

BEL AIR-BEVERLY CREST

Community Plan

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BEL AIR-BEVERLY CREST

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

SETTING

The Bel Air-Beverly Crest Community Plan area is located south of Mulholland Drive, west of Laurel Canyon Boulevard, Wonderland Drive, and the City of Beverly Hills, north of Sunset Boulevard, and east of the San Diego (405) Freeway. Adjacent Community Plan areas include Sherman Oaks-Studio City-Toluca Lake on the north, Hollywood on the east, Westwood on the south, and Brentwood-Pacific Palisades on the west.

The Plan area includes the County of Los Angeles land located in Franklin Canyon, which is part of the Santa Monica Mountains National Recreation Area.

The Bel Air-Beverly Crest Plan area contains approximately 9,900 acres. Residential development is predominantly single-family homes. A limited number of multi-family concentrations occur on upper Roscomare Road and near the intersection of Sepulveda Boulevard and Moraga Drive. Neighborhood commercial centers are located on upper Roscomare Road, and at Beverly Glen Circle, with mixed office and retail at Sepulveda Boulevard and Moraga Drive. Commercial activity also occurs at two locations in Beverly Glen Canyon.

The Community is characterized by a number of distinct residential neighborhoods associated with canyon and hillside locations. These areas include Laurel Canyon, Laurel Hills, Lookout Mountain, Wonderland Park, Coldwater Canyon, Franklin Canyon, Benedict Canyon, Beverly Glen, Casiano Estates, Glenridge, Roscomare Valley, Bel Air Crest and Summitridge.

COMMUNITY PARTICIPATION

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

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

In addition, there are a number of neighborhood associations throughout the area who have concerns about development and planning issues in their respective areas.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning land use issues and opportunities facing the Bel Air-Beverly Crest Community.

RESIDENTIAL

Goal - Preservation and enhancement of the varied and distinctive residential character of the community.

Issues

- C Need to minimize grading, limit land use intensity, and preserve natural topography in hillside areas.
- C Need to protect environmentally sensitive areas and scenic views.
- C Need to preserve open space and the natural character of mountainous areas.
- C Need to improve the visual environment through the development of appropriate design criteria and controls.

Opportunities

- C Large amount of undeveloped land.
- C Natural settings containing native plants and animals.
- C Proximity of wilderness areas to the urban setting.
- C Views of natural and urban scenery.

COMMERCIAL

Goal - Design of commercial facilities to complement, enhance and upgrade the character of the surrounding community.

Issues

- C Limiting commercial neighborhood development to existing locations.
- C Compatibility with adjacent residential land use.

Opportunities

- C Commercial development located in concentrated areas.
- C Enhancement of commercial-residential transitions.

TRANSPORTATION

Goal - Provision of a circulation system that will accommodate the transportation needs of the Community.

Issues

- C Appropriateness of widening and realigning streets for the purpose of increasing capacity.
- C Encouragement for expansion and improvement of the public transportation system.
- C Deficiencies in the adequacy of major north-south streets to handle existing and future automobile capacities.

Opportunities

- C Potential for limited access to scenic areas.
- C Secluded areas free from through-traffic.

SERVICE SYSTEMS

Goal - Designation of appropriate locations for public facilities to accommodate anticipated population.

Issues

- C Appropriate density increases as related to the capacity of existing service systems.
- C Need for public agency maintenance activity necessary to provide for public needs.

Opportunities

- C Potential dual utilization of school facilities for public recreational/education use.
- C Provision of recreational facilities not usually found in urban areas.

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 by 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 Bel Air-Beverly Crest 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 outlines the arrangement and intensities of land uses, the street system, and the locations and characteristics of public service facilities.

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

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental 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, and allocation of fiscal resources are guided by the Plan.

The Community Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the Community.

The Plan is also intended to guide development in order to create a healthful and pleasant environment. "Goals, Objectives, and Policies" are created to meet the existing and future needs and desires of the Community. The Plan is 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 and the Community Plan clarify and articulate the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community 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 Community. The Plan identifies and provides for the maintenance of any significant resources within the Community. The Plan also seeks to enhance Community identity and recognize unique neighborhoods within the Community.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive review of the Bel Air-Beverly Crest Community Plan was completed in 1977 when the Plan was originally adopted. Since that time, growth has occurred, new issues have emerged, and new Community objectives regarding the management of 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 Bel Air-Beverly Crest 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 housing opportunities with compatible new housing.

- C Improving the function, design and economic vitality of the commercial areas.
- 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 future transportation systems while minimizing any adverse impacts.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and implementation programs that pertain to Bel Air-Beverly Crest. 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 short-term portions of the General Plan, including the Community Plan, be reviewed annually and revised as necessary to reflect the availability of new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions. The State also recommends that the entire Plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify the 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 revise and implement the City's General Plan. Since State law requires that the General Plan have internal consistency, the Bel Air-Beverly Crest Community Plan (which is a portion of the City's Land Use Element) is consistent with the other Elements and components of the General Plan.

The Citywide General Plan Framework is the umbrella concept of the General Plan which will provide the overall guiding vision for Los Angeles into the 21st Century. It is based on a directed growth strategy which targets residential and community growth along boulevards and corridors and clustered development around community focal points and high activity centers. The directed growth strategy expands the Centers Concept, which was adopted by the City Council in 1974 as the City's long-range development strategy.

The General Plan Framework provides the following population, housing, and employment levels for the Bel Air-Beverly Crest Plan area for the year 2010.

<i>Population (2010) Projection</i>	21,557
<i>Employment (2010) Projection</i>	6,242
<i>Housing (2010) Projection</i>	9,245

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 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 and a Major Public Facilities Areas Element. All the provisions and requirements of the General Plan elements apply to the Bel Air-Beverly Crest Community Plan.

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

PLAN MONITORING AND PLAN PROJECTIONS

The Plan sets forth goals, objectives, policies and programs, and designates a potential land use capacity larger than is anticipated to be built during the life of the Plan. During the life of the Plan, it will be monitored by the Congestion Management Program (CMP), adopted in December 1993 by the Los Angeles County Transportation Authority, the Year 2000 Market Forecast Review, and other appropriate measures.

PLAN CONSISTENCY

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that achieving the full residential densities and the commercial 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 referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or that results in changes to the Plan must make new Plan Consistency findings at the time of the decision.

Chapter III

LAND USE POLICIES

The Bel Air-Beverly Crest Community Plan is designed to accommodate the anticipated population and employment of the Community. The Plan seeks neither to promote nor to constrain growth; rather, it accepts the likelihood that change will take place and must be properly controlled if amenities are to be preserved and problems corrected.

The Plan encourages preservation of low density, single-family residential areas and the conservation of open lands for environmental protection and park and recreational use.

RESIDENTIAL

Existing zoning should remain consistent with land use densities designated on the Plan map.

The open and natural character of single-family development of the Bel Air-Beverly Crest Community is desirable and deserving of public protection. Changes in this area should be fully justified as being in the public interest before the City grants a different or more intensive land use which would alter this character.

All areas within Bel Air-Beverly Crest should be subject to improved design standards to ensure compatibility of new development with the scenic character of the Community.

Wherever feasible, front yard setback requirements should not be waived in new residential developments.

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

The intensity of land use in the mountain and hillside areas and the density of the population which can be accommodated thereon, should be limited in accordance with the following:

- C The adequacy of the existing and assured street circulation system, both within the area and in peripheral areas, to accommodate traffic.
- C The availability of sewers, drainage facilities, fire protection services and facilities, and other public facilities.
- C The requirements of the City's Hillside Ordinance.
- C The suitability of the area for development, and the steepness of the natural topography. In areas designated for Minimum Density Housing, the dwelling unit density shall not exceed that allowed by the following formula, but in any case shall not be greater than one dwelling unit per acre nor less than 0.05 dwelling units per acre:

$$D = (50-S)/35$$

Where D = The maximum number of dwelling units per gross acre allowable, and

S = The average natural slope of the land in percent.

- C The use of landform grading techniques on prominent slopes, or slopes which are visible from scenic corridors and major public ways, according to the Landform Grading Manual adopted by the City Council.
- C The compatibility of proposed developments with existing adjacent development.
- C The adequacy of existing and assured school and park facilities.

Use of the "cluster concept" is to be considered for new residential development in hillside areas in order to preserve the natural terrain, minimize the amount of grading required, and provide more recreational land and open space. However, development by conventional subdivision should not be precluded. The "cluster" concept is defined as the grouping of residential structures on the more level parts of the terrain while retaining a large area (75 to 80 percent) in its natural state or in a park-like setting. Density patterns indicated on the Plan Map may be rearranged to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased from that depicted on the Plan Map.

Cluster developments should not be granted unless they are in general conformance with the following requirements:

- C Design should minimize adverse visual impact on neighboring single-family uses.
- C Adequate access should be provided from at least two directions.
- C Grading should be controlled in accordance with the following criteria:
 - S A detailed grading plan showing the amount of cut and fill within 10% accuracy to be required upon submission of any tentative tract map or change of zone request.
 - S With the exception of roads and necessary drainage facilities, natural terrain to be retained and grading limited to the actual building site.
- C Setback requirements of the applicable zone should not be waived.
- C No more than 20% of the total land in a development should be in residential use.
- C At least 15% of the open land (5% slope or less), should be devoted to

- recreational activities.
- c Open space, and park and recreation lands, whether deeded to the City or privately held as Open Space Land, should be considered in calculating the potential density in associated subdivisions, and should be protected by provisions which would prohibit any future construction of non-recreational buildings on the protected areas.

Features

The Plan proposes that the low-density residential characteristics of Bel Air-Beverly Crest be preserved, and that predominately single-family residential neighborhoods be protected from adjacent uses of other types by landscaping and other buffering devices commensurate with other Plan proposals. Multiple family housing areas are concentrated so as to avoid intrusion into single-family areas.

Housing should be made available to all persons regardless of social, economic, or ethnic background. Low and moderate income housing is needed.

The Plan provides an estimated capacity of 12,107 dwelling units, housing approximately 30,180 persons. Acreage and percentages of the various residential land use categories are shown on the Plan Map and the following table.

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)
Minimum	0.5 (0-1)	1,454	2,908	2.53	3,680
Very Low I	2.0 (1-3)	3,390	1,695	2.53	8,575
Very Low II	3.0 (3+-4)	5,394	1,798	2.53	13,650
Low	4.8 (4+-9)	922	192	2.51	2,315
Low Medium I	13.5 (9+-18)	432	32	2.07	895
Low Medium II	23.5 (18+-29)	305	13	2.07	630
Medium	42.0 (29+-55)	210	5	2.07	435
High Medium*			10		
TOTALS		12,107	6,653		30,180

*Footnote No. 17 in the Plan limits use of this property to the existing hotel and 94 guest rooms.

COMMERCIAL

Only Neighborhood Commercial uses are proposed in the Plan. Commercial facilities should be designed to compliment, enhance and upgrade the character of the surrounding community.

All commercial structures are proposed to be consistent with the City's transitional height ordinance to ensure maximum compatibility with adjoining residential uses. A maximum floor area ratio of not greater than 1 to 1 is to be applied to all commercial development within the Plan Area.

It is proposed that off-street parking be provided at a ratio consistent with the Municipal Code, as a minimum. Parking areas should be located between commercial and residential uses where appropriate, to provide a buffer, and should be separated from residential uses by means of a solid wall and/or landscaped setback to attenuate noise and protect adjoining residential neighborhoods.

Features

The Plan proposes eight (8) acres of commercial and related parking uses. The area's commercial development is of a convenience nature.

INDUSTRIAL

The Plan does not designate any industrial land nor propose any industrial uses.

OPEN SPACE AND CONSERVATION

Designated Open Space Lands are not intended to be developed for residential or other urban uses. These lands should be considered for recreation, wildlife refuge and preservation areas, and zoned appropriately depending on public or private ownership.

The Mulholland Scenic Corridor Specific Plan is incorporated into this Plan, and future development will occur in accordance with the Specific Plan requirements.

Bicycle trails should be provided in new subdivisions in the more level areas to connect with other bicycle trails in the Community. The bikeway along Mulholland Drive should connect with public trails extending to the north and south where feasible.

Access to and facilities for equestrian, hiking and bicycle trails should be provided in conformance with standards set forth in the Mulholland Scenic Corridor Specific Plan, and the Major Equestrian and Hiking Trails Element and the Bicycle Plan Element of the General Plan.

Features

Open Space Lands and areas designated as Desirable Open Space are identified on the Plan Map. The former include both publicly and privately owned lands and the latter privately owned lands considered desirable as open space.

The Bel Air-Beverly Crest Community is deemed to be an area of very beautiful and attractive residences and of a high quality environment worthy of public protection. Devices to protect these qualities, such as scenic districts, should be developed and utilized.

The Plan designates: trails for hiking, riding and bicycling; the Mulholland Scenic Parkway; and open space areas suitable for recreational uses or requiring environmental protection as wildlife refuges. The more precise uses, whether park areas, recreation areas, wildlife refuges, or other exact designation, should be decided as a result of future study.

Much of the Bel Air-Beverly Crest Community contains hilly and mountainous terrain. Certain strategic undeveloped areas may be considered for inclusion in a chain of parks radiating from Mulholland Scenic Parkway. Lands which may be particularly suitable for this purpose and which are not in public ownership are included among these lands shown as "Most Significant Areas, Desirable Open Space" on the Plan Map.

The Department of Water and Power lands and other publicly owned properties are proposed to be preserved as open space and public facility use. Limited equestrian and hiking use and trail systems should be allowed at these sites consistent with the primary use of these properties.

The Santa Monica Mountains Conservancy owns 541 acres in the Plan area which are designated as Open Space. These lands will remain undeveloped and additional parcels purchased when feasible and appropriate.

All golf courses are proposed to be in the Open Space category. In the event that private owners desire to sell their golf courses, the City should have the right of first refusal to purchase the land for continued recreational uses only. As a general policy, public lands on which present uses are discontinued should be turned into or left in open space.

Scenic corridors consistent with the *Mulholland Corridor Specific Plan* are shown on the Plan Map.

CIRCULATION

Critical deficiencies now exist in the north-south highways and freeways which cross the Community. Full development of all highways crossing the mountains and provision of proposed mass transit facilities will only partially eliminate these deficiencies and will not accommodate probable growth.

HIGHWAYS

The Bel Air-Beverly Crest Community Plan does not provide a highway capacity which can accommodate the projected automobile traffic demand. Land use densities should be maintained at the lowest reasonable level until a balance between land use and transportation facilities is achieved.

There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. While additional roads are needed, it does not appear practical or environmentally appropriate to expect their construction.

Without an appropriate balance between the land use and circulation systems, future subdivisions may be disapproved, and substantial acreage may remain undeveloped. A determination should be made that the existing or assured transportation system serving a proposed development can accommodate the additional traffic generated by the development, as a condition of approval of a tentative tract map or zone change for the project.

Highways and local streets within the Bel Air-Beverly Crest Community should generally be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning considerations would warrant alternate standards.

Several roads in the Bel Air-Beverly Crest Plan are designated as Mountain Arterial and Mountain Collector streets. These streets function as arterial roads or collector streets, but in order to conform with the Plan objective of preserving the single-family residential quality and environment of the Community, no widening, realigning or improvement of any existing streets should be authorized for any purpose which might result in increased traffic capacity.

The full residential and commercial densities and intensities proposed in the Plan are predicated upon the eventual development of appropriate transportation facilities. No increase in density should be effected by zone change or subdivision unless it is determined that the streets and highways serving the property involved can accommodate the traffic generated.

Design characteristics which facilitate street identity such as curves, changes in direction and topographical differences, should be emphasized. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development. Whenever feasible, street development should preserve existing trees.

Major Highways and Mountain Arterial Streets should be given special treatment to ensure that scenic and recreational opportunities will be provided or preserved. Special criteria has been developed for Mulholland Drive.

Proposed Equestrian, Hiking and Bicycle Trails in residential areas may occupy a part of the street right-of-way, being substituted for one sidewalk along the roadway as long as one sidewalk remains.

Fire roads are necessary and desirable in the Bel Air-Beverly Crest Community. However, the existence of a fire road is not in itself justification for the designation of such road as a public street.

Features

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles General Plan. Mountain Collector Streets are shown to assist traffic flow toward Major Highways and Mountain Arterial Streets and should be designed accordingly .

Sunset Boulevard is designated as a Major Highway. However, there should be no widening or realigning for the purpose of increasing its capacity. The Plan proposes the fullest possible development of the San Diego Freeway, and the development of Sepulveda Boulevard to Major Highway Standards.

Mulholland Drive is designated as a Scenic Parkway. *The Mulholland Corridor Specific Plan* is incorporated in the Community Plan. Special development criteria are required for the Corridor under the Specific Plan (Ordinance No. 167,943).

PUBLIC TRANSPORTATION

Public Transportation is planned and operated on a regional rather than local basis. However, public transportation improvements are necessary to alleviate some of the circulation problems of the area. Improved bus service should be provided. A mass transit system for the City of Los Angeles is being developed as a partial solution to alleviating excessive through-traffic in various communities.

A Public Transportation Corridor is proposed in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. Because of the special character of the Santa Monica Mountains, the area needs special monitoring and consideration.

SERVICE SYSTEMS

The public facilities shown on this Plan should be developed in substantial accordance with the standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential and commercial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element. No increase in density should be effected by zone change or subdivision unless it is determined that such facilities can serve the proposed development.

This Plan is intended to protect and enhance the public health, safety and welfare. Therefore, public agency maintenance activities necessary to provide for the overriding public need, particularly fire and police operations, are not to be prohibited by this Plan.

Features

The public facilities shown on the Plan Map incorporate and amend the Service Systems Element of the General Plan.

School facilities which serve the residents of the Community should be improved in order to provide for anticipated educational needs.

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after-hour recreational use.

Fire Stations and overall fire protection are continuously being evaluated by the Fire Department and updated as fire protection techniques, apparatus needs, and land use patterns change.

This Plan recognizes the need for additional local recreational facilities in the Community and indicates proposed general locations. Canyons with houses and small lots should be considered for Neighborhood Parks and mini-parks.

Chapter IV

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of the Bel Air-Beverly Crest Community in accordance with the policies and objectives of the Plan. In general, they indicate those public and private actions which should take place following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

PUBLIC IMPROVEMENTS

CIRCULATION

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, recognizing natural and other restraints, the following are proposed:

- c Continued maintenance and development of a highway and street system consistent with Plan Proposals and with the City's annual Capital Improvement Program (as amended from time to time).
- c Continued planning of, and improvements to, the public transportation system in accordance with the proposals of this Plan.

RECREATION, PARKS AND OPEN SPACE

Acquisition, expansion and improvement of needed local parks should be accelerated as funds and lands become available. Concerted effort should be made to establish supplemental recreational use of open space along freeways. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.

The Santa Monica Mountains Conservancy has been established to purchase and conserve undeveloped open space lands. This program should be encouraged to continue in the planning area.

SCHOOLS

Needed school facilities should be provided as conditions warrant.

OTHER PUBLIC FACILITIES

The development of other public facilities such as fire stations and libraries, should be sequenced and timed to provide a balance between land use and public services.

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

PRIVATE PARTICIPATION

Residents and business groups are encouraged to undertake private actions for community improvements such as:

- C Developing and maintaining mini-parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner.
- C Sponsoring clean-up and beautification programs to improve the general environment.
- C Reviewing plans for proposed projects and working with builders to insure high quality development acceptable to a large part of the community prior to submission of tract maps, zone changes, etc. to the City for approval.
- C Planning for community centers is to be encouraged, with provision to allow for the implementation of such plans (e.g. public/private cooperation and participation is encouraged through community-assisted funding or other methods).

PLANNING LEGISLATION

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

- C **Design:** Requirement that all new and rebuilt public and private facilities observe improved site design standards.
- C **Open Space Acquisition:** Establishment of a right of first refusal by the City to purchase privately owned recreational facilities, including golf courses and other Privately Owned Open Space Lands.
- C **Open-Space Tax Relief:** Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.
- C **Property Improvement Tax Relief:** Revision of laws to provide incentives to property owners making improvements to their properties.
- C **Scenic Districts:** Enabling ordinance providing establishment of local scenic districts and the provision of appropriate regulations therein. Design standards and other regulatory provisions should be included in each local scenic district in order to protect and preserve identified scenic features or values.
- C **Tax Delinquent Properties:** Provision for City acquisition of tax delinquent properties for open space and recreational use.

ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed towards the implementation of the Plan. Two distinct situations are involved:

- c The City may initiate redesignation of zones appropriate to the Plan.
- c Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

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April 21, 2005

All Interested Parties:

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

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

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

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of 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.