

SOUTHEAST LOS ANGELES

Community Plan

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SOUTHEAST LOS ANGELES

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Southeast Los Angeles Community Plan area located approximately 2 miles southeast of Downtown Los Angeles contains approximately 9,884 acres or approximately 14.8 square miles of land area. It is bounded on the north by the Santa Monica Freeway, on the east by Figueroa Street and Broadway. The Century Freeway and 120th Street form the southern boundary and the Alameda Corridor forms the boundary of the Community on the west.

COMMUNITY HISTORY

The Southeast Los Angeles Community Plan area contains the communities of Central, Avalon, Green Meadows and Watts. These communities developed out of the early settlements that spread from the first “pueblo” founded on September 4, 1781. This small Pueblo was founded by twelve families, numbering forty-six-people. Two of the 46 founders were black men. The Pueblo was named “Nuestra Senora La Reina de Los Angeles”.

At the time of its founding, Governor Felipe de Neve granted jurisdiction over four square leagues of land in each direction from the central Plaza. These boundaries remained the same through the Spanish period, the Mexican sovereignty, and the admission of California to statehood.

To the southeast of the Pueblo, an ancient flood plain of the Los Angeles River fanned out. It was used as natural grazing land by the settlers. Herds of Longhorn cattle grazed here, feeding off of the grass and watered by the springs and marshes fed by the underground channels of the Los Angeles River. The Pueblo held a weak claim over the area north of what is now Firestone Boulevard, through the grazing of the cattle during the Rancho Period of development. That portion of the floodplain south of present day Firestone Boulevard, became part of the Rancho Tajauta grant.

After California’s admission to the Union in 1850, Rancho Tajauta was surveyed and its boundaries changed. The tract between present day Figueroa Street and Central Avenue was subdivided and offered to the public for sale. This is the area that today is called Green Meadows.

During the surveys of the 1850's, Los Angeles’ title to four square leagues of land was recognized, with the City limits being established at about

Exposition Boulevard. The area between the City limits and Rancho Tajauta, which included the communities of Central and Avalon, was also declared public land.

Further City development was stimulated in 1869 by the news that the railroad would link Los Angeles to the East. The first Los Angeles railroad, which paralleled Alameda Street, was incorporated into the Southern Pacific system in 1876. When the Santa Fe Railroad opened a competing transcontinental line, Los Angeles experienced a sudden increase in population and the real estate boom of the 80's began. Speculators staked out town sites stretching southward. Vernondale, centered at Vernon Avenue and Central, was vigorously promoted and moderately successful. Nadeau Park, located in the Slauson/Compton Avenue area did not fare as well. It disappeared by 1887. It has been established by a wagon freighter named Remi Nadeau, who had intended to grow sugar beets and set up a refinery. However, the beets fields were soon transformed into residential lots that stretched along the railroad rights of way on Alameda Street and Slauson Avenue.

Modern urbanization began in the Southeast Community Plan area during the railroad era. On the 4th of July, 1902, Henry E. Huntington's Pacific Electric Company opened an inter urban line from Central Los Angeles south with its eventual destination at Long Beach. Julia Watts having donated land to Pacific Electric for a station, laid out several blocks of narrow residential lots, with a row of commercial lots fronting along her northern property line. Neighboring property owners did the same, creating a main street and a new community which focused on the train station. This was the early beginning of the community of Watts.

Another factor in the area's of development was water. As the Pueblo prospered, land was parceled out for farms, orchards and vineyards. This parcelization extended southwards along extensions of the irrigation ditches which distributed the water of the Los Angeles River. By the 1880's, the ditches extended well beyond the City limits with customers as far south as Slauson Avenue. This region was forced to become the southern addition to the City in 1898, when the courts held that that the sale of water by the City to residents outside the City was illegal.

Watts and the Florence-Firestone section depended on artesian wells for water. These were very popular during the 1870's during the change over from ranching to farming. Rancho Tajauta was partitioned, roads were surveyed, and fields and farm houses replaced flocks and herds on the open range. Many of these patterns persist on the land today. Present day arterials coincide with the lanes and fences of the 1870's.

Because it was supplied with its own water, Watts escaped inclusion into the City of Los Angeles in the 1890's. It was incorporated as a City in 1906. However after severe droughts dried up its artesian wells in the mid-1920's, it was forced to become a part of the City of Los Angeles. Meanwhile, the community of Green Meadows had sprung up, nestled between the City and Watts. In order to maintain contiguous boundaries between Los Angeles and the newly annexed City of Watts, Green Meadows was also annexed to the City.

In the early 1900's the Black Community in Los Angeles was located in the area around Central Avenue. After World War I, and through the 1920's, the Black Community expanded south along the Central Avenue Street Car line. Since Blacks found it difficult to settle in other parts of the City, due to deed restrictions, social and work discrimination, this area became the center of Black life in Los Angeles. It also became a port of entry for most Blacks into the City of Los Angeles. With the availability of defense related jobs during World War II, a second wave of expansion of Black people occurred in the Community. After the War, and particular after challenges to deed restrictions, Blacks began moving south and west into other parts of the City. As Blacks moved throughout the Community, there was an exodus of Whites to the suburbs. This pattern continued through the 1940's, '50's and '60's. Other minority groups began to move into the area as well. Mexican-Americans settled on the eastern boundaries of the Community Plan area. Many Chinese made their homes in the Central Community. During the 1970's and the 1980's Blacks migrated to other parts of the Los Angeles Basin in larger numbers. Mexican-Americans moved into the northern part of the Community and increasingly began settling in the southern part of the Community Plan area. In the 1970 Census, the Black population was counted as 164,981 or 86.2% of the total population. The Mexican-American population was 9.6%. By the 1990 Census, the Black population had been reduced to 39.6%, while the Latino population had increased to 59%. In addition, while the 1970, Latino population was mainly Mexican-American, the 1990 Census indicates a growing percentage of the Latino population originates from Central and South America.

COMMUNITY PARTICIPATION

The Los Angeles City Council adopted a resolution on February 5, 1988, to begin the Community Plan Revision (CPR) process. The first 5 of the City's 35 Community Plans selected to take part in the process were West Adams-Baldwin Hills-Leimert, Southeast Los Angeles, South Central Los Angeles, Sylmar and Northeast Los Angeles.

The appointment of Staff, consultants and parcel level survey of the Community Plan area was completed by 1992. After the disturbances of April/May of that year, the local organizations from within the Community were empowered to create neighborhood plans and to establish implementing organizations to see that these plans were put into effect. These organizations offered City Planning Staff a unique opportunity to interact with citizens as they developed creative planning solutions for their neighborhoods.

Concurrently, Citywide Staff were conducting a series of Community meetings to gather information as part of the Citywide General Plan Framework revision program. Plan Revision Staff were a part of this process, which offered further opportunities to access the community through public meetings and through smaller group meetings organized by homeowners associations, Chambers of Commerce and other neighborhood organizations.

In addition to these opportunities to gather public information, Staff was invited to several of the CRA CAC meetings to meet with both those appointed committee members and the wider public as they discussed issues pertinent to the revitalization of the Community. As a result of these activities Staff was provided the following opportunities.

- To gather information and insight concerning the needs, desires, resources and unique nature of the community;
- To inform residents and business interests about the planning process;
- To allow members of the community an opportunity to participate in the planning process;
- To build consensus for approval of the plan and strengthen the ability of the citizens of the community to be involved in the implementation of the plan.

Upon preparation and approval of the Community Plan or any amendments thereto by the City Planning Commission, the approved changes are presented by the Director of Planning, together with the Commission's report and recommendations to the Mayor and the City Council for adoption.

COMMUNITY ISSUES AND OPPORTUNITIES

INTRODUCTION

During the period immediately following the 1992 April/May civil disturbances, the City Planning Department and several Community groups and organizations became involved in a series of meetings with the Community to identify and accumulate data on the major issues affecting the Community. These groups and organizations divided themselves into neighborhood clusters, created by grouping neighborhoods together to establish cluster boundaries. Community meetings were held within each cluster. These meetings were followed by a series of collaborations between the City Planning Staff and the cluster leaders. Each Cluster then prepared a Neighborhood Plan which contained issues, planning, social and others, and also established a set of goals, objectives and programs intended as a manual for change within the Community. During this period, the Planning Department also embarked on a series of community meetings to gather data for the revision of the Citywide General Plan and the development of the Framework document. Planning Staff utilized relevant information from these meetings and Neighborhood Plans of the Clusters to develop a preliminary set of Planning issues and opportunities in order to prepare a draft of a Preliminary Plan. The following summarizes the most significant planning and land use issues and opportunities which were identified in the Southeast/South Central Los Angeles Community Plan area from these sources:

RESIDENTIAL

Preserve and enhance the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities through compatible new housing.

Issues

- Need to preserve and restore established single family neighborhoods.
- The management, care and future of public housing.

- C The intrusion of incompatible, higher density residential and commercial uses in lower density established residential areas.
- C The need to encourage and increase home ownership opportunities.
- C The need for housing and care of persons with special needs, these include large families, senior citizens. formerly homeless persons, the mentally ill and disabled persons.
- C The need to preserve and enhance historic resources.
- C Overcrowding of the housing stock, both in single-family and multi-family areas.
- C Absentee ownership and deteriorating housing stock.
- C The availability of sensitively designed and affordable single- and multi-family housing units.
- Rehabilitation of existing housing stock first before focusing on building new housing.
- No new concentrations of low income housing, resulting in further “Ghetto-ising” the Community.

Opportunities

- C Active homeowners’ groups, promoting identification, preservation and rehabilitation of residential resources.
- C Block Clubs and local community organizations involved in rehabilitation and new housing strategies, appropriate to the Community and its Neighborhoods.
- C Access and proximity to employment centers within and close to the Community.
- C The potential for appropriately scaled new housing in proximity to public transit nodes and corridors.
- C Potential for residential and mixed use development along some commercial corridors.
- C Undeveloped or underdeveloped land offer opportunities for new and infill development.
- C The potential for the rehabilitation of older housing stock.
- The potential for development incentives to provide rehabilitated and new housing stock.
- Create development incentives, zoning and otherwise to expand support for housing.

COMMERCIAL

Generate major improvements in the function, design and economic vitality of the commercial corridors.

Issues

- C Perceptions of the Community that are inaccurate and held by both residents and potential investors.
- C Low levels of investment in the Community.
- C Lack of variety in the goods and services offered to the Community.
- C Limited use of the local labor force by existing large employers.
- C Lack of continuity of complementary uses and cohesiveness along commercial frontages
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial depths.
- Unsightliness of some new and existing construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.
- The flight of quality commercial enterprises and of consumer dollars from the area.

Opportunities

- C Pent up purchasing power within the Community.
- C The strengthening or establishment of chambers of commerce and/or merchant associations of both tenants and owners.
- C Opportunities for the creation of business improvement districts.
- C Better use of existing commercially zoned vacant and underdeveloped parcels.
- C Complement any unique existing development/uses to reinforce desirable design characteristics and uses.
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- Active pursuit of joint development and other revitalization programs, including the leveraging of any capital improvement projects and locally developed business improvement programs to retrain employees.

- Establish design guidelines for all commercial areas.
- Utilization of all incentive programs at local, State and Federal levels.

INDUSTRIAL

The industrial base is a major economic asset that should be preserved and/or redeveloped to accommodate emerging technologies, thus providing an enhanced job base for the Community's population.

Issues

- The existing industrial base is in poor condition.
- A significant out-migration of and divestment in manufacturing plants in recent years.
- A lack of screening and buffering between industrial and other uses and scale e.g. in the area north of Vernon in the Southeast Plan.
- An old industrial base that requires upgrading and an accommodation of new industrial technology.
- The location and lot sizes of some industrial parcels, e.g. along San Pedro, Main and Central.

Opportunities

- Existing under-utilized and vacant industrial parcels capable of the development of new and improved industrial plant.
- Potential for the development of new industrial parks, e.g., south of Slauson at Western and Avalon.
- Opportunities for the development of public/private joint development.
- Formation of urban opportunity areas to provide development options in industrial areas.
- Establish appropriate transition uses between industrial and adjoining uses, especially residential.
- Identify and utilize all incentive programs at the local, State and Federal levels.

HISTORIC

The historic resources are a valuable asset to this Community. They offer significant opportunities for developing neighborhood identity and pride within the Community. It is important to retain the currently available inventory of such buildings.

Issues

- Preservation and rehabilitation of existing historic places, e.g., Watts Towers.

- The need to increase understanding and appreciation of preserving historic resources.
- New development and rehabilitation projects that are sensitive to the character of established historic areas, e.g., along Central Avenue, north and south of Vernon.
- Absentee ownership with little or no commitment to neighborhood values.

Opportunities

- The potential for the establishment of historic districts.
- Creation of design standards appropriate to historic areas.
- Opportunities for the adaptive use of historic buildings.
- Formation of urban opportunity areas to provide development options in industrial areas.
- The use of currently available historic residences for low and moderate income ownership.

TRANSPORTATION

The circulation system of roads and rail accommodates the movement of people, goods and services throughout the Community Plan area. An expanded public transit system aimed at providing both capacity and new developmental opportunity is important to reduce congestion, transportation costs, improve air quality to better serve all segments of the Community.

Issues

- New and improved transit lines proposed to serve the Plan Area represent some of the largest capital improvement impacts on the area, e.g. the Alameda Corridor, Vermont Avenue.
- A bus or other mass transportation system that provides efficient access to major transit corridors for the residents of the Community Plan area.
- A public transit system capable of adequately serving the Community and addressing the regional transit needs.
- Development around major transit stops should be compatible with the existing character of the surrounding neighborhood.

Opportunities

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- Manage the intensity and density of development in proximity to the transit stops, maintain compatibility with the scale of the surrounding area.

- Potential to incorporate needed facilities conveniently near transit stops such as child care, senior housing, artcraft district.
- Potential to reflect and enhance community identity with appropriate themes for each transit stop.
- Preservation of historic structures or districts in transportation districts, corridors and at transit stops.
- The potential for paratransit or feeder bus lines to link neighborhoods with major transportation corridors and centers.

CULTURAL AND URBAN DESIGN

Plan the remaining sites for major development and infill projects so that they add to and enhance the cultural and architectural character of the community. Also, encourage such development to provide opportunities for improving the economic condition of the community as they improve the physical condition of the neighborhoods.

Issues

- The expression of significant cultural themes needs to be encouraged within the community.
- There is a lack of resources to nurture cultural expression within the community; e.g. programs at local, parks, churches and community centers.
- Limited links between the schools and the artistic/cultural community.
- Inconsistent architectural development which does not address neighborhood or community themes.
- Inconsistent and incompatible urban design treatments.

Opportunities

- The development and use of programs linking local schools, churches, parks and community centers with established cultural and artistic interests within the Community.
- The establishment of cultural districts allowing for the expression of unified cultural themes.
- Design standards and guidelines established to guide new and infill development.

NEIGHBORHOOD CHARACTER

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

Issues

- Scale, density and character of multiple dwelling housing adjacent to Historic Buildings and single-family homes.
- Impact on-street parking from new apartments and from new development in or rehabilitation of commercial nodes and corridors.
- Effects of residential development on commercial corridors.
- The need to preserve and rehabilitate historic areas with sensitivity to the character of the established neighborhood.
- New development which does not complement neighboring structures.
- Graffiti.
- Crime and too much density.
- Overcrowding of units in both single-family and multi-family areas.

Opportunities

- Clusters of historic structures could form a district providing numerous examples for new projects to complement existing structures.
- Infill development and recycling or rehabilitation of existing older structures offer opportunities for enhancing neighborhood character and providing more housing.
- Potential development of large parcels as well as areas adjacent to station stops provide opportunities to reflect and enhance community identity.
- Potential for the establishment of Community Design Overlay Zones.

ECONOMIC DEVELOPMENT

The exploration and expansion of economic development opportunities are crucial elements in the revitalization and growth of the Community. Designing a comprehensive set of programs to empower local communities to capitalize on the opportunities available for economic development should be the goal of both public and private agencies.

Issues

- A lack of training in, knowledge of and experience in the business world.
- Inadequate access to legitimate funding sources.
- The need to generate and take advantage of economic development opportunities in the area.
- Centralized source of available resources in the Community.

- A lack of job opportunities.

Opportunities

- Large, contiguous parcels, e.g., in older industrial areas, have the potential to create significant development.
- There are several locations within the Community where the development of a particular cultural or historic theme offers opportunity for the development of related businesses.
- The support for and the creation of new locally based development corporations offer opportunities for economic empowerment by the community.
- The establishment of public/private partnerships to stimulate economic development.
- Opportunities through all of the above to generate new job opportunities.

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its 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 Section 65302(a) requires a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid 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 Southeast Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan Map, footnotes and legend outline the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

The Community Plan addresses 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 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 its land, design and character of

buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards 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 plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. 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 residents of the community.

The General Plan clarifies and articulates 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 Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan Area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Southeast Community plan was completed in 1979. Since that time, significant changes have occurred, new issues have emerged, and new community objectives regarding the 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.

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

- C Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- C Improving the function, design, and economic vitality of the commercial corridors.

- C Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.
- C Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.
- C Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improves the economic and physical condition of the Southeast Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This plan sets forth goals, objectives, policies, and programs that pertain to Southeast. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State 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 will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the community.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

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 Southeast Community Plan 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 strategy which encourages residential and commercial growth along boulevards and corridors and clustered development around community focal points and high activity centers. The Community Plan includes appropriate policies and implementation measures generated from the Environmental Impact Report that in many instances encompass the policies contained in the General Plan Framework.

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

<i>Population (2010) projection:</i>	288,156
<i>Employment (2010) projection:</i>	89,117
<i>Housing (2010) projection:</i>	89,803

The above population, employment, and housing numbers are provided as reference during the Community Plan revision. 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 nor 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, a major public facilities areas element, and an air quality element. All the provisions and requirements of the General Plan elements apply to the Southeast Community Plan.

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

PLAN MONITORING

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 the Congestion Management Program (CMP), the 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.

The population, employment and housing projections shown in the Plan reflect the 2010 market forecast. This 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 depicts residential densities and commercial and industrial intensities beyond what is anticipated over the life of the Plan. The Plan has been designed to provide adequate infrastructure.

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 modifies 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.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the Southeast Community Plan Area shall refer to each of the applicable additional findings that the Plan identifies as programs in Chapter III of the Plan and which are underlined for ease of reference. To further substantiate the consistency findings, decision makers may cite other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

Chapter III

LAND USE POLICIES AND PROGRAMS

RESIDENTIAL

Existing residential land use patterns vary according to local and historic conditions in the neighborhoods and communities which comprise the Southeast Community Plan. Topography, population characteristics, housing, markets, age and degree of existing development have a great influence on the type, location and density of development throughout the community. Much of the existing residential development in the area was established because of a historical pattern of growth related to the large amounts of existing available land, the availability of water and the early railroads.

Over the past twenty years, there has been varying pressure for new development. However, some new development was inconsistent with existing development. Some areas of low density apartment and neighborhood commercial development, particularly along commercial frontages have experienced development pressure for large apartment houses which are out of scale with existing development. In addition, infill development on vacant parcels and redevelopment of underdeveloped parcels has created some impact in some neighborhoods. Such new development has affected the existing street system and infrastructure. In other areas, vacant land has been left undeveloped and vacant buildings left unused, creating opportunity areas that require sensitive consideration so that their development adds value to the community. Such new development should explore the existing development patterns, infrastructure, street systems, urban design, architectural features and historical resources in order to maintain community context. Of considerable concern is that such new or remodeled development does not increase a concentration of low income tenants in any one neighborhood. Additionally, such new or remodeled development in historic districts needs to be sensitive to the existing character of these neighborhoods.

Historically, the majority of the area has been planned for residential purposes, with the oldest structures generally located in the northern part of the Community. The 1974 Plan, through its most recent amendments, designates approximately 62.4% of the total land area for residential use. Of this portion, only 12.5% was designated for single-family use.

Therefore, plan policy provides for preservation of the existing residential neighborhoods throughout the area, retaining existing single-family districts and multi-family clusters. Only areas around proposed transit stations and along transit corridors would realize any significant changes in densities. This would occur as existing properties zoned for multi-family development which contain a mix of densities continue to build out to their maximum potential. The Plan proposes rehabilitation of older housing units wherever appropriate, as one strategy to provide additional housing, much needed in the Community.

The Plan designates residential land use densities as indicated in Table I. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point range for the dwelling units per net acre category. The mid-point represents a reasonable factor to use, as new development within each land use category is not likely to occur at one or the other extreme of the range but rather throughout the entire range.

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+ to 9)	5,598	861.350	4.30	24,071
Low Medium I	13.5 (9+ to 18)	31,423	2,328.338	4.30	135,119
Low Medium II	23.5 (18+ to 29)	20,026	852.208	4.30	86,112
Medium	42 (29+ to 55)	9,567	227.792	4.48	42,860
TOTALS		66,623	4,269.688		288,162

GOAL 1

A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Objective 1-1

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

1-1.2 Protect existing single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Program: The Plan Map identifies lands where only single-family residential development and duplexes are permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers; and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

- 1-1.3 Maintain at least 20% of residential lands designated for single-family uses and 54% for low medium density (duplexes) use.

Program: The Plan designates residential lands in the Low Density and Low Medium Density I categories to reflect this ratio.

- 1-1.4 Require that new single-family and multi-family residential development be designed in accordance with the design standards.

Program: The Plan includes an Urban Design Chapter which includes design standards for residential development.

Objective 1-2

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policies

- 1-2.1 Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Program: The Plan designates lands for higher residential densities within transit oriented districts (TODs) and along transit corridors.

- 1-2.2 Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

Program: Utilize the incentive programs such as the Density Bonus Program, F.A.R. allowances to encourage the development of these units in the desired locations.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity of existing single- and multi-family neighborhoods.

Policies

- 1-3.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes an Urban Design Chapter which establishes design standards for residential development to implement this policy.

- 1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: Require that a decision-maker adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

Objective 1-4

To preserve and enhance neighborhoods with a distinctive and significant historical character.

Policies

1-4.1 Protect and encourage reuse of the area's historic resources.

Program: Implementation of Historic Preservation Overlay Zones (HPOZ) whose boundaries are identified on the Plan Map, if determined to be appropriate. In areas where there are large concentrations of structures with historic character, the Plan maintains residential plan categories and proposes no zone changes or Plan amendments in order to preserve and protect these areas.

1-4.2 Encourage the identification and documentation of the areas historic resources.

Program: The Plan empowers communities to identify potential areas which are recommended to be considered for Historic Preservation Overlay Zones. If deemed appropriate, such Historical Preservation Overlay Zones should be processed in accordance with the provisions of Section 12.20.3 of the Los Angeles Municipal Code.

1-4.3 Preserve architecturally or historically significant features such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

Program: Implementation of Historic Preservation Overlay Zone(s); compliance with historic preservation design standards established in the Urban Design Chapter.

Objective 1-5

To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policies

1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

Program: The Plan promotes greater individual choice through: its establishment of residential design standards; its allocation of lands for a variety of residential densities; its promotion of the rehabilitation of existing, viable housing stock and the encouragement of infill development. The Plan does not directly control housing prices.

1-5.2 Ensure that new housing opportunities minimizes displacement of the residents.

Program: Require that a decision-maker adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

- 1-5.3 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

Program: The Plan cannot require that condominium units be built instead of rental units; however the Plan encourages such type of development by designating specific areas for Low Medium residential land use categories where townhouse type development can be most economically sited.

- 1-5.4 Provide for the clustering of housing units to help decrease the effective cost of land per dwelling unit.

Program: The Plan designates specific areas for Low Medium residential density development to encourage clustering of units in order to preserve and enhance remaining open space.

- 1-5.5 Ensure that adequate housing units for senior citizens are developed within the Community Plan area.

Program: The Plan designates specific areas for Medium residential density development and encourages mixed use development in proposed transit oriented districts and areas described as pedestrian oriented which would allow for the development of additional senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community.

- 1-5.6 Ensure that the development of transition housing units and emergency shelters are appropriately located within the Community Plan area.

Program: The Plan designates specific areas for Medium residential density development which would allow for the development of such housing. Continue the implementation of the Conditional Use permitting process in order to determine the appropriate locations for such units within the Community.

Objective 1-6

To limit the intensity and density of development according to the topography, infrastructure availability and needs.

Policies

- 1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan Area and surrounding areas.

Program: The Plan recommends utilizing the Department of Building and Safety's PCIS System to monitor development and

encourages the use of the environmental assessment process to relate development to the environment. It also designates land for residential densities and commercial and industrial intensities in the locations most suited to those levels of development.

- 1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.

Program: Require that a decision-maker adopt a finding which addresses the availability of these services and utilities as part of any decision relating to large development projects.

- 1-6.3 Consider the suitability of the geology in any proposal for development within the Plan area.

Program: Continue the application of the environmental assessment process and the implementation of Subdivision Map Act on individual project applications to determine the cumulative impact on the Community's resources.

- 1-6.4 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Encourage conformance with applicable design standards identified in the Urban Design Chapter of the Plan.

COMMERCIAL

Commercial land use in the Southeast Community Plan area is in a state of transition. The traditional retail centers of Central Avenue, Watts and Vernon have undergone a transition due to demographic changes, the flight of some businesses from the area, "dollar flight" from the area, competition from neighboring cities and the proliferation of "mini" shopping malls. Other commercial districts in the area are also facing increased competition and have undergone considerable change.

The predominant land use pattern is mainly strip commercial which results in conflicts between traditional commercial development with store fronts being built to the street and new development which has parking adjacent to the street. Also large apartment buildings have been constructed along portions of some of the major arterials in areas designated for commercial development. Some of these residential developments are often out of scale with the existing land use pattern and in some locations have had a considerable impact on traffic circulation.

The commercial land use policies reflect the need to generate a variety of new commercial uses in the community to facilitate convenient shopping and easy access to professional services. New and rehabilitated office space can be established in the commercial "centers" and areas designated for mixed use, proposed transit oriented districts and Pedestrian Oriented Districts. Redevelopment of existing commercial strips and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas.

Plan policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally, incorporate retail, office, and/or parking on lower floors and residential units on the upper floors. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, to reduce congestion, and air pollution, to assure adequate sites for housing, and to stimulate Pedestrian Oriented Districts to enhance the quality of life in the Plan area. While the Plan does not mandate mixed-use projects, it encourages them in certain commercially designated areas, such as in Pedestrian Oriented Districts, and in transit oriented districts.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE HISTORIC COMMERCIAL AND CULTURAL CHARACTER OF THE DISTRICT.

Objective 2-1

To conserve and strengthen viable commercial development.

Policies

2-1.1 New commercial uses shall be located in existing, established commercial areas or existing shopping centers.

Program: The Plan restrains and in some cases extends the commercial designation and zones to include viable, existing commercial uses which were previously designated residential.

2-1.2 Protect commercially planned/zoned areas from encroachment by residential only development.

Program: Require a decision-maker to make a finding that any proposed residential only development in a commercial area is compatible in scale, character and design with adjacent commercial development.

Residentially zoned properties within commercial plan designations are proposed to be rezoned to the commercial zone to further implement this policy.

2-1.3 Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Program: The Plan recommends the deepening of commercial designations and zones in certain areas recommended as transit oriented districts around proposed transit stations at the time such stations are developed.

- 2-1.4 Ensure the viability of existing neighborhood stores (i.e, mom-and-pop) which support the needs of local residents and are compatible with the neighborhood.

Program: The Plan redesignates to a Neighborhood District land use category, some properties which were previously zoned and planned highway commercial and which included the type of uses identified in this policy. Stores, which are a recognized part of the neighborhood, and nonconforming, should be given favorable consideration by a decision maker when a review to continue the use is required.

- 2-1.5 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Program: The Plan includes an Urban Design Chapter which establishes design standards for commercial development which address this policy; the Plan also insures more compatibility by downzoning and, or establishing more restrictive height limits in some areas e.g. specific areas along Central Avenue where there is a potential for the development of a Central Avenue Corridor Specific Plan or Overlay Zone.

Objective 2-2

Allow for the development of automobile-related uses in appropriate commercial designations along major arterials.

Policies

- 2-2.1 Permit the continuation of gasoline stations and supporting service facilities along major streets in which they are currently located and require a decision maker to insure that expansions and modifications of existing facilities be designed to improve landscaping and achieve a higher quality architectural character.

Program: The Plan retains commercial corridors in plan designations and zones which permit the uses noted in this policy, and supports application of design standards established in the Urban Design Chapter for vehicle oriented commercial areas.

- 2-2.2 Prohibit the development of new automobile-related uses in Pedestrian Oriented Districts (POD's).

Program: The Plan identifies Pedestrian Oriented Districts in its text and in the Plan Map. Within these areas, the plan designations have been retained or amended to Neighborhood District and the zoning has been retained at or changed as appropriate to C1.5 and [Q]C4 to prohibit new automobile related uses. In addition, to support the Pedestrian Oriented Districts, some corridors which are outside the immediate POD boundaries have been rezoned from the C2 Zone to the [Q]C2 and the [Q]C4 Zones.

- 2-2.3 Permit the development of new automobile-related uses in some commercial and industrial areas.

Program: The Plan retains areas where new automobile-related uses are permitted, primarily along the General Commercial and Industrial plan designations.

- 2-2.4 Require screening of open storage and auto uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Program: The Plan includes an Urban Design Chapter which establishes design standards for vehicle-oriented commercial development which address this policy.

Objective 2-3

To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policies

- 2-3.1 Encourage the development of offices in Community and Neighborhood Centers.

Program: The Plan identifies and establishes Neighborhood Centers and the Community Commercial Centers on the Plan Map and encourages a mix of uses in these centers to attract new office development. It designates Plan categories and corresponding C1.5 and [Q]C4 Zones which promotes this type of development. The Plan also includes design standards for commercial areas as established in the Urban Design Chapter.

Objectives 2-4

To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (POD's).

Policies

- 2-4.1 Existing Pedestrian Oriented Districts should be preserved.

Program: The Plan identifies specific corridors as Pedestrian Oriented Districts. Development within these areas is subject to the applicable design standards of the Urban Design Chapter. The Plan also identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing Pedestrian Oriented character.

The Plan identifies and establishes the following as Pedestrian Oriented Districts: Central Avenue between Jefferson and Vernon.

- 2-4.2 New development should add to and enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards established in the Urban Design Chapter for Pedestrian

Oriented Districts. The zoning for all lots within a pedestrian oriented area contains a 'Q' condition that enforces this policy.

- 2-4.3 Ensure that commercial infill projects achieve harmony with the best of existing development.

Program: Implementation of: 1) Design standards established in Urban Design Chapter; 2) Community Design Overlay Ordinance; 3) Proposed Historic Preservation Overlay Zones, where appropriate.

- 2-4.4 New development in Pedestrian Oriented Districts shall provide parking at the rear of the property.

Program: The Plan includes an Urban Design Chapter which establishes design standards for Pedestrian Oriented Districts which implements this policy.

- 2-4.5 Identify pedestrian oriented-areas as preferred locations for mixed-use projects.

Program: Through this policy and a Plan Map footnote, the Plan establishes Pedestrian Oriented Districts as preferred locations for mixed use projects.

- 2-4.6 Required that mixed use projects and development in Pedestrian Oriented Districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes an Urban Design Chapter which implements this policy in its design standards for mixed use projects and Pedestrian Oriented Districts.

- 2-4.7 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in Pedestrian Oriented Districts, incorporate commercial uses.

Program: Design standards established in the Urban Design Chapter implement this policy.

- 2-4.8 Require that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

Program: Design standards and guidelines established for mixed use projects in the Urban Design Chapter implement this policy.

- 2-4.9 Require that mixed use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.

Program: Design standards and guidelines for mixed use projects in the Urban Design Chapter implement this policy.

- 2-4.10 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

Program: Through this policy and a Plan Map footnote, the plan establishes transit oriented districts and Pedestrian Oriented Districts, as preferred locations for mixed-use projects. The Plan also allows a floor area bonus and height bonus for mixed use projects located within commercially planned areas of a TOD and a POD.

- 2-4.11 Encourage large mixed use projects and other large new development projects in Pedestrian Oriented Districts or in transit oriented districts to incorporate child care and/or other appropriate human service facilities as part of the project.

Program: The Plan supports implementation of this policy and through a corresponding implementation of a “D” Condition and Plan footnote permits projects within commercially planned TOD’s and POD’s, bonus floor area if a day care center, a community meeting room, a public library or a police sub-station are included within the project.

Objective 2-5

To enhance the appearance of commercial districts.

Policies

- 2-5.1 Improve the appearance and landscaping of commercial properties.

Program: Design standards and the Community Design and Landscaping Guidelines established in the Urban Design Chapter implement this policy.

- 2-5.2 Preserve community character, scale and architectural diversity.

Program: The Plan establishes height limits and amends Plan designations and recommends corresponding zone changes to implement this policy; design standards for commercial areas included in the Urban Design Chapter of the Plan implement this policy.

- 2-5.3 Improve safety and aesthetics of parking areas in commercial areas.

Program: Design standards for parking areas established in the Urban Design Chapter implement this policy.

- 2-5.4 Landscaped corridors should be created and enhanced along major arterials but especially along pedestrian oriented areas through the planting of street trees along segments with no building setbacks and with median plantings where medians exist.

Program: The Urban Design Chapter, includes a section which establishes guidelines for community design and landscaping. These guidelines are intended to serve as a reference to other City Departments and public agencies and any private entities who participate in projects which involve improvements to public spaces and rights-of-way, including streetscape and landscaping. They identify sections of streets where the guidelines might be appropriately be applied, e.g. Vermont Avenue and Central Avenue.

Objective 2-6

To maintain and increase the commercial employment base for community residents whenever possible.

Policies

2-6.1 Protect commercial plan designations so that commercial development is encouraged.

Program: Certain residentially zoned properties within commercial plan designations are recommended to be rezoned to a commercial zone to implement this policy.

INDUSTRIAL

The geographic location of the Southeast Community and its proximity to the historic urban core of the City has resulted in a development pattern of industrial parcels that are large in size and often have antiquated facilities and supporting infrastructure. These older industrial facilities present problems related to location close to existing residential development, the cost of cleaning up toxic soil conditions, the lack of a labor pool with appropriate skills, community perception and the flight of business from the area. In addition, the number of agencies involved in regulations over new industrial development creates barriers to the redevelopment of these older sites. The larger industrially planned parcels, such as the Alameda Corridor, the Slauson Industrial area have considerable potential for redevelopment or a change in planned land use.

However, because many industrial facilities use or have used toxic materials, industrial sites especially the larger sites often need extensive remediation before they can be used for other purposes, including new industrial uses. More importantly, industrially planned sites that abut residential development offer a significant challenge for redevelopment due to concern for any potential incompatibility between the two land uses.

Industrial uses provide needed employment opportunities and economic benefits to the community and should be encouraged when impacts to surrounding land uses can be mitigated.

GOAL 3

SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.

Objective 3-1

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policies

- 3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

Program: The Plan Map identifies lands which have industrial designations to accommodate the variety of uses noted above and through plan amendments and recommended corresponding zone changes implements this policy.

- 3-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

Program: The Plan includes an Urban Design Chapter which establishes design standards for industrial development.

- 3-1.3 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: The Plan, through plan amendments and corresponding zone changes, establishes transition buffers between residential and industrial uses; the Plan establishes design standards for industrial development. The Plan also changes most Limited Manufacturing (M1, MR1) designations and zoning to Commercial Manufacturing with a [Q]CM zoning. The "Q" condition and a Footnote on the Plan Map indicates a provision for no residential uses, which the CM Zone allows, in order to minimize industrial/residential conflicts. Environmental protection standards and health and safety requirements are enforced by other public agencies.

Objective 3-2

To retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

Policies

- 3-2.1 The significant, large industrially planned parcels located in predominantly industrial areas associated with the railroad transportation facilities along Alameda and in the Slauson area should be protected from development by other uses which do not support the industrial base of the community, and the City.

Program: The Plan set forth guiding principles for specific major industrial opportunity sites which address the need to preserve the industrial designations and promote development which provide a

viable employment base. In addition, the Plan retains the existing industrial designations on large industrially planned parcels.

MAJOR OPPORTUNITY SITES

Several areas have been identified as major opportunity sites: the northern Industrial Ring, the Alameda Corridor, the Slauson Industrial area and the Watts/Lanzit area. The designation has been applied to areas which will potentially generate significant community wide impacts. The following characteristics were considered in identifying these properties as major opportunity sites:

The Community identity or uniqueness of a parcel.

The unimproved or underdeveloped nature/acreage of the parcel.

The potential build out created by new development.

The potential for jobs that new development could bring.

The adequacy of the existing and proposed infrastructure.

The potential benefit to the community.

The Alameda Corridor

- The need for community empowerment regarding future development.
- The need for a variety of jobs and job training for community residents.
- Ancillary development reflective of community needs.
- The need for a master plan along the Corridor to prevent incongruent, incremental development.
- The identification of nodes along the Corridor with appropriate development strategies.

The Slauson Corridor and the Slauson/Gage Industrial Area

- The opportunity for the development of a very significant job producing site within the Community.
- A site with contiguous parcels large enough to develop a major industrial park.
- The opportunity to generate community based incubator businesses.
- A corridor with the potential for improved east/west rail or other transportation and with related development more compatible to the adjacent residential development.

The Central Avenue Corridor

The Central Avenue Corridor is an area with significant historical significance. It provides opportunities for the development of specific guidelines and standards for property located within the Corridor.

The Cultural Crescent

The Watts Cultural Crescent presents a unique opportunity to expand on the cultural/arts theme and develop a center with the Watts Towers as its centerpiece. The Community Plan encourages the development of a specific set of guidelines to promote the cultural and arts-related activities and opportunities for the region.

PUBLIC AND INSTITUTIONAL LAND USE

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 Systems Element of the General Plan. Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Southeast Community Plan are to be developed with similar conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. All such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Southeast Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. 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 cost.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further, the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

RECREATION AND PARKS FACILITIES

In the Southeast Community Plan there are fifteen (15) public parks and recreation centers and one swim center managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks-regional, community and neighborhood parks.

There are nine neighborhood parks, ranging in size from 0.1 of an acre to 18.16 acres. There are five community parks and/or recreation centers, ranging in size from 1.23 to 18.16 acres, which serve the Southeast Community Plan Area. These are Green Meadows Recreation Center, the Ross Synder Recreation Center, Slauson Recreation Center, South Park and the Watts Senior Citizen Center. The Will Rogers Memorial Park and the Earvin "Magic" Johnson (formerly Willowbrook County Park) Regional Parks also serve the Community Plan area, but are located just outside the Community plan boundaries on 103rd Street and on El Segundo Boulevard. The community parks serve a much wider interest range than those of a neighborhood site, but neither the community parks nor the neighborhood parks satisfy the needs of the existing population. The community is still deficient in the number and location of both community and neighborhood parks.

GOAL 4

ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.

Objective 4-1

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

Policies

4-1.1 Preserve the existing recreational facilities and park space.

Program: The Plan assists in preserving such facilities and park space by changing the existing zone as applicable to the Open space Zone, which provides such protection. In addition, the Plan amends to the open space designation and zone, certain lands which are existing parkland but which were previously planned and zoned for other unrelated uses.

4-1.2 Increase accessibility to park land.

Program: The Plan Map and legend retain the proposed access paths and routes and proposes additional paths along railroad rights-of-way which would provide increased accessibility to parks and open space.

4-1.3 Actively pursue City and/or private funding for the acquisition and construction of new recreation and park facilities.

Program: Continue the Quimby Fund program and identify and develop additional sources of funding for the provision of open space and parkland.

4-1.4 Encourage the cooperation between the Los Angeles Unified School District, other public and private entities and the Department of Recreation and Parks in order to develop and utilize other open space opportunities for the community.

Program: Establish joint-use agreements with the LAUSD and other public and private agencies to provide more recreation and park facilities for the community.

OPEN SPACE

In the Southeast Community Plan Area, very little, important open space areas do exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Open Space is important due to its role in both physical and environmental protection. There are two classifications for Open Space, publicly owned and privately owned 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:

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 including ridge protection.

GOAL 5

A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.

Objective 5-1

To preserve existing open space resources and where possible develop new open space.

Policies

5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

Program: The Plan Map designates lands for open space including all active parklands.

5-1.2 Accommodate active parklands, and other open space uses.

Program: The Plan Map designates lands for open space uses including all active parklands.

5-1.3 Require development in major opportunity sites to provide public open space.

Program: The Plan includes this as a guiding principle in the section which addresses the future development of major opportunity sites.

SCHOOLS

In the Plan Area, based on the Los Angeles Unified School District enrollment and capacities table of 1992; the overall planned capacity of students in the thirty-one elementary schools was 34,548, with an actual enrollment of 32,205 students. The five middle schools had a planned operational capacity of 11,930 students, with an actual enrollment of 9,764 students. In the four senior high schools, the operational capacity was 11,823, with an actual enrollment of 11,638 students. In addition to these facilities, there are two special education facilities with a capacity of 338 students.

The Los Angeles Unified School District, anticipating significant increases in enrollment over the next several years, is presently considering numerous options for student enrollment patterns. Factors involved in determining future student enrollment range from legal decisions, State financing, construction of new or expansion of existing schools, and the overall Unified School District budget.

The Los Angeles Unified School District, anticipating significant increases in enrollment over the next several years, is presently considering numerous options for student enrollment patterns. Factors involved in determining future student enrollment range from legal decisions, State financing, construction of new or expansion of existing schools, and the overall Unified School District budget. The traditional track program has been expanded to include the LEARN program, the 90/30 Four-Tract program which increases operating capacity by 33% without increasing the number of days of instruction, the 60/20 Four-Tract Program, which is similar to the 90/30 Program but with shorter and more frequent breaks, the CON6 Program, which is a three track program which increases the operating capacity by 50%, and the CON6M Program which is a modified version of the CON6 Program with shorter more frequent breaks.

The intent of these programs is to respond to increases in student enrollment without increases in facility space. The Community Plan includes policies based upon appropriate mitigation measures defined in the EIR and which encompass policy statements contained in the General Plan Framework. These policies are intended to address the potential increases in student population that may be generated as development occurs based upon Plan designations.

GOAL 6

PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.

Objective 6-1

Work constructively with the Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth.

Policies

- 6-1.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Develop plans to address issues of siting and joint use of facilities, including strategies for expansion in transit-rich locations.

Program: Utilize the City's "Annual Growth Report" to monitor locations for growth and potential new school sites.

6-1.2 Retain existing school sites within the Community Plan area.

Program: The Plan designates the existing school sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

Objective 6-2

Maximize the use of local schools for community use and local open space and parks for school use.

Policies

6-2.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

Program: Formulate/update plans to address issues relating to siting and the joint use of facilities. Consider the following actions when developing/updating this Plan:

Identify strategies for the expansion of school facilities including:

1. Siting of schools and other community facilities (libraries, parks, and auditoriums) within a transit station, center, or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.
2. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed-use districts, so students can use the transit system to get to and from school.
3. Encouraging the private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

LIBRARIES

The Plan Area is serviced by four public library branches, none of which is of a regional scale, all are community branches. The renovation and structural reinforcement of the Vernon branch will increase the size of the facility to 10,325 square feet. The Ascot branch which is in need of structural reinforcement, renovation and expansion is likely to be moved and an expanded facility built. The Watts branch was one of the smallest branches

in the system. It has been rebuilt and relocated in a new 12,500 square-foot building on Compton Avenue. The Junipero Serra Branch Library is scheduled for expansion to a new 10,500 square-foot building on Main Street. Total library space in the Community Plan area has been increased to 33,389 square feet, housing a materials collection of 168,937 pieces. However, based upon library standards, the Community plan area is deficient in both library space and materials collection.

GOAL 7

ENSURE ADEQUATE LIBRARY FACILITIES AND SERVICES ARE PROVIDED TO THE AREA'S RESIDENTS.

Objective 7-1

To assist the City Library Department in providing adequate library service which responds to the needs of the community.

Policies

7-1.1 Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.

Program: The Plan designates the existing library sites in the Public Facilities plan category and changes the zone to Public Facility (PF). This new designation provides more protection to retain the existing uses on site which allows for greater certainty for needed City approvals when rehabilitating or expanding structures on site.

7-1-2 Encourage flexibility in siting libraries in mixed use projects, Pedestrian Oriented Districts, transit oriented districts, and similarly accessible facilities.

Program: Through the inclusion of this policy in the Plan text and a Plan Map Footnote, the Plan supports these identified locations as desirable sites for new libraries and recommends that this policy be considered when the Library Department and decision-makers review potential sites for new libraries. Through the Plan Map footnote and a corresponding condition on the zoning, Floor Area utilized for a library, within projects in Pedestrian Oriented Districts or in transit oriented districts is exempted from the calculation of total floor area permitted.

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department. There are four police stations serving the Plan Area. All of these except one, are located inside of the Community Plan boundaries. The Newton Street station is located in the Central City Plan area at 1354 Newton Street. The 77th Street Station has been rebuilt and located at 235 West 77th Street. The Southeast area station is located at 145 West 108th

Street and the Southwest station is located on Martin Luther King, Jr. Boulevard.

Based upon National Association of City Managers and Police Department standards, the deployment ratio of police officers to population is a little more than half what it should be. There is therefore a deficiency in the number of police officers per 1,000 persons within the Community Plan area.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROVIDE FOR THE PUBLIC SAFETY NEEDS OF THE COMMUNITY.

Objective 8-1

To provide adequate police facilities and personnel to correspond with population and service demands.

Policies

- 8-1.1 Coordinate with Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision-maker to include a finding which considers the impact on police service demands of the proposed project or land use plan change.

This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Police Department.

- 8-1.2 Promote the establishment of Police facilities which provide police protection at a neighborhood level.

Program: Through a Plan Map footnote and a corresponding condition on the zoning, floor area utilized for a Police substation, within projects in Pedestrian Oriented Districts or in transit oriented districts, is exempted from the calculation of total floor area permitted.

- 8-1.3 Encourage private developments to contribute to providing protection services to the residents of the community.

Program: Develop an on-site security program for private developments involving industrial and commercial projects.

Program: Utilize the site plan review program to review multiple-family, commercial and industrial projects to improve on-site security through lighting, layout and design.

- 8-1.4 Encourage coordination between local law enforcement agencies, State and Federal law enforcement agencies to provide for public safety in the event of emergency situations.

Program: Maintain mutual assistance agreements between the local agencies and other law enforcement agencies.

FIRE PROTECTION

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers and interested citizens for the construction, maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change. Many structures in the Southeast Community Plan Area lack fire protection systems, being turn-of-the-century structures, thus, increasing the potential for property damage and personal injury due to fire.

Fire protection in the Plan Area is provided by two Single Engine Company stations and three Task Force stations. In addition, two Single Engine Companies are located just outside the Community's boundary on Hoover Street and at 7800 Vermont Avenue. Three Task Force Stations are located outside the Community Plan Area on Jefferson Boulevard, Slauson and on Western Avenues and one Mutual Aid area covers the Watts area, east of Central Avenue. The adequacy of fire protection is based on the required fire-flow, (measured in gallons per minute), response distance from existing fire stations and the Fire Department's judgement for needs in the area. The Los Angeles Fire Department currently considers some portions of the Southeast Community Plan Area inadequate in terms of existing staffing and response distances from existing facilities.

GOAL 9

PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.

Objective 9-1

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policies

9-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

Program: Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land use plan change.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

- 9-1.2 Encourage cooperation between local fire protection services and other agencies providing similar services to expand protection to the residents of the South Central area.

Program: Continue and expand mutual assistant agreements with neighboring cities, the County of Los Angeles and other such agencies to provide fire protection services to the community.

- 9-1.3 Support construction of new facilities and/or the provision of new services in areas of the community which are determined to have deficient fire protection and emergency services facilities.

Program: Establish a monitoring program to identify areas deficient in fire protection facilities and services and establish a strategy to provide new facilities and services.

CIRCULATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program (TIMP), was prepared for the Southeast Community Plan Area through an analysis of the land use impacts on transportation as identified in the Environmental Impact Report. The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. The TIMP document, which is an implementation program for the circulation needs of the Plan area, consists of a set of recommendations described as:

- Highway Infrastructure Improvements.
- Transit and Bus Service Improvements.
- New or Expanded DASH Services.
- Expanded and Enhanced Transportation Center/Transfer Facilities.
- Implementation of an Improved Community-based Circulator.

Additional transportation improvement recommendations are mass transit improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automatic Traffic Surveillance and Control System (ATSAC). Other proposals include peak hour parking restrictions, a smart street corridor improvement program, a mass transitway for the (I-110), the creation of neighborhood traffic control plans, transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

The transportation improvement and mitigation program (TIMP) projects for Southeast will be identified as part of the implementation for the Transportation Section.

FREEWAYS AND STREETS

Circulation and accessibility within the Plan Area are relatively easy because of street patterns which are generally a north/south, east/west grid. The pattern changes north of Martin Luther King, Jr. Boulevard where the streets are oriented in a southwest/northeast direction. Topography in the plan area is generally flat.

Regional facilities such as the Santa Monica Freeway (I-10), Harbor Freeway (I-110) and the Century Freeway (I-105) are located along the designated limits of the Southeast Los Angeles community. The Metro Blue Line runs in a north-south direction on the eastern edge of the study area, and travels across in a east-west direction along Washington Boulevard. The Metro Green Line provides east-west service along the Century Freeway (I-105) in the southern portion of the planning area.

Roadways are required to be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the city's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

The full residential, commercial and industrial densities and intensities proposed in the plan are predicted upon the eventual development of the designated infrastructure. No increase in density shall be effected by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

GOAL 10

TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.

Objective 10-1

To the extent feasible and consistent with the Mobility 2035's and Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policies

- 10-1.1 To the extent feasible and consistent with the Mobility Plan 2035's policies promoting multi-modal transportation (e.g., walking, bicycling, driving, and taking public transit) and safety, maintain a LOS for streets not to exceed LOS "D" for Avenues, Collector streets and Local streets; not to exceed LOS "E" for Boulevards, and not to exceed LOS "E" in the Community's major business districts.
- Program:** Improve to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010.
- Program:** Encourage the completion of the following street programs in the City's Capital Improvement Program, to the extent feasible and consistent with the policies of the Mobility Plan 2035:

111th Street between Croesus Avenue and Wilmington Avenue

120th Street between Main Street and Hoover Street
Jefferson Boulevard between Central Avenue and Main Street
Imperial Highway between Mona Boulevard and Croesus Avenue
Compton Avenue between Washington Boulevard and 41st Street

Program: To the extent feasible and consistent with the policies of the Mobility Plan, encourage the completion of the Alameda Street widening.

- 10-1.2 New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

- 10-1.3 Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

Program: Implementation of the Mobility Plan supports this policy.

- 10-1.4 Discourage the vacation of rights-of-way when it may result in a negative impact on traffic circulation.

Program: Implementation of the Mobility Plan supports this policy.

- 10-1.5 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: TIMP. The Plan supports the use of Residential Neighborhoods Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.

Objective 10-2

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policies

- 10-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

Program: Require a decision-maker to adopt a finding which addresses this factor as part of any decision.

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

- 10-2.2 Require new development projects to mitigate off-site traffic impacts to the maximum extent feasible.

Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy and those identified in the Southeast Los Angeles Community Plan Transportation Improvement Mitigation Program.

- 10-2.3 Require that driveway access points onto arterials and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development incorporate TSM and/or TDM programs and/or transit improvements consistent with the Citywide Land Use Transportation Policy.

Program: Implementation of the Mobility Plan supports this policy.

- 10-2.4 Require that new development install traffic signals at intersections on arterials when such is warranted on an individual case by case study.

Program: Require that new development projects incorporate TSM programs or transit improvements consistent with the Citywide Land Use Transportation Policy.

PUBLIC TRANSPORTATION

Some of the major opportunities within the Plan area relate to the proposed development of Metro Mass transit lines. While it is anticipated that within the time frame of the Community Plan the private automobile will remain one of the principal modes of transportation, bus service will provide the basic public transportation system until the proposed Metro Rail projects are operational.

The City Council, in November 1993, adopted a Land Use-Transportation Policy which provides the framework to guide future development around transit station areas. The Policy includes land use, housing urban design, ridership strategy, parking and traffic circulation, equity, economic development and community components.

The Land Use-Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system.

Among the objectives of the Land Use-Transportation Policy are to:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in the context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places of employment.
- Provide a wide variety of housing for a substantial portion of the projected citywide population.
- Reduce reliance on the automobile.
- Protect and preserve existing single-family neighborhoods.

The Plan Map identifies the boundaries of Transit Oriented District (TODs) around proposed transit stations in accordance with the Land Use Transportation Policy. Further refinement of design guidelines, incentives for community facilities and other strategies to meet the identified objectives of the Policy, will be studied and recommended for implementation in the TODs through a subsequent, focused, coordinated effort with the Metropolitan Transit Authority.

Light Rail Transit (LRT) provides opportunities for more intense land use around the rail stations, especially commuter related services, and encourages commercial growth adjacent to the alignment by eliminating or reducing traffic and parking constraints or requirements. Existing development surrounding some stations is less intense than that permitted by the General Plan and the LRT project could encourage redevelopment to the higher permitted densities.

GOAL 11

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 11-1

To encourage improved local and express bus service through the Southeast Community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

- 11-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Southeast area.

Program: Implementation of the “Restructuring Public Transit Service” (RPTS) study proposals to replace services with new local, higher capacity or articulated buses and expand and improve the West Los Angeles Transit Center.

Program: Transit improvements (TIMP): Recommended Service Improvements of higher capacity buses and/or increased service frequency:

Seek 15 minute headways between transit nodes and improve transfer facilities. (Pedestrian friendly crossing, walkways and sidewalks, adequate bus bays or curb lengths and bus rider-boarding/transfer areas.)

- 11-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities among highly congested nodes.

A number of these corridor nodes have been identified in the Congestion Management Program for Los Angeles County. These include:

- Broadway and Florence Avenue
- Broadway and Martin Luther King, Jr. Boulevard
- Broadway and Vernon Avenue
- Broadway and Washington Boulevard
- Central Avenue and Florence Avenue
- Central Avenue and Vernon Avenue
- Figueroa Street and Adams Boulevard
- Figueroa Street and Jefferson Boulevard
- Figueroa Street and Martin Luther King, Jr. Boulevard
- Figueroa Street and Vernon Boulevard
- Figueroa Street and Washington Boulevard
- Grand Avenue and Adams Boulevard
- Grand Avenue and Washington Boulevard
- Hill Street and Adams Boulevard
- Hill Street and Washington Boulevard

Program: The Plan includes an Urban Design Chapter that outlines design guidelines for transit stops.

Program: The Congestion Management Program identifies strategies for the alleviation of congestion at these nodes.

- 11-1.3 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Program: Implementation of the RPTS study proposals to replace existing bus services along particular routes with new local buses, the expansion and improvements to transfer facilities and the implementation of new DASH and paratransit lines.

Objective 11-2

To increase the work trips and non-work trips made on public transit.

Policies

- 11-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit.

Program: Implementation of the Restructuring Public Transit Service” (RPTS) study proposals to replace existing services with new local buses and expand and improve the role of Harbor Transitway, the Blue Line, the Red Line and the Green Line into a transit distribution system to include the Metrolink.

Program: Circulation System Improvements (TIMP):

Implement DASH route to the south to serve the commercial districts and other activity centers in that area. (Dash South East)

Program: Implement community based “circulators” along collector and local streets within the following areas:

(a) Watts, (b) Figueroa Street, and (c) Pueblo del Rio.

- 11-2.2 Support trans-regional improvements.

Program: Metro Rail Service (TIMP):

Encourage the implementation of the Metro service link from the Blue Line to Pasadena.

Program: Metro Rail Service (TIMP):

Encourage the implementation of the Metro service link from the Metro Blue Line, the Green Line and the Red Line to activity centers, special events and the Figueroa arena complex.

- 11-2.3 Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.

Program: The Plan establishes boundaries for Transit Oriented Districts (TODs) around the proposed station stops along the Blue Line route and portions of Figueroa Street, Vernon/Central, Broadway/Manchester and Watts. Through incentives and guidelines, encourages mixed-use and pedestrian oriented development within these areas.

LAND USE TRANSPORTATION POLICY

The City Council, in November 1993, adopted a Land Use Transportation Policy which provides the guidelines for development in the vicinity of transit stations. The policy includes land use, housing, urban design, ridership strategy, economic development, and community facilities components.

The Land Use Transportation Policy is long-term strategy for integrating land use, housing, transportation and environmental policies into the development, and community facilities components.

The Land Use Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that compliments and maximizes the utilization of the region's transit system.

Among the objectives of the Land Use-Transportation Policy are:

- Focus future growth of the City around transit stations.
- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in the context of an enhanced urban environment.
- Accommodate mixed commercial/residential use development.
- Provide for places for employment.
- Provide for a wide variety of housing for a substantial portion of the projected Citywide population.
- Protect and preserve existing single-family neighborhoods.

In the Southeast Community Plan area mass transit lines are primarily by Metropolitan Transportation Authority (MTA) buses. The Community joins several others in the MTA to establish other forms of mass transit. The principal mass transit lines proposed in this Community are along the Harbor Freeway, the Blue Line and the Green Line.

Land use changes can be expected to occur along these transit corridors during the life of this Community Plan. The Plan is consistent with the Citywide Land Use-Transportation Policy by allowing for an increase in residential densities near transit stations and by allowing mixed use projects near stations. It does this by establishing Transit Oriented Districts (TODs) around stations and providing encouragement to such increases of densities and commuter related businesses and services within these Districts.

GOAL 12

A COORDINATED, INTEGRATION OF DEVELOPMENT AROUND TRANSIT STATIONS IN ORDER TO IMPROVE SERVICES, ACCESS, AND ECONOMIC VITALITY OF THE COMMUNITY.

Objective 12-1

To reflect the objectives and guiding principles of the City Council adopted Land Use-Transportation policy.

Policies

12-1.1 Target growth, as appropriate, around transit stations when these become operational.

Program: The Plan identifies Transit Oriented Districts (TODs) as areas where additional density might be encouraged in accordance with the principles in the Land Use Transportation Policy.

- 12-1.2 Identify Pedestrian Oriented Districts and preferred locations for mixed use projects.

Program: The Plan Map identifies Pedestrian Oriented Districts, some of which are adjacent to transit stations, and through a Plan Footnote establishes the preferred locations for mixed used projects, which include Pedestrian Oriented Districts and Transit Oriented Districts.

- 12-1.3 Preserve existing stable single-family neighborhoods.

Program: The Plan Map identifies boundaries for Transit Oriented Districts which have been carefully delineated to exclude stable single-family neighborhoods, thus affording these neighborhoods protection from any encroachment of incompatible densities. The Plan encourages intensification of uses within these TOD's. In addition, focusing growth in these locations would relieve the pressure of redevelopment on stable single-family and lower density multi-family areas.

- 12-1.4 Promote child care facilities, libraries, senior citizen and community centers, and other human service facilities at transit stations.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the location of these facilities in proximity to transit stations and recommends that such facilities be incorporated in joint development or other significant development projects. To promote this policy a Plan Footnote and a corresponding condition on the zoning allows floor area utilized for child care centers and community centers and certain other uses in projects located within Transit Oriented Districts, to be exempted from the calculation of total floor area permitted.

Objective 12-2

To increase the work and non-work trips made on public transit.

Policies

- 12-2.1 Encourage the provision safe, attractive and clearly identifiable transit stops with user friendly design amenities.

Program: Implementation of the community design and landscaping guidelines in the Urban Design Chapter as well as appropriate design guidelines contained in the Citywide Land Use Transportation Policy.

- 12-2.2 Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations.

Program: The Plan encourages mixed use and pedestrian oriented development in Transit Oriented Districts around station stops. It identifies Transit Oriented Districts as Targeted Growth Areas in order to apply appropriate incentives for development of affordable housing in mixed-use developments.

**TRANSPORTATION
DEMAND
MANAGEMENT
(TDM)**

To the extent feasible and appropriate in light of the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, it is the City's objective that the traffic level of service (LOS) on the street system in the Community Plan area not exceed LOS E. Although studies indicate that most of Southeast major street intersections are in compliance with this City policy, however, there are several intersections that operate at a level that suggests the need for improvements to enhance safety and mobility. In addition, the level of trips generated by future development in Community Plan area and in the surrounding Southwest Los Angeles area require the implementation of a Transportation Demand Management (TDM) Program. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient modes of transportation. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

However, because of the level of economic activity within the Southeast area, the scope for the introduction of aggressive TDM strategies is limited. Trip fees, for instance, would conflict with efforts to attract development and revitalize parts of the community. Therefore, the Plan continues the support of existing Citywide TDM Programs.

A Transportation Demand Management (TDM) Program

1. **Bikeways**

The City should implement the Mobility Plan 2035 as part of an overall transportation demand management program and consider the Exposition Corridor Study which proposes to link downtown to Santa Monica area as part of the Plan.

2. **Transportation Management Association Formation/Coordination**

The City should encourage the formation of Transportation Management Associations (TMA's) in order to assist employers in creating and managing trip reduction programs.

3. **Telecommuting**

The City should encourage large non-residential office developers to provide teleconferencing facilities and large residential developers to incorporate "work centers" for telecommuting, into their developments.

4. **Participation in Regional Transportation Management Programs**

The City will continue to participate in local and regional TDM programs being implemented by other City agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

5. **TDM Ordinance.**

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Southeast area. This Ordinance

calls for several measures to be taken by developments to achieve the necessary trip reduction targets.

6. **Monitoring**

The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

GOAL 13

AN ENVIRONMENT WHICH ENCOURAGES AND PROVIDES PEOPLE WITH ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

Objective 13-1

To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

13-1.1 Encourage non-residential development to provide incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT in the Community Plan area.

13-1.2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT. This includes the South East DASH and the “Community Circulator” service in the Community Plan area.

13-1.3 Require the proposals for major new non-residential development projects include submission of a TDM Plan to the City.

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT to address this policy.

**TRANSPORTATION
SYSTEM
MANAGEMENT (TSM)**

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park-and-ride facilities, anti-gridlock measures, and parking management programs.

GOAL 14

A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.

Objective 14-1

That southeast's signalized intersections are integrated with the City's ATSAC system by the year 2010.

Policies

14-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.

Program: The Plan proposes the installation of the expanded ATSAC systems from the northern portion of southeast Los Angeles to be completed by the year 2000.

14-1.2 Coordinate Caltrans freeway traffic management system with street traffic signal management systems (e.g. ATSAC) and improve incident detection.

Program: Implement Smart Corridor technologies in the following corridors:

C Main Street between 37th Street and Manchester Avenue

C Figueroa Street between Adams Boulevard and Slauson Boulevard, and between Manchester Avenue and Century Boulevard

C Flower Street between Interstate 10 and Figueroa Street

14-1.3 Improve vehicular traffic flow on the Santa Monica Freeway.

Program: Continue the Santa Monica Freeway Corridor Smart Streets Demonstration Program which alleviates congestion on the Santa Monica Freeway and parallel arterials. It coordinates the enhanced freeway traffic management system with that of the street traffic signal management system on five parallel routes: Olympic, Pico, Venice, Washington and Adams Boulevards.

14-1.4 Improve the timing of traffic signals in the Community and neighboring jurisdictions through cooperative agreements.

Program: The Plan supports cooperative agreements with neighboring jurisdictions to improve traffic signal timing.

14-1.5 Support the Department of Transportation program to provide separate left and/or right turn lanes on all arterial streets, where feasible.

Program: The Plan supports all Capital Improvement Programs for street intersection improvements adopted by the City.

14-1.6 Accelerated controller replacement to upgrade and improve signal efficiency.

Program: The completion of the expanded ATSAC systems by the year 2000.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized transportation/circulation such as walking and cycling. It identifies Pedestrian Oriented Districts along portions of Broadway, Main, Vernon, Manchester and Central Avenues and encourages mixed use development in other areas to promote pedestrian activity.

The Mobility Plan 2035 identifies major corridors through the Southeast Community Plan Area and identifies local corridors as support bikeway facilities. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system within Southeast which is intended to complement other transportation modes.

GOAL 15

A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, AND PEDESTRIAN FACILITIES.

Objective 15-1

To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policies

15-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

Program: The Plan Map identifies existing and proposed bicycle facilities. The Mobility Plan addresses concerns regarding bicycle issues.

15-1.2 Identify bicycle facilities along arterials.

Program: The Plan Map identifies the following as bikeway routes: There is an existing bicycle path along 98th Street. Proposed bikeways include the following:

- 1) Commuter bikeways along Main Street, Central Avenue and Imperial;
- 2) A Class 1 facility along Slauson Avenue

15-1.3 Encourage the provision of showers, changing rooms and bicycle storage areas at new and existing non-residential development and public places.

Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in

Pedestrian Oriented Districts and Transit Oriented Districts and recommends that this policy be considered in the revision of the Mobility Plan. In addition, Los Angeles Municipal Code Sections 12.21-A,16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers.

- 15-1.4 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City and adjacent jurisdictions.

Program: The Plan Map is consistent with the Mobility Plan and the Southside Area Bikeway master Plan, (when amended) and reflects the coordination across communities and the regional link with adjacent jurisdictions.

Objective 15-2

To promote Pedestrian-Oriented Districts and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

Policies

- 15-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan addresses these issues. Implementation of the Citywide Land Use Transportation Policy and the use of the City's discretionary approval process would address these issues.

- 15-2.2 Identify Pedestrian Oriented Districts.

Program: The Plan text and Map identifies the locations of pedestrian oriented areas.

- 15-2.3 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process provide for this policy

- 15-2.4 Assure that all development in the area surrounding transit stations makes adequate provisions for pedestrian and bicycle access and shares proportionally in the cost of such access.

Program: Implementation of the Citywide Land Use-Transportation Policy and the City's discretionary approval process provide for this policy.

- 15-2.5 Designate generalized locations for pedestrian and bike access in areas around transit stations.

Program: The Community Plan Map describes such locations as Transit Oriented Areas.

Program: Implementation of the Citywide Land Use-Transportation Policy and the City's discretionary project approval process would meet this requirement.

PARKING

The Plan supports the City's continuing efforts to develop off-street parking facilities within the Community Plan area so that an adequate supply of parking is provided to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 16

A SUFFICIENT SYSTEM OF WELL-DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 16-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

16-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

16-1.2 Consider the use of public/private joint ventures to provide funding sources for parking facilities.

Program: The Plan text supports this policy.

16-1.3 Encourage shared parking for mixed use projects.

Program: A decision maker shall require shared parking as a condition of approval for mixed use projects.

16-1.4 Consider new Citywide parking standards for areas around transit stations, designated centers, and Pedestrian Oriented Districts.

Program: The Citywide Land Use Transportation Policy addresses this issue.

16-1.5 New parking lots and new parking garages shall be developed in accordance with design standards.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

16-1.6 Consider peak hour parking restrictions on selected arterials, where appropriate.

Program: Peak hour parking restrictions (TIMP):

Peak hour parking restrictions are proposed along the following roadway segments:

- Vernon Avenue, Wilmington Avenue between Century Boulevard and Imperial Highway
- Compton Avenue between 92nd Street and Imperial Highway
- All streets in the northern portion of the study area south to Vernon Avenue

NEIGHBORHOOD TRAFFIC CONTROLS

Within the Community Plan area, a variety of neighborhood traffic controls exist. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic circles, semi-traffic diverters and right or left turn only lanes.

In order for these traffic control measures to be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified and regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan requires that residents within the Plan area participate in the Plan process, to articulate their priorities and values, respond to proposed plans, and designs and offer alternatives of their own.

GOAL 17

COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 17-1

To initiate neighborhood-based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.

Policies

17-1.1 The City should establish residential neighborhood traffic control and parking management plans as appropriate.

17-1.2 The City should establish neighborhood traffic control monitoring programs to accomplish the following:

- Ensure that proper devices are installed;
- Analyze their effectiveness;
- Study the before and after effects of the control devices;
- Ensure that undesirable impacts on established residential neighborhoods are minimal; and

- Examine the need for additional controls.

HISTORIC AND CULTURAL RESOURCES

The Southeast Community Plan Area consists of several neighborhoods that developed as separate communities or cities. Early development consisted of a number of large “Ranchos”. Each of these neighborhoods though subdivided at an earlier date, were developed with residences and commercial structures at varying times in the history of the Community. As a result, each contains one or more of the several phases of architectural evolution in Los Angeles which are listed below:

- Queen Anne Revival (1885-1900)
- Turn of the Century (1895-1905)
- American Foursquare (1895-1910)
- Craftsman (1895-1920)
- Colonial Revival (1895-1915)
- Spanish Colonial Revival (1915-1941)
- Utilitarian Commercial (1915-1929)
- Art Deco (1920-1941)
- Streamline Modern (1930-1941)

This historical pattern of growth remains evident in the built form and the nodes of many neighborhoods today: Watts, Green Meadows, South Park. Craftsman houses prevailed in the first two decades of the century and ranged from two or three room cottages to the mansion-like homes of the well-to-do. These were developed throughout the Community. In the 1940's several notable and influential Moderne styled stores were constructed, the most significant of these is the Coca Cola Building on Central Avenue. The Plan area is also notable for its legacy of public schools built in historic architectural styles. In addition to the built form and streetscape, natural, man-made and open space amenities define the area.

PRESERVATION OF HISTORIC AND CULTURAL AMENITIES

This section provides a basis to effectively preserve, enhance and maintain sites and structures which have been deemed culturally and/or historically significant. Policies and programs for historic preservation are also addressed in the residential section of this Chapter.

GOAL 18

A COMMUNITY WHICH PRESERVES AND RESTORES THE MONUMENTS, CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 18-1

To ensure that the Plan Area’s significant cultural and historical resources are protected, preserved, and/or enhanced.

Policies

- 18-1.1 Establish one or more Historic Preservation Overlay Zones (HPOZ) to protect and enhance the use of historic structures and neighborhoods.

Program: The Plan Map identifies potential Historic-Preservation Overlay Zones for several areas which if adopted by the City Council will afford protection and promote the enhancement of the area.

- 18-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

Program: The Plan includes in the Appendix, a complete list of sites which have been designated by the Los Angeles City Council as Historic and Cultural Monuments in the Southeast Community Plan Area. In addition through inclusion of this Plan policy, the Plan supports the continued identification and recommendation of appropriate landmarks for inclusion in the list of designated monuments.

Objective 18-2

To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.

Policies

- 18-2.1 Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements old in a harmonious fashion, enhancing the historic pattern.

Program: Implementation of the design standards in the Urban Design Chapter of this Plan.

Objective 18-3

To enhance and capitalize on the contribution of existing cultural and historical resources in the community.

- 18-3.1 Support the Watts Cultural Crescent and areas like the Central Avenue Corridor as cultural resource centers and encourage their revitalization through reinvestment in the area.

Program: The Plan's policies and programs regarding the future Central Avenue Specific Plan or Overlay Zone and Cultural Crescent Master Plan improves the viability of these areas as centers and reinforce their significance as focal cultural points within the Community.

18-3.2 Support the continued progress in the maintenance and rehabilitation of structures of historic significance in existing and other potentially historic districts.

Program: The Plan supports the establishment of a Historic Preservation Overlay Zone or a Design Overlay Zone to protect structures of historic significance in these areas.

Program: Adherence to the City's historic properties preservation ordinances and the City's Cultural Heritage Board requirements for preservation and design; and the Implementation of Design Standards.

Objective 18-4

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

Policies

18-4.1 To assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

Program: Adherence to the City's historic properties preservation ordinances and the Cultural Heritage board requirements for preservation and design, implementation of the design standards.

18-4.2 Encourage appropriate adaptive reuse of historic resources.

Program: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

CULTURAL AMENITIES

GOAL 19

A COMMUNITY WHICH PROMOTES CULTURAL AMENITIES AND IMPLEMENTS THE CITY'S CULTURAL MASTER PLAN.

Objective 19-1

To enhance and capitalize on the contribution of existing cultural and historic resources in the community.

Policies

19-1.1 Support the places and features identified within the Community as cultural resources for the City of Los Angeles.

Program: Implementation of the provisions of the Cultural Master Plan.

19-1.2 Support the development and growth of the Cultural Crescent as Cultural Centers in the Community for the provision of performing arts auditoriums, classrooms, workshops, library, children's art center and a museum of African-American culture and art, as appropriate.

Program: Implementation of private programs and the Cultural Affairs Department programs that focus on these activities.

- 19-1.3 Encourage the coordination of cultural programs at local schools between the schools, the Cultural Affairs Department and local artists.

Program: Implementation of the Cultural Master Plan.

- 19-1.4 Encourage the development and implementation of a cultural streetscape plan to complement and enhance the neighborhoods and with a specific cultural theme.

Program: Implementation of the design requirements of the Urban Design Chapter and the Cultural Master Plan.

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					864	8.7
	Low	RE9, RS, R1, RU, RD5, RD6	864.09	100.0		
Multiple Family					3,403	34.4
	Low Medium I	R2, RD3, RD4, RD5, RZ3, RZ4, RU, RW1	2,330.43	68.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	839.80	24.7		
	Medium	R3	232.66	6.8		
COMMERCIAL					635	643.0
	Neighborhood	C1, C1.5, C2, C4, P	121.00	19.0		
	Highway	CR, C1.5, C2, P	1.39	0.2		
	General	C1.5, C2, C4, P	365.06	57.5		
	Community	CR, C2, C4, P, PB	148.00	23.4		
INDUSTRIAL					1,462	14.8
	Commercial	CM, P	81.57	5.6		
	Limited	CM, MR1, M1, P	759.00	52.0		
	Light	MR2, M2, P	515.07	35.2		
	Heavy	M3, P	105.62	7.2		
OPEN SPACE/PUBLIC FACILITIES					935	9.5
	Open Space	OS, A1	114.24	12.2		
	Public Facilities	PF	820.56	87.8		
STREETS						
	Private Street		1.10	0.0	2,588	26.2
	Public Street		2,586.76	100.0		
TOTAL					9,887	100.0

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Land use plan policies and programs, as set forth in Chapter III have a direct influence on land use patterns which in turn affect the community's quality of life. The provision of public services and other programs point to the complementary relationship that exists between land use and service programs. While in many of these areas, the land use plan does not directly have the enabling power to affect how service programs or other private actions are structured, the Plan can influence their direction. This chapter identifies actions which are recommended that the City promote, through the appropriate City Departments and through agencies and private parties outside of the City, to further the goals of the Plan.

RECREATION AND PARK FACILITIES

1. Encourage cooperation between Los Angeles Unified School District and the Recreation and Parks Department to jointly make facilities available to residents after school and on weekends. Joint use is proposed as a way to minimize the amount of land acquisition required in developed areas.
2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.
3. Ensure that parks are adequately illuminated and secured for safe use at night.
4. Provide for the supervision of park activities and promote enforcement of codes restricting illegal activity.
5. Coordinate between the Recreation and Parks Department and the Police Department to insure adequate police patrols and defensible space design.
6. Improve utilization and development of recreational facilities at existing parks.
7. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties to provide for such recreational needs as hiking, and biking and equestrian trails.
8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.
9. Target Park and Recreation projects in areas with the greatest deficiencies.

10. Pursue resources to clean up land that could be used for public recreation safely.

SCHOOLS

1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, prior to the displacement of existing uses.
2. Encourage vocational schools to locate in commercial or industrial areas where training opportunities are enhanced by the surrounding uses. However, siting of schools in areas planned for industrial uses should be evaluated in light of their proximity to any hazardous use.
3. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES

1. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.
2. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION

1. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhoods and civic organizations.
2. Identify neighborhoods where facilities are needed to provide adequate Police protection.

FIRE PROTECTION

1. Provide that adequate facilities and fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards in the City.
2. Develop an acquisition strategy for fire station sites in areas deficient in fire facilities.
3. Identify neighborhoods with deficient fire facilities and/or services.

HISTORIC PRESERVATION

Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

HOUSING

1. Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.

2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conversation activities.
4. Ensure that low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.
5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City Codes.
6. Allow for the assembly and trade of public land in order to encourage new housing in appropriate locations within the Plan area.
7. Ensure that the development of transitional housing and emergency shelters is appropriately located.
8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

INDUSTRIAL

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses and assist through City, State, and Federal programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

UTILITIES

Install utilities underground through assessment districts or other funding, when feasible.

EMPLOYMENT

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.

**PUBLIC
TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Southeast Los Angeles Community Plan Area.
2. Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

3. Develop and intermodal mass transportation plan to link future mass transit service.

**NON-MOTORIZED
TRANSPORTATION**

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers and transit stations.

Chapter V

URBAN DESIGN

The Southeast Community Plan is made up of a number of neighborhoods with distinctive characteristics. It is the purpose of this chapter to lay out broad, general guidelines for individual projects and community design. This chapter is divided into two sections. The first is the Design Policies for Individual Projects Section and it is directed at individual projects. This section identified general guidelines which should be considered for projects developed on private property. The second is the Community Design and Landscaping Guidelines Section and is directed at establishing minimum guidelines for streetscape improvements and landscaping in public spaces and rights-of-way.

Supplementing this chapter is a separate document entitled “The Southeast Community Design Overlay District Guidelines and Standards”. The purpose of this document is to provide standards and guidelines to carry out the policies of this chapter for individual projects within the Community Plan area. In addition, the Plan proposes the study of several corridors and nodes for the establishment of specific guidelines and standards for the design of projects. These documents are intended for use by decision makers, developers and the Community in the evaluation and approval of development plans prior to the issuance of building permits.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple-residential, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping. Projects should implement to the maximum extent feasible the applicable policies outlined in this chapter. Projects within a Pedestrian Oriented District or Transit Oriented District are also required to observe any applicable design standards found under the “Additional Policies for Pedestrian Oriented Districts” Section of this chapter.

The administration of the general policies found in this chapter and the implementing Southeast Community Design Overlay District Guidelines and Standards apply to the entire Community Plan Area. More specific guidelines and standards may be developed for special areas enclosed in a boundary established by a Community Design Overlay District, per the Supplemental Use District Section of the Zoning Code (LAMC Section 13.00).

The Design Policies are grouped as follows:

Design Policies for Individual Projects

A. Commercial and Industrial

1. Site Planning
2. Parking Structures
3. Height and Building Design
4. Surface Parking and Landscaping
5. Light and Glare

- B. Additional policies for pedestrian oriented districts
- C. Multiple Residential
 - 1. Site Planning
 - 2. Design
 - 3. Parking Structures

Community Design and Landscaping Guidelines

- A. Entryway Improvements
- B. Streetscape
- C. Street Trees
- D. Street Furniture
- E. Street Lighting
- F. Sidewalks/Paving
- G. Signage
- H. Public Open Space and Plazas

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL AND INDUSTRIAL

Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

- 1. Locating surface parking to the rear of structures.
- 2. Minimizing the number and widths of driveways providing sole access to the rear of commercial lots.
- 3. Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- 4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
- 5. Providing pedestrian access from the front of buildings to rear parking for projects with wide frontages.
- 6. Providing landscape strips between driveways and walkways accessing the rear of properties.
- 7. Providing speed bumps for driveways paralleling walkways for more than 50 feet.
- 8. Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
- 9. Providing, where feasible, the undergrounding of new utility service.

Height and Building Design

The mass, proportion of all new buildings and remodels shall adequately address pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland, untreated portions of exterior building facades. The purpose of these provisions is to ensure that:

1. a project avoids large sterile expanses of building walls;
2. is designed to complement the surrounding neighborhood;
3. and creates a stable environment with a pleasant and desirable character.

Accordingly, the following policies are proposed:

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage. (Commercial Only).
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Maximize the applications of architectural features or articulations on building facades.
- Design architecturally untreated facades for signage.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.
- Require freestanding walls to conform to requirements of Section 2.c above.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building.

2. Along commercial frontages, and where appropriate, maximize retail and commercial service uses on ground floors of parking buildings.
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

1. Devote 7% of total area of surface parking lots to landscaping.
2. Provide a landscape buffer along public streets or adjoining residential uses.

Light and Glare

1. Install on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

**ADDITIONAL
POLICIES FOR
PEDESTRIAN
ORIENTED DISTRICTS**

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

1. No structure shall exceed 30 feet in height within 15 feet of front and rear property lines, respectively in pedestrian areas.
2. Require site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off and landscaped areas.
3. Provide where feasible, the under grounding of new utility service.

**MULTIPLE
RESIDENTIAL**

Site Planning

All multiple residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal, the following policies are proposed:

1. Providing a pedestrian entrance at the front of each project.
2. Requiring useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:

1. Requiring the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
2. Utilizing complementary building materials in building facades.
3. Consider the use of varying design features to provide definitions for each story in a development.
4. Integrate building fixtures, awnings, security gates, etc. into the design of building.
5. Screen all rooftop equipment and building appurtenances from adjacent properties.
6. Require decorative, masonry walls to enclose trash.

Parking Structures

Parking structures shall be integrated with the design of the buildings they serve through:

1. Design parking structure exteriors to match the style, materials and color of the main building.
2. Maximize commercial uses on ground floors.
3. Utilize landscaping to screen parking structures not architecturally integrated with the main building.
4. Utilize decorative walls and/or landscaping to buffer residential uses from parking structures.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Policies for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Southeast Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans.

A sense of entry into the Southeast Community from adjacent cities that serves to define the boundaries and the edges of the City and the unique attributes of the community should be created. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the Community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area wide identity which distinguishes neighborhoods within Southeast from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

1. Provide improvements along principal streets and at the City boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguishes these as major entries into the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.
2. Establish entry improvements at appropriate locations along major corridors and in the following areas:
 - The Vernon/Central Area
 - The Broadway/Manchester Area
 - The Watts Cultural Crescent
 - Along the Alameda Corridor
 - Along the Figueroa Corridor
 - Avalon
 - Green Meadows
3. Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.
4. Create entry improvements as gateway elements to districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing light or marbelite standards or graphic elements hung from or attached to privately owned buildings. These improvements should be located at the intersections described in 2 and 3 above.

STREETSCAPE

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to, the following:
 - street trees
 - street lighting
 - streetscape elements (sidewalk/crosswalk paving, street furniture)
 - public signage
3. Establish streetscape and landscape standards for all arterial corridors and in areas described as community centers and neighborhoods districts.
4. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

STREET TREES

1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought- and smog-tolerant, and fire-resistant and complement existing street trees.
2. Establish a hierarchy for street trees which shall include:
 - a. Major Accent Trees

These trees should be located at entry locations, intersections, and activity centers.
 - b. Street Trees

Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
 - c. Ornamental or Special Plantings.

At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

STREET FURNITURE

1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.
2. Provide for the use of kiosks or other street furniture.

STREET LIGHTING

1. Install new street lights in commercial districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type in areas designated historic, utilizing a light standard that is compatible with the historic commercial theme and coordinated with an overall street furniture and graphics/signage program.

SIDEWALKS/PAVING

1. Re-pave existing sidewalks and crosswalks in principal commercial districts and significant cultural areas such as the Broadway/Manchester area, Central Avenue with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.
2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

SIGNAGE

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.
3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that is enhances designated historic sites and districts.

4. Provide for signage which uniquely identifies principal commercial, cultural or historic areas in the Plan Area including, but not limited to, the Watts Cultural Crescent, Central Avenue and the Broadway/Manchester area.

**PUBLIC OPEN SPACE
AND PLAZAS**

Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.

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April 21, 2005

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**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.