

BRENTWOOD-PACIFIC PALISADES

Community Plan

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BRENTWOOD-PACIFIC PALISADES

ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
June 17, 1998	Brentwood-Pacific Palisades Community Plan Update	95-0351 CPU	98-0771
April 14, 1980	San Vicente Scenic Corridor Specific Plan	28385	76-1923 S3
Nov. 6, 1985	Pacific Palisades Commercial Village and Neighborhood	30777	87-0492
May 19, 1992	Mulholland Scenic Parkway Specific Plan	84-0323 SP	86-0945
Jan. 17, 1997	West Los Angeles Transportation Improvement and	96-0220 SP	96-0156

ADOPTION DATE	AMENDMENT	CPC FILE No.	COUNCIL FILE
Nov. 18, 1986	San Vicente Scenic Corridor Specific Plan Amendment	28385	76-1923 S3
Sept. 11, 1992	Pacific Palisades Commercial Village and Neighborhood	30777	87-0492
Jan. 27, 1993	Pacific Palisades Commercial Village and Neighborhood Specific Plan Amendment	30777	87-0492

BRENTWOOD-PACIFIC PALISADES

Community Plan

Chapter I INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The Brentwood-Pacific Palisades Community Plan area contains approximately 24,163 acres, or about eight percent of the City's land area. It is located on the westside of Los Angeles. It is bordered on the southwest by the Pacific Ocean; on the south by the City of Santa Monica, and Wilshire Boulevard; on the east by the San Diego (405) Freeway and an incorporated area of Los Angeles County (Veterans Administration) and on the north by Mulholland Drive. The western border is also the City's western border adjacent to the unincorporated portion of Los Angeles County which abuts the City of Malibu. A large portion of the acreage contained within the community plan is mountainous with public open space accounting for approximately 55 percent of land area (gross acres).

The community is composed of many neighborhoods but is generally described by the two major communities: Brentwood, which occupies the eastern portion of the plan area, and Pacific Palisades in the west. The two communities are traversed by Sunset Boulevard which runs the length of the district. Other major streets are San Vicente Boulevard, Wilshire Boulevard and Pacific Coast Highway which cross the City limits into Santa Monica; Mulholland Drive along the crest of the Santa Monica Mountains; and Barrington Avenue. The communities are primarily residential, with supporting retail clusters with some professional offices and no industrial land uses.

Approximately 3.5 million square feet of commercial development exists covering approximately 130 acres. A pedestrian oriented mixed mid- and low-rise corridor is located along San Vicente Boulevard. This corridor includes a mix of building types including store fronts and two-story strip malls with subterranean parking. A pedestrian oriented area is also located in the Pacific Palisades Village Center along Sunset Boulevard. Other commercial areas are along Wilshire Boulevard, Barrington Avenue/Sunset Boulevard, Sunset Boulevard/Pacific Coast Highway/ Marquez Avenue/Sunset Boulevard, Channel Road/ Pacific Coast Highway, Palisades Drive/Sunset and Palisades Drive/Palisades Circle.

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 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 occurred through focus groups, Community Plan Advisory Committee [CPAC] meetings, workshops, open house and public hearing process to assist in identifying community issues and formulating land use policies and objectives.

The Brentwood-Pacific Palisades CPAC was appointed by the Council to act in an advisory capacity and make recommendations regarding changes needed in the community. By creating an active open forum, citizens were able to voice their concerns as well as contribute to creative planning solutions for their community.

The **CPAC** process provided the following opportunities.

- To gather information and insight concerning the needs, desire, resources and unique nature of a community;
- To inform residents and business interests about the planning process;
- To give the 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.

COMMUNITY ISSUES AND OPPORTUNITIES

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Brentwood-Pacific Palisades Community Plan area.

RESIDENTIAL

Issues

- Need to minimize grading, limit land use intensity, and preserve natural topography in hillside areas.
- Lack of transition in scale, density and character of multiple unit housing and commercial structures adjacent to single family housing.
- Need to protect environmentally sensitive areas, scenic views and scenic corridors.

- Need to restrict building on geologically sensitive areas.
- Need to preserve open space and the natural character of mountainous areas.
- Need to improve the visual environment through the development of appropriate design criteria and controls.
- Scale and character of multiple dwelling housing on Sunset Boulevard in Pacific Palisades from obscuring single family residential views.
- Limiting residential development on hillsides having more than a 15% slope.
- Need for new neighborhood oriented recreational facilities.
- New hillside buildings may block views or present an unsightly view from below.
- Lack of affordable housing.
- Construction of single family homes that are out of scale with the character of the community.

Opportunities

- Areas of undisturbed habitats of native plants and animals.
- Proximity of wilderness areas to the urban setting.
- Views of the Pacific Ocean, wilderness and urban scenery.
- Large areas of land held in public ownership.

COMMERCIAL

Issues

- Spill-over of commercial parking into residential neighborhoods.
- Expansion of commercial areas to beyond their present boundaries.
- Incompatibility with adjacent residential land use.
- Inadequate transition between commercial and residential.

Opportunities

- Pedestrian-friendly commercial development.
- Commercial development located in strategic areas of the community.
- Ability to build on successful commercial areas.

TRANSPORTATION

Issues

- Preservation of Sunset Boulevard scenic corridor could be contradicted by inappropriate widening or realignment.
- Need to encourage the expansion and improvement of the public transportation system.
- Need to protect neighborhoods from spill-over of commercial areas traffic.

Opportunities

- Potential for reasonable access to scenic areas.
- Protect residential areas from through traffic.

SERVICE SYSTEMS

Issues

- Need for public agency maintenance activity necessary to provide for public needs.
- Need for public agencies to enforce property development policies.

Opportunities

- Continued dual utilization of school facilities for public recreational/education use.
- Provision of recreational facilities not usually found in urban areas; wilderness and beach.

CULTURAL

Issues

- Cultural resources need to be identified within the community.
- Protection of historical, archaeological and cultural monuments.

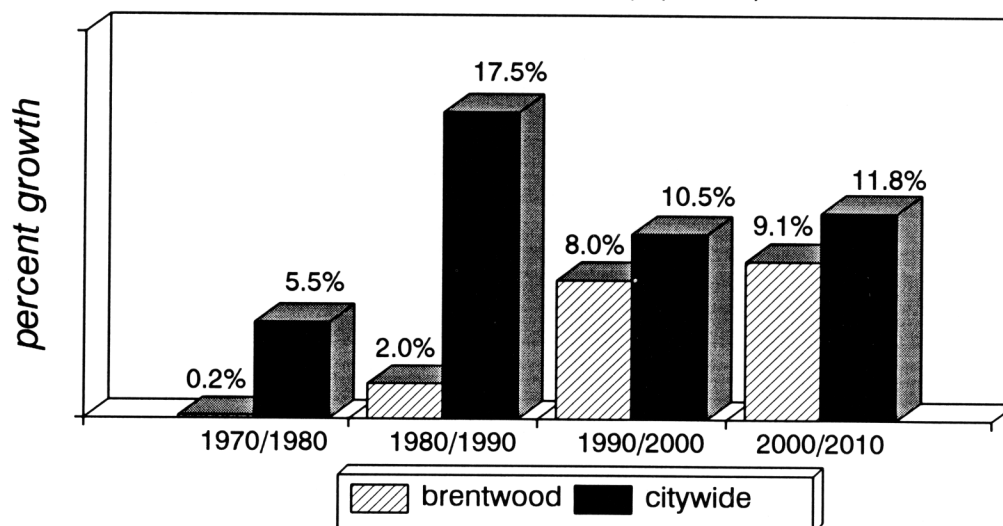
Opportunities

- A vast array of cultural resources both natural and man made.
- Community based interest in identifying and protecting historic and cultural resources.

BRENTWOOD/PACIFIC PALISADES COMMUNITY PROFILE

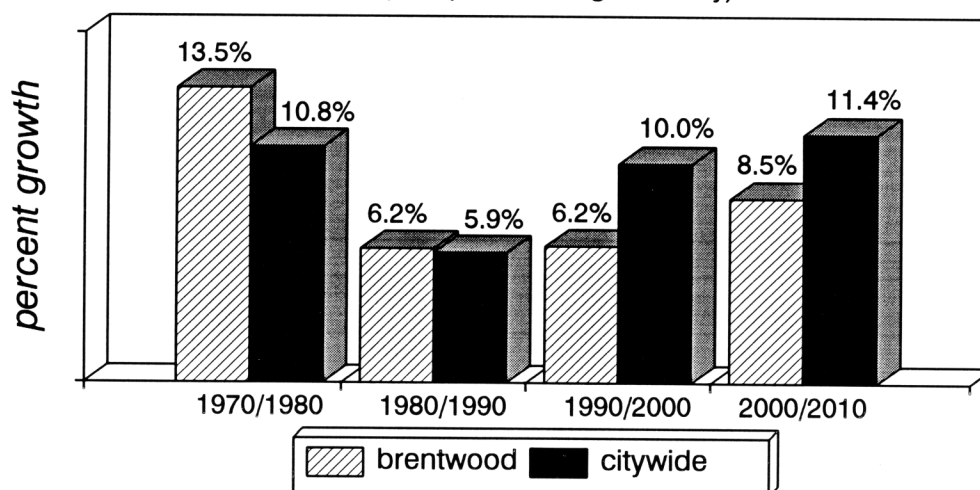
	estimated data (from U.S. Census)			projections (from SCAG) *	
<u>total population</u>	1970	1980	1990	2000	2010
brentwood	53703	53794	54880	59247	64619
citywide	2811801	2966850	3485398	3852993	4306564
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
brentwood	0.2%		2.0%	8.0%	9.1%
citywide	5.5%		17.5%	10.5%	11.8%

population growth rate comparison (includes group quarters population) **



<u>total households</u>	1970	1980	1990	2000	2010
brentwood	20355	23099	24521	26044	28251
citywide	1024873	1135491	1203052	1323882	1474514
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
brentwood	13.5%		6.2%	6.2%	8.5%
citywide	10.8%		5.9%	10.0%	11.4%

household growth rate comparison (occupied dwelling units only)



* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

BRENTWOOD – COMMUNITY PROFILE

household size

(persons per dwelling unit) *

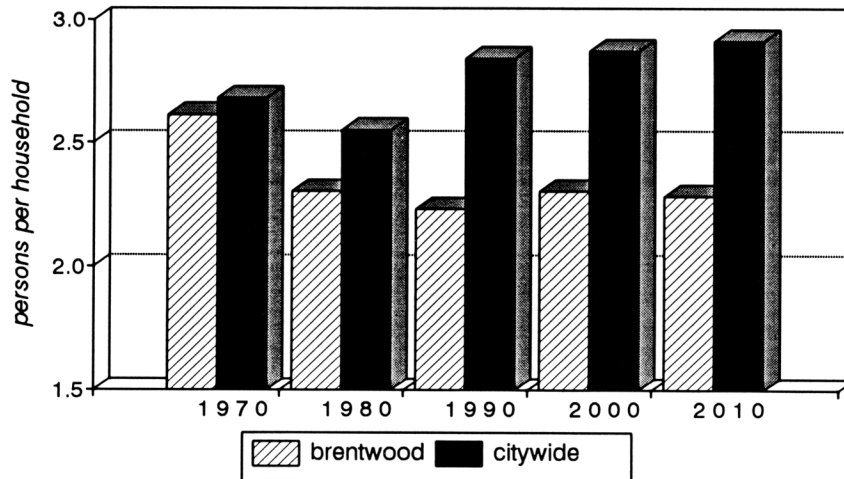
brentwood
citywide

estimated data (from U.S. Census)

projections (from SCAG)

	1970	1980	1990	2000	2010
brentwood	2.61	2.30	2.23	2.30	2.28
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison



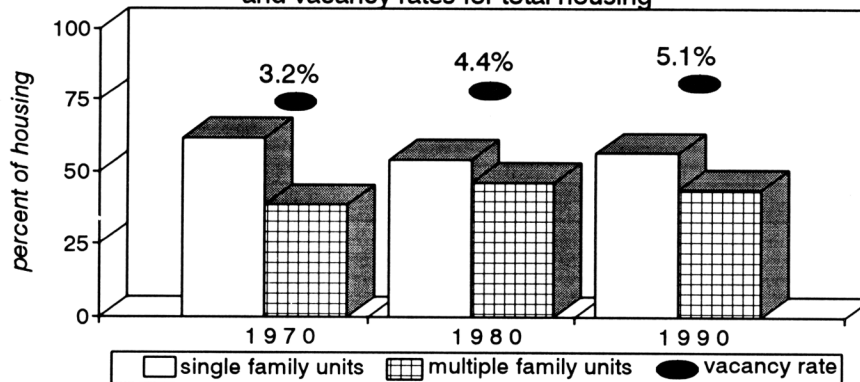
housing splits / vacancy factors **

(brentwood only)

single family dwellings
multiple family dwellings
vacancy rate (total housing)

	1970	1980	1990
single family dwellings	62%	54%	56%
multiple family dwellings	38%	46%	44%
vacancy rate (total housing)	3.2%	4.4%	5.1%

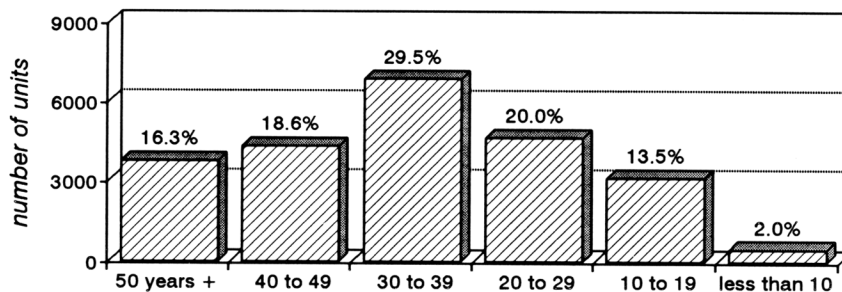
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
brentwood
(includes vacant and occupied units).

age of housing



* Count of all persons in occupied dwellings. Does not include group quarters population.

** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessors LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

BRENTWOOD – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

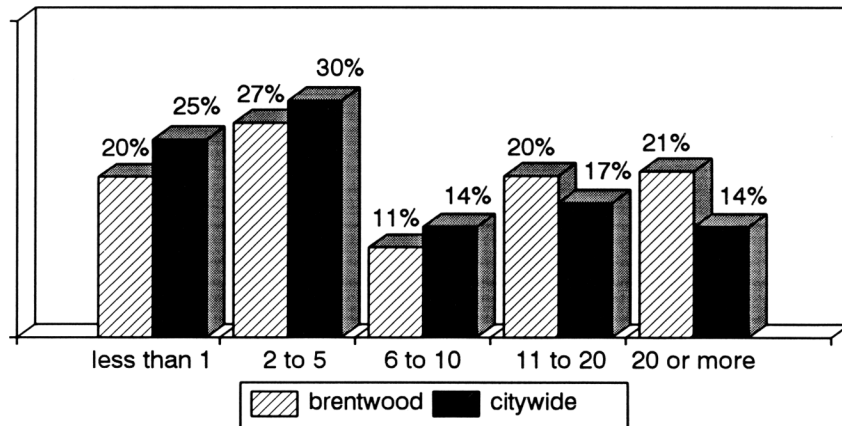
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	55.5%	15.0%	29.6%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
brentwood	0.5%	0.8%	1.3%	7.0%	90.3%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
brentwood	1.2%	4.7%	21.3%	32.1%	40.7%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

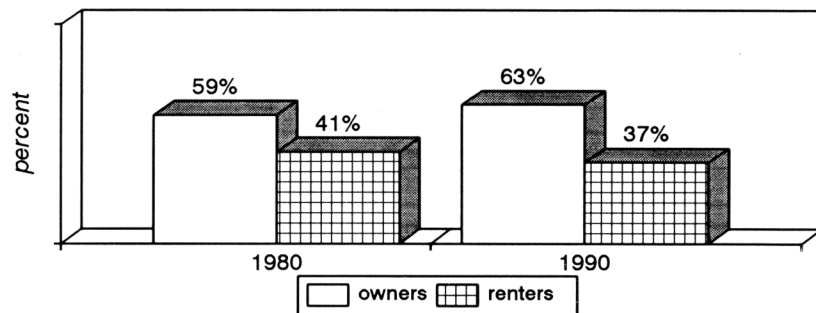
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
brentwood	20.3%	27.1%	11.4%	20.4%	20.9%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

years at same address



residential tenure
(ownership status)

owners/renters
1980 and 1990



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.
 * Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.
 ** Describes length of time living at the same location. Owners and renters combined.

BRENTWOOD – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	46.9%
males employed	53.1%
employment participation rate	67.2%
(citywide rate)	67.3%

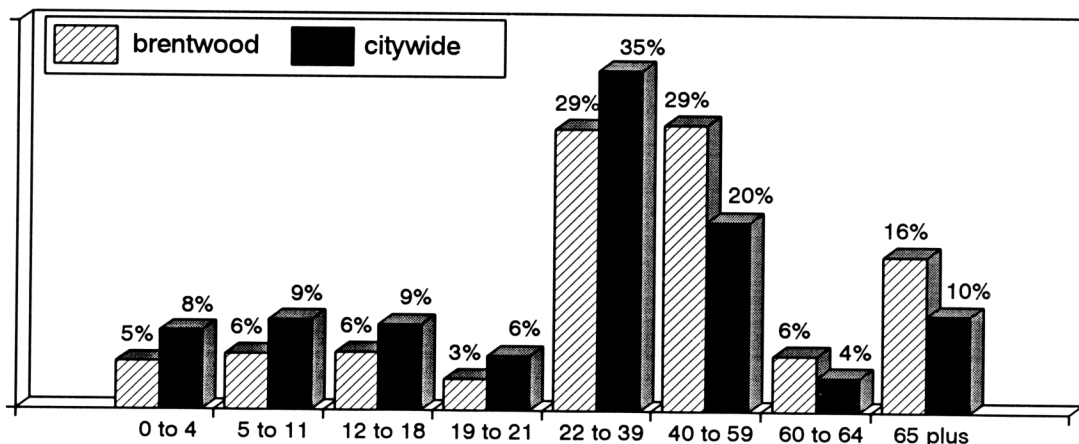
household income (1989) **

average	\$123,007
(citywide)	\$45,701
poverty (percent)	5.0%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
brentwood	95.4%	85.2%	62.5%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

language and citizenship (percent) ****	foreign language spoken at home			foreign born
	spanish	asian	other language	
brentwood	5.1%	2.8%	12.4%	21.4%
citywide	24.3%	6.0%	5.6%	44.9%

means of transportation to work (percent) *****

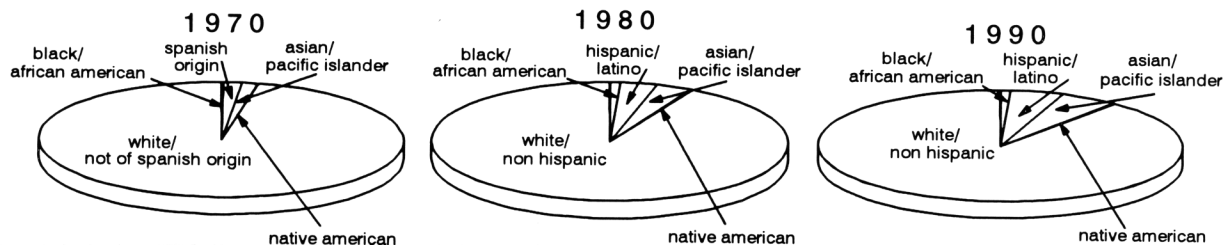
	drive alone	vanpool/ carpool	public transit	other means
brentwood	79.0%	5.7%	1.9%	13.4%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
brentwood	33.5%	18.5%	33.7%	3.5%	10.9%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	1.4%	3.2%	5.1%
black/african american	0.1%	0.9%	0.8%
hispanic/latino	1.6%	3.4%	4.7%
native american	0.1%	0.2%	0.1%
white-non hispanic	96.8%	92.4%	89.3%



NOTE: All information included on this sheet calculated on basis of householders response to census questionnaire.

* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

** See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).

*** Only persons 25 years or older are included in this calculation.

**** Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

***** Total workers 16 years of age or older. Includes military personnel.

***** Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

***** Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

Chapter II

FUNCTION OF THE COMMUNITY PLAN

STATUTORY REQUIREMENTS

California State law (Government Code Section 65300) and the Los Angeles City Charter (Section 96.5) requires that the 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, location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation, 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 Brentwood-Pacific Palisades 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.

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 expresses 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 seeks to ensure 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 Brentwood-Pacific Palisades Community Plan was completed in 1977 and revised in 1986 through the General Plan Zoning Consistency Program (AB283). Since that time, considerable growth has 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.

The Community Plan sets forth goals to maintain the community's distinctive character by:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design and economic vitality of the commercial areas.
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

- Maximizing the development opportunities of the future transit system while minimizing any adverse impacts.
- Planning the remaining commercial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the Brentwood-Pacific Palisades Community Plan Area.

ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN

This Plan sets forth goals, objectives, policies, and programs that pertain to Brentwood-Pacific Palisades. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework Element.

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 revise and implement the City's General Plan. Since State Law requires that the General Plan have internal consistency, the Brentwood-Pacific Palisades Community Plan which is a portion of the City's land use element, and other Elements and components of the General Plan, must be consistent with one another.

The General Plan Framework Element is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which looks to the future as required by law and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974).

The Framework Element provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because it is citywide, the Framework Element cannot anticipate every detail. Therefore, the Community Plans must be looked to for final determinations as to boundaries, land use categories, intensities and heights that fall within the ranges described by the Framework Element.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the city's long range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and community plans. The Framework

Element is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework Element forecasts the following population, housing and employment levels for the Brentwood - Pacific Palisades Community Plan for the year 2010:

<i>Population (2010) projection</i>	64,619
<i>Employment (2010) projection</i>	28,460
<i>Housing (2010) projection</i>	30,060

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 desegregated 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 build out estimated from planned land use. Plan capacity or build out 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 Element includes service systems, cultural resources, major public facilities, and an air quality element. All the provisions and requirements of the General Plan elements apply to the Brentwood - Pacific Palisades Community Plan.

There are also other types of plans such as specific plans which set development regulations for unique neighborhoods within a community. In addition, there are overlay zones which combine policy and implementation functions to address issues peculiar to a specific neighborhood.

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 residential densities and the commercial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone 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 Brentwood - Pacific Palisades Community Plan Area shall refer to each of the applicable additional programs, policies or objectives which are contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs, policies or objectives which would be furthered by the proposed project.

PLAN MONITORING

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, City Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code (LAMC).

Chapter III

LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan text contains goals, objectives, policies, and programs for all appropriate land use issues, including residential, commercial, public and institutional service system categories. The Planning Department has authority over the goals, objectives, policies, and the initiation and direct implementation of programs specified in Chapter III.

RESIDENTIAL

In 1996, existing residential land use totals approximately 22,250 occupied dwelling units on 4,280 developed acres. The residential portion of the Brentwood-Pacific Palisades planning area is characterized by a predominance of low-density and very-low-density single family homes that are intertwined with open or vacant space and rolling topography. The hilly to mountainous topography has been a major influence determining the land use pattern in areas located north of San Vicente Boulevard.

Sixty percent of the housing units are single family, located on 88 percent of the residential land area, with average net density of five units per acre. Low-rise multi-family buildings are concentrated in the southeastern portion of the community between San Vicente and Wilshire Boulevard east of Centinela Avenue, and along Barrington Avenue north of San Vicente Boulevard at an average net density of 28 units per acre. The average net density for all housing types is eight units per acre.

The Plan designates residential land use densities as indicated in the following table (see next page). The table depicts the reasonable expected population and dwelling units count for the year 2010, using the midpoint of the range for the dwelling units per net acre category. With the exception noted for the minimum density category, the midpoint represents a reasonable factor to use, as new development within each category is not likely to occur at one or the other extreme range, but rather throughout the entire range.

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

- 1-1.46 The City should promote neighborhood conservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple-family residences.

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 Expected Population
Minimum *	0.5 (0-1)	2,262	4,524.5	2.73	6,176
Very Low I	2.0 (1-3)	1,602	801.2	2.73	4,374
Very Low II	3.0 (3 +-4)	5,428	1,809.4	2.73	14,819
Low	4.8 (4 +-9)	8,141	1,696.0	2.44	19,863
Low Medium I	13.5 (9+-18)	1,407	104.3	1.74	2,449
Low Medium II	23.5 (18+-29)	1,844	78.5	1.74	3,208
Medium	42.0 (29+-55)	8,234	196.1	1.74	14,327
High Medium	82.0 (55+-109)	1,128	13.8	1.74	1,962
TOTALS		30,046	9,223.5		67,178

February 11, 1998

***Slope Density Standards:**

Section 17.05 C of the Planning and Zoning Code sets forth the Slope Density formula, i.e., "In the Hillside Areas as defined in Chapter IX of the Los Angeles Municipal Code which are designated in the minimum density housing category by the applicable element of the General Plan adopted by the City Council, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where D = the maximum number of dwelling units per gross acres allowable, and

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

Minimum density - is a land use designation of the Community Plan maps. In the Brentwood-Pacific Palisades Community the minimum density category is qualified by the following plan footnote:

"Development of land located in the hillside areas may be limited by the suitability of the geology of the area for development; and the steepness of the natural topography of the various parts of the area. In areas designated for minimum density housing, the dwelling unit density shall not exceed that allowed by the following formula:" [see above] "The density permitted in a subdivision or planned development project shall be 0.05 dwelling unit per gross acre or greater as allowed by the above formula. In general, land designated as privately owned open space are considered to be in the minimum density category. Density transfer shall be allowed in areas designated minimum

density category as long as the total number of dwelling units indicated in any development is not increased and adequate access is available from two or more directions."

Program: With the implementation of the Community Plan, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood residential projects shall provide for Plan consistency.

- 1-1.2 Maintain the existing acreage of residential lands designated for single family use.

Program: The Plan identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating appropriate densities for each land use category and corresponding zone changes which are directed by minimizing incompatible uses.

- 1-1.3 Maintain a substantial portion of the single family areas in the minimum density land use category.

Program: Continue the implementation of the slope/density provisions of the LAMC.

Objective 1-2

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

Policies:

- 1-2.1 Retain higher residential densities near commercial centers and major bus routes where public service facilities, utilities and topography will accommodate such development and circulation system.

Program: The plan concentrates most of the higher residential densities near transit corridors and in mixed-use areas.

- 1-2.2 Encourage multiple residential development in specified commercial zones.

Program: The plan identifies areas for mixed-use buildings in commercial zones, which are within a pedestrian oriented district or a transit corridor.

Program: The adopted Pacific Palisades Commercial Village and Neighborhoods Specific Plan provides added floor area for mixed-use projects with residential uses on the second floor. The permitted floor area ratio of a mixed-use project shall be 2 : 1.

- 1-2.3 Establish transitional zones between low and high density residential areas.

Program: Along Sunset Boulevard in Pacific Palisades, transitional height zoning has been implemented by means of zone [Q] conditions and height districts (Ordinance No. 170,768).

- 1-2.4 Residential densities shall not be increased beyond those permitted in the Community Plan unless the necessary infrastructure and transportation systems are available to accommodate the increase.

Program: A decision-maker shall adopt a finding which addresses the availability of infrastructure as part of any decision relating to an increase in permitted residential density.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policies

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

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

- 1-3.2 Preserve existing views in hillside areas.

Program: Strictly interpret and implement the adopted Citywide Hillside Ordinance.

Program: Continue the strict interpretation and application of the Mulholland Scenic Parkway Specific Plan.

Program: Strictly interpret and implement the Land Form Grading Guidelines adopted by the City Council in June, 1983.

Program: Condition new development adjacent to or in the viewshed of State parkland to protect views from public lands and roadways.

- 1-3.3 Consider factors such as neighborhood character and identity, compatibility of land uses, impacts on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Program: A decision-maker should adopt a finding which addresses those 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 historic character.

Policies

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

Program: The Plan Map identifies buildings and landmarks recommended to be considered for historic preservation.

- 1-4.2 Preserve architecturally or historically significant features and incorporate such features as an integral part of new development when appropriate.

Program: Study the appropriateness or the designation of local, state and national Historic Preservation Overlay Zone(s).

Program: Condition projects during the review process to protect archaeological and historic resources.

Objective 1-5

To promote and insure 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 and its allocation of lands for a variety of residential densities and conservation of rental property.

- 1-5.2 Promote housing in mixed use projects in pedestrian-oriented areas and transit corridors.

Program: The Plan Map identifies pedestrian-oriented and mixed use areas as preferred locations for mixed-use projects.

- 1-5.3 Ensure that new housing opportunities minimize displacement of the residents.

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

- 1-5.4 Provide for the development and maintenance of rental units to insure housing for a variety of income groups.

Program: Limit the conversion of rental units to condominiums through the Division of Land procedure to conserve rental housing stock.

Objective 1-6

To limit the intensity and density in hillside areas to that which can reasonably be accommodated by infrastructure and natural topography.

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: Plan places areas with an average slope of 15 percent into the minimum density category or more.

Program: Continue the strict interpretation and implementation of the Citywide Hillside Ordinance.

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

Program: A decision-maker should adopt a finding which addresses the availability of these services and utilities as part of any decision relating to hillside residential development.

Program: The strict interpretation and implementation of the Citywide Hillside Ordinance.

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

Program: The Plan retains hillside areas in restrictive plan designations and zones due to topography. In areas designated for Minimum Density Housing the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50-S}{35}$$

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

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

Program: Continue the implementation of the Subdivision Map Act on individual project applications.

- 1-6.4 Encourage clustering of single family residences in order to use the natural terrain to the best advantage.

Program: The Plan includes various areas designated Low Density Residential which allow a corresponding zone of RD6 and RD5 which permits clustering. The Plan map designates several sites as suitable for the cluster concept.

- 1-6.5 Require that any proposed development be designed to enhance and be compatible with adjacent development.

Program: Continue the implementation of the Citywide Hillside Ordinance.

- 1-6.6 The scenic value of natural land forms should be preserved, enhanced and restored. Wherever feasible, development should be integrated with and be visually subordinate to natural features and terrain. Structures should be located to minimize intrusion into scenic open spaces by being clustered near other natural and manmade features such as tree masses, rock outcrops and existing structures.

Program: Continue the strict interpretation and implementation of the Landform grading guideline adopted by the City Council.

Program: Continue the strict interpretation and implementation of the Mulholland Scenic Parkway Specific Plan.

Program: Condition new development to protect views from public roadways and parklands.

COMMERCIAL

Approximately 3.5 million square feet of commercial development exists covering approximately 130 acres. A pedestrian oriented mixed mid- and low-rise corridor is located along San Vicente Boulevard. This corridor includes a mix of building types including store fronts and two-story strip malls with subterranean parking. A pedestrian oriented area is also located in the Pacific Palisades Village Center along Sunset Boulevard. Other commercial areas are along Wilshire Boulevard, Barrington Avenue/Sunset Boulevard, Sunset Boulevard/Pacific Coast Highway/ Marquez Avenue/Sunset Boulevard, Channel Road/ Pacific Coast Highway, Palisades Drive/Sunset Boulevard and Palisades Drive/Palisades Circle.

Many of the commercial areas are currently regulated by specific plans. Automobile-oriented new development results in conflict between traditional commercial development with store fronts being built at the street and new development which has parking adjacent to the street. The commercial land use policies reflect the need to locate new commercial uses in the existing commercial areas to facilitate convenient shopping and easy access to professional services. Along the Wilshire Boulevard corridor, redevelopment should result in physical and aesthetic upgrading of the area.

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 the 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, provide opportunities for rental housing and to stimulate pedestrian-oriented areas 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 corridors, such as Wilshire Boulevard.

GOAL 2

A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEED OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE UNIQUE CHARACTER OF THE COMMUNITY.

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 encourages the utilization of existing commercial designated areas.

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

Program: Provisions of the Zoning Code currently restrict floor area of buildings including residential buildings, in most commercial zones, to one-half the floor area. This provisions effectively discourages residential only developments in commercial zones. It is recommended that future requests to change commercial zones to residential zoning not be given favorable consideration by decision-makers.

- 2-1.3 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Program: Chapter V - Urban Design, proposes policies for commercial development which addresses this policy.

Program: Continue the implementation of design guidelines in areas covered by Specific Plans.

Objective 2-2

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

Policies

- 2-2.1 Prohibit the development of new automobile - related uses in pedestrian-oriented areas.

Program: The Plan identifies in its text and in the Plan Map pedestrian-oriented areas. Within these areas, the zone designations have been retained at or changed as appropriate to C1.5 to prohibit new automobile-related uses.

- 2-2.2 Permit the development of new automobile-related uses in some designated commercial areas.

Program: The Plan retains areas where new automobile-related uses are permitted, primarily along Mixed-Use Boulevards and

General Commercial plan designations (for example Wilshire Boulevard and Federal Avenue).

- 2-2.3 Require screening of open storage and auto repair uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development exposed to the street.

Program: The Plans includes Design Guidelines which addresses this policy.

- 2-2.4 Accommodate recycling staging areas for the community.

Program: The specific Plan Guideline establishes design standard for proper screening, ingress and egress.

Objective 2-3

To enhance the appearance of commercial districts and to identify pedestrian-oriented areas .

Policies

- 2-3.1 Pedestrian-oriented areas are to be identified and preserved.

Program: The plan identifies and proposes the following as pedestrian oriented areas: East of the intersection of Sunset Boulevard and Barrington Avenue; San Vicente Boulevard between Montana Avenue and Brigham Avenue; east of the intersection of San Vicente Boulevard and 26th Street; Pacific Palisades Commercial Village and Sunset Boulevard and Marquez Avenue. These areas are also referred to in the Specific Plans as pedestrian-oriented.

Development within these areas is subject to the applicable design standards of the Design Guidelines. The Plan also identifies appropriate land use designations and establishes height limits and appropriate zones which preserve and enhance the existing pedestrian-oriented character.

- 2-3.2 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 Design Guidelines for pedestrian-oriented areas.

- 2-3.3 Ensure that commercial projects achieve harmony with the best of existing development.

Program: Implementation of: 1) Design Guidelines; 2) San Vicente Scenic Corridor Specific Plan; 3) Pacific Palisades Commercial Village Specific Plan.

- 2-3.4 New development in pedestrian oriented areas shall provide parking at the rear of the property or underground.

Program: The Plan includes Design Guidelines which establishes design standards for pedestrian-oriented areas which implements this policy. The San Vicente Scenic Corridor Specific Plan design guidelines are intended to enhance the pedestrian-oriented character of the area. The San Vicente Design Review Board (DRB) shall make recommendations to the Director of Planning with respect to each project being constructed. Where “C” or “P” zoned property abuts “R” zoned property, the commercial or parking use shall be separated at the ground level from the “R” zone property by a solid masonry wall a minimum of six feet in height.

- 2-3.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses directed at pedestrian traffic.

Program: Design Guidelines address this policy.

- 2-3.6 Promote mixed-use projects along transit corridors, and in appropriate commercial areas.

Program: Through this policy and a Plan Map footnote, the plan establishes transit corridors and pedestrian oriented areas, 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 pedestrian oriented area.

- 2-3.7 Encourage large mixed use projects and other large new development projects in the transit corridor along Wilshire Boulevard to incorporate human service facilities as part of the project.

Program: The Plan supports implementation of policy which allows bonus floor area if a day care center, a community meeting room, a public library or a police substation are included within a project.

Objective 2-4

To enhance the appearance of commercial districts consistent with the character of, and quality of the surrounding neighborhoods.

Policies

- 2-4.1 Establish commercial areas and street identity and character through appropriate sign control, landscaping and street scape.

Program: The design standards in Chapter V establish standards for community design, streetscape and landscaping. These standards are reference for the City Departments, public agencies and private entities which involve improvements to public spaces and rights-of-way.

Program: Continue the implementation of the San Vicente/ and Pacific Palisades Commercial Village and Neighborhood Specific Plan and conformance with applicable design standards identified in the Design Guidelines of the Specific Plan.

2-4.2 Preserve community character, scale and architecture diversity.

Program: The Plan establishes height limits and amends Plan designations and standards for commercial areas included in the Design Guidelines of the Plan.

2-4.3 Improve safety and aesthetics of parking areas in commercial areas.

Program: Design standards for parking areas established in the Design Guidelines of chapter V and of adopted Specific Plans, implement this policy.

2-4.4 Landscape corridors should be created and enhanced and maintained through the planting of street trees.

Program: The Design Guidelines, 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 right-of-way, including streetscape and landscaping.

INDUSTRIAL

The Plan area includes no industrial uses or zones. The Plan proposes that there be no industrial uses within the Brentwood/Pacific Palisades District.

PUBLIC AND INSTITUTIONAL LAND USE

Public facilities such as fire stations, libraries, schools and parks shown on the Brentwood-Pacific Palisades Community Plan are to be developed in substantial conformance with the standards of need, site area, design and general location identified in the Service Systems element and Safety element of the General Plan. 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 Brentwood-Pacific Palisades Community Plan. However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities. It is essential that priorities be established and new and alternate sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services and costs.

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 PARK FACILITIES

In the Brentwood-Pacific Palisades Community Plan area, City parks, which serve neighborhoods or the larger communities, are managed by the City of Los Angeles Recreation and Parks Department. State parks, which serve the regional population, are managed by the State Department of Recreation and Parks or by the Santa Monica Mountains Conservancy.

There are seven city parks which serve the Brentwood-Pacific Palisades Community Plan area and the Los Angeles region.

GOAL 3

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

Objective 3-1

To conserve, maintain and better utilize recreational areas and facilities which promote the recreational experience.

Policies

- 3-1.1 Preserve, maintain and expand the existing recreational facilities and park space, and acquire additional facilities for community and neighborhood parks.

Program: The Plan assists in preserving such facilities and park space by designating facilities in the Open Space zone, which provides such protection.

- 3-1.2 Better utilization and development of recreation facilities at existing parks.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should develop programs to fully utilize each of their respective sites.

Objective 3-2

To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

- 3-2.1 Ensure that parks are adequately illuminated for safe use at night.

Program: The Department of Recreation and Parks manages park design, construction and maintenance of public parks.

OPEN SPACE

In the Brentwood-Pacific Palisades Community Plan Area, an abundance of open space areas exists, separate from land under the control of the City of Los Angeles Department of Recreation and Parks. The Federal, State, County and City of Los Angeles properties comprising approximately 13,157 acres of open space land existing in the plan area. Open space is important due to its role in both physical and environmental protection. These natural resources within the plan area should be conserved. Priority of development in natural and scenic resource areas should be given to those uses which complement the resources.

There are three major planning documents for this portion of the Santa Monica Mountains. (1) The General Development Plan for the Santa Monica

Mountains, State Department of Parks and Recreation; Santa Monica Mountains Comprehensive Plan, State of California; and the Santa Monica Mountains Land Protection Plan, U.S. Department of the Interior.

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 more of the following ways:

1. Recreation and educational opportunities.
2. Scenic, cultural, archeological and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Right-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

Should owners desire to sell private golf courses, the City shall have the first right of refusal to purchase the land for open space and recreational use. All private golf courses shall remain in the minimum density housing category if and when they are developed for non-recreational use.

When feasible, County sanitation District property in Mission/Sullivan/Rustic Canyons should be utilized for park activities. The use of these canyons for landfill sites should be avoided. Recreational activities on these sites should be planned in conjunction with the State Park Plan for the area.

GOAL 4

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

Objective 4-1

To protect the resources of the Plan area for the benefit of the residents and of the region by preserving existing open space and, where possible, acquiring new open space.

Policies

- 4-1.1 Natural resources should be conserved on privately-owned land of open space quality and preserved on state parkland. City parks should be further developed as appropriate.

Program: The Plan map designates area for Open Space and desirable Open Space.

- 4-1.2 Accommodate active and passive parklands, and other open space uses in areas designated and zoned as Open Space.

Program: The Plan Map designates lands for open space uses.

- 4-1.3 Increase accessibility to Topanga State Park along deleted Reseda Road.

Program: The Plan Map and legend retain the proposed equestrian trail which would provide a means to increase accessibility along Topanga State Park. In addition, the Plan text supports the completion of this trail.

- 4-1.4 Open Space land in the plan area should be utilized to provide camping and picnicking, hiking, bicycling and equestrian trails; and golf courses, sport fields and other active recreational uses for residents of the Los Angeles region.

Program: Establish a coordinating body among Federal, State, County and City of Los Angeles to put their resources together and maximize the recreational potentials in the Plan Area for regional benefit.

- 4-1.5 Provide access to and facilities for equestrian, hiking and cycling trails.

Program: Conform to the standards set forth in the Major Equestrian and Hiking Trails element and the Bicycle Plan Element of the General Plan. All major parks and open space areas should ultimately be connected with the Mulholland Scenic Parkway system, with trails provided wherever possible.

Program: A comprehensive trail plan must be produced among the several different government agencies to set guidelines for the trail system. Some trails cannot or should not have mechanical devices (such as bicycles or rollerblades) on them for safety and environmental reasons. Only an interagency approach can weigh the needs and produce a plan.

- 4-1.6 The plan should encourage development of a small-scale native restoration garden that is currently planned for the canyon on State Parks.

Program: Name the access entrances into the State Parks and develop a program to direct the public into the parks to mitigate the parking impacts on the surrounding neighborhoods.

- 4-1.7 Support the development of equestrian trails from Mulholland Drive through Topanga State Park to Entrada Road.

Program: The Community Plan depicts these trails.

- 4-1.8 Roads built in mountain areas should be given special scenic treatment. Roads used for park and recreational access should be of sufficient size to handle future recreational needs as well as be given special scenic treatment in their design.

Program: A development plan should be prepared prior to construction indicating how scenic and recreational opportunities will be provided and how anticipated volumes of traffic will be accommodated.

COASTAL RESOURCES

Development in the Coastal Zone is subject to the provisions of the California Coastal Act. As of 1997, the City had not prepared a local coastal plan (LUP/LCP) for the Pacific Palisades Coastal areas.

Maximum public access to and along the shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public access ways shall be protected and maintained and new development near the shoreline shall be consistent with the above requirement.

GOAL 5

PRESERVATION OF THE SCENIC AND VISUAL QUALITY OF COASTAL AREAS.

Objective 5-1

To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

Policies

- 5-1.1 The location and amount of new development should maintain and enhance public access to the coast.

Program: Permitted development shall be sited and designed to protect views to the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in the visually degraded areas.

Program: Coastal Development Permits are required for new development which establish conditions for new development.

Program: Commercial advertising on public beaches should not be permitted.

- 5-1.2 Where feasible, roads on headlands should be visually screened and driveways connecting to the coastal highway minimized. Transitions between headlands and related canyons streams should be left in a natural state and bridges over canyons located as far inland as feasible and environmentally acceptable. Grading, cutting and filling in canyons and arroyos on hillsides should be minimized, where such operations significantly alter the appearance of natural landforms.

Program: Coastal Development Permits, other discretionary actions and public works projects should include a finding of consistency with this policy.

Objective 5-2

To protect coastal resources and to provide maximum public access to and along the shoreline consistent with property rights and sensitive habitat resources.

Policies

- 5-2-1 Existing public access ways be protected and maintained and new development adjacent to the shoreline shall be required to provide public shoreline access consistent with the above objective.

Program: The policies are implemented by the California Coastal Act and implementing ordinances and regulations.

Program: A local Coastal Program shall be prepared for the Pacific Palisades Coastal Zone.

SCHOOLS

In the Brentwood-Pacific Palisades plan area public schools are administered by the Los Angeles Unified School District. There are four elementary schools, one middle school and one senior high school. The plan area has several private elementary, junior and senior high private schools, most of them are located in Brentwood area.

The plan encourages continued shared use of existing school facilities for the general public after school's hours and on weekends. School grounds should be made available so as to facilitate after hour recreational uses consistent with quality of life in the neighborhood.

GOAL 6

APPROPRIATE LOCATIONS AND ADEQUATE FACILITIES FOR SCHOOLS TO SERVE THE NEEDS OF EXISTING AND FUTURE POPULATION.

Objective 6-1

To site schools in locations complementary to existing land uses and community character.

Policies

- 6-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character.

Program: A decision maker involved in a discretionary review for a proposed school should adopt a finding which supports the application of this policy.

LIBRARIES

The Plan Area is serviced by two public library branches located at 11820 San Vicente Boulevard in Brentwood, and 861 Alma Real Drive in Pacific Palisades.

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 improvements in existing libraries services 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 the site.

- 7-1.2 If additional new libraries are funded, encourage flexibility in siting libraries and similarly accessible facilities in mixed use projects and transit oriented districts, pedestrian oriented areas, office buildings, and similar accessible areas.

Program: Through the inclusion of this policy the Plan supports these identified locations when the Library Department and decision-makers review locations for potential site improvements.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) provides police protection within the city. The Community Plan area is served by the West Los Angeles Area Station located at 1663 Butler Avenue.

GOAL 8

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 8-1

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

Policies

- 8-1.1 Consult with Police Department as part of the review of significant development projects and land use changes to determine law enforcement needs and demands.

Program: A decision maker shall 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.

Objective 8-2

To increase the community's and the Police Department's ability to minimize crime and provide adequate security.

Policies

- 8-2.1 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 regularly communication with neighborhood and civic organizations.

Program: Community oriented law enforcement program is administered by the Los Angeles Police Department.

- 8-2.2 Insure that landscaping around buildings be placed so as not to impede visibility.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

- 8-2.3 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

- 8-2.4 Insure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility and security.

Program: Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

FIRE PROTECTION

The Los Angeles City Fire Department provides fire protection service to the community including fire prevention, fire suppression, and life safety services. The City Fire Department operates four facilities within the community located on 17281, 15045, and 12229 Sunset Boulevard and 16500 Mulholland Drive in the Brentwood-Pacific Palisades Community.

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 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 the Fire Department to locate fire service facilities in appropriate locations throughout the community in order to maintain safety.

Program: The Plan Map identifies general locations for the establishment of fire services facilities in the community.

TRANSPORTATION

TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)

A Transportation Improvement and Mitigation Program (TIMP) was prepared for the Brentwood-Pacific Palisades Community Plan Area through an analysis of land use impacts on transportation. 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 generally of an analysis and evaluation of the following types of measures (Specific measures from the TIMP are indicated by "(TIMP)" after the proposed description):

1-1.5 TIMP Transit Improvements

1. Review of existing Metropolitan Transit Authority lines.
2. Proposed new or expanded Los Angeles Department of Transportation Commuter Express Services
3. Proposed or expand existing Park-and-Ride lots
4. Review existing and proposed new commuter shuttle/DASH lines
5. Para Transit (e.g. jitney, dial-a-ride, vanpools, subscription buses)

1-1.6 TIMP Capital Improvements

1. Freeway Ramps
2. Street Widening.

1-1.7 TIMP Transportation Demand Management (TDM) Strategies

1. TDM requirements for new developments
2. Bicycle facilities
3. Parking management program
4. TDM monitoring program

1-1.8 TIMP Transportation System Management (TSM)

1. Automated Traffic Surveillance and Control System (ATSAC)
2. High Occupancy Vehicle (HOV) lanes
3. Neighborhood protection (e.g. traffic control measures and plan)

PUBLIC TRANSPORTATION

Opportunities exist within the Plan area to increase the use of public transit. While it is anticipated that the private automobile will remain a primary mode of transportation within the time frame of the Plan (2010), bus service and the community "DASH" or paratransit will be the primary public transportation modes.

GOAL 10

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

Objective 10-1

To encourage improved local and express bus service through the community, and encourage park and ride facilities to interface with freeways, transit routes and HOV lanes.

Policies

- 10-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the Brentwood-Pacific Palisades plan area.

Program: Transit Restructuring Study will recommend service improvements such as higher capacity buses and/or increased service frequency (TIMP).

- 10-1.2 Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

Program: Support the development of a Transit Center near Sunset/Pacific Coast Highway, and the implementation of new DASH and paratransit lines (TIMP).

Objective 10-2

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

Policies

- 10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

Program: Development of "transit transfer centers" strategically located to allow easy transfers to other routes and services, employment corridors, shopping centers, and other major

community activity centers for residents of the Brentwood-Pacific Palisades Community Plan Area, in proximity to the following locations (TIMP):

Sunset/Pacific Coast Highway (PCH)

Program: Continue and expanded DASH services (TIMP).

- 10-2.2 Implement DASH bus services for Brentwood to serve the commercial districts , multiple residential area and other activity centers in the area.

Program: Implement community based “circulators” along collector and local streets to provide convenient access to major rail or bus transit services and activity centers along three routes which should cover the following areas: This service could run along Barrington Avenue between Sunset and Wilshire Boulevards, with a possible connection to UCLA (TIMP).

TRANSPORTATION DEMAND MANAGEMENT (TDM)

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, ride sharing, modified work scheduled, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A TRANSPORTATION DEMAND MANAGEMENT PROGRAM

1. Bikeways

The City should implement the Bikeways Master Plan as part of an overall citywide bicycle, transportation and recreation system.

2. Transportation Management Association Formation/Coordination

The City will continue to encourage the formation of Transportation Management Associations (TMAs) in order to assist employers in creating and managing trip reduction programs.

3. Participation in Regional Transportation Demand Management Programs

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

4. TDM Ordinance

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the Brentwood-Pacific Palisades Community. This Ordinance calls for several measures to be taken by development to achieve the necessary trip reduction targets.

5. Monitoring

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

GOAL 11

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANCY VEHICLES (SOV) IN ORDER TO REDUCE VEHICLES TRIPS.

Objective 11-1

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

Policies

- 11-1.1 Encourage public schools, private schools and non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e. car pools, vanpools, buses, flex time, telecommuting, bicycles and walking, etc.).

Program: The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by the Los Angeles City Department of Transportation (LADOT) in the Community Plan area.

Program: The City will continue to encourage the formation of Transportation Management Associations (TMAs) to assist employees in creating and managing trip reduction programs. The “West of I-405 TMA” is proposed in the West Los Angeles TIMP Specific Plan. (TIMP)

Program: The City should encourage teleconferencing facilities and local work centers in large developments (eg., offices with over 1,000 employees and residential developments with over 500 units). (TIMP)

- 11.1-2 Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce traffic.

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

- 11-1.3 The (TIMP) Require that 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 12

***A WELL MAINTAINED, SAFE EFFICIENT FREEWAYS, HIGHWAYS
AND STREET NETWORK.***

Objective 12-1

To increase the capacity of existing transportation systems through minor physical improvements.

Policies

- 12-1.1 Install ATSAC equipment at an accelerated rate with expanded funding.(TIMP)

Program: The Plan proposes the installation ATSAC systems throughout the community at all traffic signals by the year 2010.

- 12-1.2 Consider parking restriction on selected arterials, where appropriate.

Program: P.M. peak hour parking restrictions and striping for another lane are proposed along the following roadway segments (TIMP):

Wilshire Boulevard westbound from Barrington Avenue to Los Angeles city limits (currently 2 lanes). Wilshire Boulevard eastbound from Los Angeles city limits to Westgate Avenue (currently 2 lanes).

- 12-1.3 Develop reversible median high-occupancy vehicle (HOV) lanes during peak periods, with overhead lane controls.

Program: The West Los Angeles TIMP Specific Plan (Ordinance 171,492) recommends a reversible HOV lane on Sepulveda Boulevard from north of Santa Monica Boulevard over the Sepulveda Pass.

FREEWAYS, HIGHWAYS AND STREETS

The Brentwood-Pacific Palisades Community Plan Area is bounded by one major freeway , the San Diego Freeway. Routes designated as Major Highways are Topanga Canyon Road, Palisades Drive and Wilshire Boulevard. Scenic Major Highways are Pacific Coast Highway, Temescal Canyon Road, Sunset Boulevard, Sepulveda Boulevard and Mulholland Drive. However, circulation and accessibility within the Plan Area are

difficult as a result of the irregular street patterns due to topography and man made factors.

Streets and highways are required to 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 practices warrant alternate standards consistent with street capacity requirements.

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

GOAL 13

A SYSTEM OF FREEWAYS, HIGHWAYS AND STREETS THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING APPROVED AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.

Objective 13-1

To 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 all new development.

Policies

- 13-1.1 Maintain a satisfactory LOS for streets and highways not to exceed LOS "D" for secondary arterials, collector streets; not exceed LOS "E" for Major Highways, and not to exceed LOS "E" in the community's major business districts.

Program: Unless otherwise specified, improve to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010.

Program: Capital Improvement Program (TIMP):

Barrington Avenue between Barrington Place and Montana Avenue, widen to Secondary Highway standards (two lanes in each direction). There will not be any right of way acquisition. The required roadway will be dedicated when adjacent parcels are developed (R3 ordinance).

Wilshire between San Vicente Boulevard and Centinela Avenue widen to Major Highway standard (80' roadway within the existing 100' roadway).

Program: Restripe Church Lane between I-405 southbound ramps and Sepulveda Boulevard to provide two travel lanes in the northbound/eastbound direction. No widening is required. (TIMP)

- 13-1.2 New development projects shall be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent auto queuing.

- 13-1.3 Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

Program: The Plan supports the use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are now experiencing or are expected to experience traffic congestion by the year 2010. (TIMP)

- 13-1.4 Sunset Boulevard is designated as a Scenic Major Highway. However, there shall be no widening for the purpose of increasing capacity during the 20 year life of this Plan.

Program: The Planning Department and City Council must find that major capital improvements are consistent with this plan policy.

- 13-1.5 New development projects shall provide mitigation for project traffic impacts and density increases shall be contingent upon adequate transportation system capacity.

Program: A decision maker shall adopt a finding which addresses the availability of infrastructure as part of any decision relating to an increase in permitted density or traffic impacts.

NON-MOTORIZED TRANSPORTATION

The Plan provides for various modes of non-motorized circulation. It identifies pedestrian oriented areas along portions of San Vicente Boulevard, Pacific Palisades Commercial Village on Sunset Boulevard and Brentwood Village.

The Citywide Bicycle Plan identifies several backbone and support routes through the Brentwood-Pacific Palisades Community Plan Area. These routes are indicated on the Plan map.

GOAL 14

A SYSTEM OF SAFE, EFFICIENT OF SAFE, AND ATTRACTIVE BICYCLE, PEDESTRIAN AND EQUESTRIAN ROUTES.

Objective 14.1

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

Policies

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

Program: The Plan map identifies existing and proposed bicycle routes. The Citywide Bicycle Plan addresses concerns regarding bicycle use issues. (TIMP)

- 14-1.2 Assure that local bicycle routes are identified and linked with routes of neighboring areas of the City.

Program: The Plan Map identifies the following as bikeway routes: (TIMP)

1. Class 1 Bike Path: Will Rogers State Beach from Santa Monica boundary to City/County line;
2. Montana Avenue: from 26th Street to San Vicente Boulevard; San Vicente Boulevard; from 26th Street to Bringham; and
3. Temescal Canyon Road: from Sunset Boulevard to PCH.

- 14-1.3 Encourage the provision of showers, changing rooms and bicycle storage at new and existing non-residential developments 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 areas and transit corridors. Los Angeles Municipal Code Sections 12.21 A 16 and 91.0705 provide for bicycle parking requirements and employee facilities for showers and lockers. This policy is to be considered by decision makers when reviewing projects requiring discretionary action.

Objective 14-2

To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

Policies

- 14-2.1 Identify pedestrian oriented areas.

Program: The Plan text identifies the locations of pedestrian oriented areas in Policy 2-4.1. (TIMP)

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 available to meet the demand. City owned parking lots should be located in or near commercial areas.

GOAL 15

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

Objective 15-1

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

Policies

- 15-1.1 Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials.

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

- 15-1.2 New parking lots and new parking garages shall be developed in accordance with the design standards.

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

NEIGHBORHOOD TRAFFIC CONTROL

A variety of neighborhood traffic controls exist which 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 (c) regulate the traffic for which they are applied and intended.

Successful implementation of a neighborhood protection plan which would include traffic controls requires that residents participate in the process, to articulate their priorities and values, respond to proposed plans and designs and offer alternatives of their own.

GOAL 16

COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 16-1

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

Policies

- 16-1.1 The City should establish residential neighborhood traffic and parking management plans as appropriate.

Program: Implement neighborhood traffic control monitoring programs to accomplish the following: (TIMP)

- 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

COMMUNITY HISTORY

The first inhabitants of the land were the Shoshonean-speaking tribe, the Tongva. They had a highly organized culture that stretched from Orange County north to Topanga and beyond. Under the Spanish, they were brought into the mission system—specifically San Gabriel—and renamed Gabrielinos.

The boundaries of the present-day Pacific Palisades community correspond roughly to the outlines of the Rancho Boca de Santa Monica - a land grant given to Francisco Marquez and Ysidro Reyes by the Mexican government in 1839, while Brentwood occupies a portion of the Rancho San Vicente y Santa Monica, a grant to Francisco Sepulveda by the Mexican government in 1828.

In 1872, Colonel Robert S. Baker, an enterprising rancher and businessman, purchased the Rancho San Vicente y Santa Monica from Sepulveda heirs and the following year acquired an undivided one-half interest in the Rancho Boca de Santa Monica from Maria Antonia Reyes, the widow of Ysidro Reyes. Baker then sold three quarters of his holdings to Senator John P. Jones of Nevada and one-quarter to his wife, Arcadia Bandini de Baker.

Another round of transactions began in 1847, when Senator Jones and Arcadia de Baker founded the Santa Monica Land and Water Company with 300,000 acres of land from the San Vicente y Santa Monica and Boca de Santa Monica ranchos. A year later, an enterprising Canadian, Robert C. Gillis, began purchasing shares in the company and in 1906 announced that he was the sole owner of the enterprise. A year later Brentwood Park was developed by the Western Development Company.

The Santa Monica Land Company opened the first subdivision in Santa Monica Canyon in 1912, and within a year, most of the Santa Monica Canyon was platted. The entire westside area was incorporated into the city of Los Angeles as the Westland Tract in 1916, with the exception of Santa Monica Canyon which was annexed in 1925.

Thus it was that large, unbroken tracts of ranch land were still available in 1921, when Methodists led by Charles Holmes Scott arrived with funds in hand to build a new community to be founded on the principles of the Chautauqua movement. Summer cultural conferences were held in Temescal Canyon and the adjacent mesas were subdivided for residential

and business use. A portion of Rustic Canyon, meanwhile, was purchased as a country home by the Uplifters, a group of fun-loving businessmen from downtown Los Angeles.

In 1923 oil-rich Alphonzo Bell plucked off 23,000 acres of varied terrain that would become Bel-Air, Brentwood, the Rivera, the upper reaches of Pacific Palisades, Miramar Estates, and Castellammare. Bell was joined by other wealthy investors in forming the Los Angeles Mountain Park Company, but it was Bell who was the visionary. His plans included a network of landscaped roads and trails, attractive residential areas, and country clubs offering a variety of facilities-dreams that came true with the Rivera Country Club and the Bel-Air Bay Club. Architect Mark Daniels, and the civil engineer Wilkie Woodard laid out a series of residential tracts that were served by Sunset Boulevard.

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 17

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

Objective 17-1

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

Policies

17-1.1 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.

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 Brentwood-Pacific Palisades Community Plan Area. In addition through inclusion of the Plan policy, the Plan supports the continued identification of appropriate landmarks.

17-1.2 Protect and preserve archaeological sites of Native Americans.

Program: Support studies to identify and protect archaeological resources and landmarks.

Chapter IV

COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted, through the appropriate City Departments, Federal, State and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have responsibility for, but if implemented would help to reinforce the intent of the goals and objectives found in Chapter III.

RECREATION AND PARK FACILITY

1. 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.
2. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land for publicly owned open space.
3. Ensure that neighborhood and community 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, vacated utility easements and Department of Water and Power Properties for such recreational needs as hiking, biking, jogging 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	<ol style="list-style-type: none"> 1. Maximize the accessibility of school facilities to neighborhood organizations to expand the program for shared use of school sites for recreation and of park sites for education.
LIBRARY	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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 neighborhood where facilities are needed to provided adequate Police protection.
FIRE PROTECTION	<ol style="list-style-type: none"> 1. Ensure that an adequate number and type of fire station 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. Prioritize the development of fire station sites in neighborhoods with deficient fire facilities and services.
HISTORIC PRESERVATION	<ol style="list-style-type: none"> 1. 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	<ol style="list-style-type: none"> 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 conservation 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. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

UTILITIES

1. 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 to improve local bus service to and within the Brentwood-Pacific Palisades 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 an intermodal mass transportation plan to link future rail service.

NON-MOTORIZED TRANSPORTATION

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

Chapter V

URBAN DESIGN

The Brentwood-Pacific Palisades Community Plan Area comprises neighborhoods with distinctive characteristics. It is the purpose of this chapter to lay out general policies for multiple residential and commercial projects and community design.

This chapter identifies general design standards that can be utilized by a decision-maker when reviewing individual projects. The Community Design and Landscaping Guidelines Section is directed at a community's use of streetscape improvements and landscaping in public places and right-of-way.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple residential and commercial 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. The administration of the policies and standards found in this Chapter can be accomplished with the establishment of Community Design Overlay Districts (CDO's), or Pedestrian-Oriented Districts (POD's), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00), and Specific Plan design standards and procedures for established areas.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential and commercial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscape and the creation of an environment that encourages pedestrian and economic activity.

In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality of life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

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 resident. Toward that goal the following policies are proposed:

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

Design

1. The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. Achievement of this can be accomplished through:
2. Requiring the use of articulations recesses surface perforations and porticoes to break up long flat building facades.
3. Utilizing of complementary building materials in building facades.
4. Incorporating varying design to provide definitions for each floor.
5. Integrating building fixtures, awnings, security gates, etc. into design of building.
6. Screening all rooftop equipment and building appurtenances from adjacent properties.
7. Requiring decorative, masonry walls to enclose trash.

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. Maximizing commercial uses on ground floors.
3. Landscaping to screen parking structures not architecturally integrated with main building.
4. Utilizing decorative walls, landscaping to buffer residential uses from parking structures.

COMMERCIAL

Site Planning

In all commercial areas, 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 of widths of driveways, and providing sole access to the rear of commercial lots.
3. Maximizing retail and commercial service uses along frontages of commercial developments.
4. Providing front pedestrian entrances for businesses fronting on main commercial streets.
5. Providing through arcades from the front of buildings to rear parking for projects within wide frontages.
6. Providing landscaping 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 landscape areas.
9. Providing where feasible, the under grounding of new utility service.
10. Screening of mechanical and electrical equipment from public view.
11. Screening of all rooftop equipment and building appurtenances from public view.
12. Requiring the enclosure of trash areas for all projects.

PEDESTRIAN-ORIENTED, HEIGHT AND BUILDING DESIGN

In pedestrian-oriented area the mass, proportion and scale of all new and remodels buildings shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the street scape by providing continuity and avoiding opportunities for graffiti. Building materials shall be employed to provide relief to bland untreated portions of exterior facades. The purpose of these provisions is to ensure that a project avoids large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed.

1. No structures should exceed 30 feet in height within 15 feet and 30 feet of front and rear property lines, respectively, or as specified in the Specific Plan areas.
2. Requiring the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.

3. Providing accenting, complementary building materials to building facades.
4. Maximizing the application of architectural features or articulations or building facades.
5. Screening of mechanical and electrical equipment from public view.
6. Screening of all rooftop equipment and building appurtenances from public view.
7. Requiring the enclosure of trash areas for all projects.
8. Maintain the required height on Sunset Boulevard transitional height corridors.

Parking Structure

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. Maximizing commercial uses on ground floors.
3. Landscaping to screen parking structures.
4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

Surface Parking Landscaping

5. Devoting 7% of total surface area of surface parking lots to landscaping.
6. Providing a landscaped buffer along public streets or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Shielding and directing of on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Mixed-Use

- Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the buildings.

COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to identifying Design Policies for individual projects, a community's identity can be enhanced through improvements to the street scape 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 Brentwood-Pacific Palisades 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 should be created into the Community from adjacent cities that serves to define the boundaries and the edges of the City and the unique attributes of the community. 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 the communities within the Brentwood-Pacific Palisades from each other.

The following improvements are recommended:

ENTRYWAY IMPROVEMENTS

1. Provide improvements along principal streets and at major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

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. 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, fire-resistant, and (c) complement existing street trees.

2. Establish a hierarchy for the 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 the 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 one 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. Where feasible, existing street trees should be retained.

- c. Ornamental or Special Plantings at special areas.

Along the 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 to those places. Native species should be given preference where appropriate.

3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.
4. Design characteristics which might facilitate street identity, such as curves, changes in direction and topography should be emphasized by street trees and planted median strips. Streets should be designed in harmony with adjacent development.

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 areas which are pedestrian-oriented, attractive design, compatible in design with facades and other street furniture, to provide adequate visibility, security and a festive night time environment.

SIDEWALKS/PAVING

1. Repave existing sidewalks and crosswalks in principal commercial districts such as the Pacific Palisades Commercial Village in Sunset Boulevard, Barrington Avenue, San Vicente Boulevard and 26th Street, 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 it enhances designated historic sites and districts.
4. Provide for signage which uniquely identifies the principal commercial areas of the Plan.

PUBLIC OPEN SPACE AND PLAZAS

1. Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the followings:
2. Consider the siting of open space to maximize pedestrian accessibility and circulation.
3. Solar exposure or protection.
4. Adjacent to pedestrian routes and other open spaces.
5. Appropriate plant and landscape materials.

**APPENDIX A
PROGRAMMED IMPROVEMENTS**

1. Widening of the intersection at Sunset Boulevard and Barrington Avenue.
2. California Department of Transportation (Caltrans) improvements at the Getty Center Drive on-ramp to I-405.
3. Metropolitan Transportation Authority (MTA) is planning to add HOV lanes on the southbound segments of I-405 by 2010.

RICHARD RIORDAN, Mayor

James Kenneth Hahn, City Attorney

Rick Tuttle, Controller

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COMMUNITY PLAN UPDATE

COMMUNITY PLANNING

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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 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.