COMMISSION

MABEL CHANG
PRESIDENT
DAVID L. BURG
VICE-PRESIDENT
JOY ATKINSON
ERNESTO CARDENAS
SUSAN CLINE
MARY GEORGE
MICHAEL MAHDESIAN
BRADLEY MINDLIN
THOMAS E. SCHIFF

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
(213) 978-1271
FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 978-1273
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.lacity.org/PLN

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
Phone: (818) 374-5050

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.