

WESTLAKE

Community Plan

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WESTLAKE ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE No.	COUNCIL FILE No.
Sept. 16, 1997	Westlake Community Plan	94-0212 CPU	95-1234
Feb. 20, 1991	Central City West Specific Plan	87-0182 SP	87-0168-S2

ADOPTION DATE	AMENDMENT	CPC FILE No.	COUNCIL FILE
May 15, 1992	Central City West Specific Plan Modification	87-0182 SP	97-0168-S4, S5

Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MSC	15-0719
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WESTLAKE

Community Plan

Chapter I

INTRODUCTION

COMMUNITY BACKGROUND

SETTING

The Westlake Community Plan Area is located south of the Hollywood Freeway (Interstate 101) and north of the Santa Monica Freeway (Interstate 10).

The Westlake Community Plan is surrounded by the community of Wilshire, Silverlake-Echo Park, Central City and south Central Los Angeles. The area is comprised of several sub-areas, the most prominent areas being Central City West, Pico-Union and MacArthur Park.

PLAN AREA

The Westlake Community Plan Area contains approximately 1900 acres which is less than one percent of the land in the City of Los Angeles. The area saw its greatest development during the turn of the century and well into the 1920's and 30's as the city grew and the need for residences grew.

The Westlake recreation area was given to the city in exchange for land in the 1860's. Mayor Workman created the park and gardens and by the 1890's the area had become a prime tourist attraction. The name was changed to MacArthur Park in 1942 in honor of General Douglas MacArthur. As one of the oldest communities in the city.

Westlake has a diagonal grid pattern that is shifted slightly from the downtown grid. Existing residential land use is 654 acres with approximately 34,536 dwelling units. Residential development is almost entirely multi-family. Concentrations of single-family homes can be found between First and Temple Streets and for a few blocks north of Pico Boulevard and east of Alvarado Street. Mixed residential areas occurs in scattered locations south of Pico Boulevard and west of Alvarado Street. Multi-family housing is concentrated between Wilshire Boulevard and First Street and can be found in scattered locations in the plan area.

Westlake contains a substantial amount of commercial development. Existing commercial land use is 377 acres with approximately 13,115,000 square feet of existing commercial development. Commercial activity is concentrated in a district extending from Wilshire Boulevard on the north to Olympic Boulevard on the south through the entire plan area. Wilshire Boulevard consists of a mix of mid-rise and low-rise buildings with some pedestrian oriented activity. MacArthur Park has historically been a focus

for pedestrian activity. Low-rise commercial corridors consisting of mixed building types are located along Temple Street, Beverly Boulevard, Third Street and Pico and Washington Boulevards. A narrow industrial corridor is located along Venice Boulevard east of Hoover Street and along the Harbor Freeway south of Olympic Boulevard. Existing industrial land use is 39 acres with approximately 743,600 square feet of existing industrial development.

Westlake also has an impressive collection of older historic buildings although many are in a state of deterioration. The ability to restore these buildings is hampered by a costly and long regulatory process, accentuated by the high degree of absentee owners. The lack of historic designation protection and a well organized constituency makes protection of the buildings all the more difficult.

The Westlake community is composed of several main areas each with special planning priorities and concerns.

- **Central City West** bounded by the Harbor Freeway on the east, Temple Street to the north, Olympic Boulevard to the south, and Glendale Boulevard, Witmer Street, Union Avenue on the west. The land use in the area is governed by the Central City west Specific Plan (Ordinance 167,944) and was approved in 1991 as a means of balancing high intensity commercial and residential uses that was occurring in downtown Los Angeles. The southern end of Central City West is characterized by office uses, while its northern half is less developed and dominated by multiple-family residential. Central City West is the only area in Westlake that still contains large tracts of vacant land. It's proximity to downtown and access to transportation systems make Central City West the most suitable location in Westlake for regional commercial development.
- **Pico-Union** is an area generally bounded by Olympic Boulevard to the north, Hoover Street to the west, the Santa Monica Freeway to the south, and the Harbor Freeway on the east. The Community Redevelopment Agency (CRA) has further divided the Pico-Union area into two districts, Pico-Union I and Pico-Union 2. The CRA is responsible for providing low and moderate income housing as well as assisting the development of commercial ventures. Residential rehabilitation and public improvements are also part of the CRA's efforts in Pico Union. Pico Union has the largest concentration of Historic-Cultural Monuments in Westlake. These homes mostly located along Alvarado Terrace represent a variety of Victorian era architectural styles built during the late nineteenth and early twentieth century.
- **MacArthur Park** bounded by Sixth Street to the north Seventh Street to the west and Witmer Street to the east is the commercial hub and heart of Westlake. Many of the activities surrounding the park cater to the predominantly Latino population of Westlake. A Red Line Metro Rail Station is located across from the park on Alvarado Street. MacArthur Park is the largest public open space in the Community Plan Area. The MacArthur Park area is also one of eight special vending districts established by ordinance in 1994. The Ordinance establishes a two-year trial period for the establishment of specific sidewalk vending districts and sets criteria for community input, approval and implementation.

These districts will be designed to improve economic opportunities for local residents, vendors and merchants.

The Westlake Recovery Project Study Area under the jurisdiction of the Community Redevelopment Agency (CRA) is an area irregularly confined by Olympic Boulevard to the south, Hoover Street and Benton Way to the west, Third Street, Burlington Avenue and Beverly Boulevard on the north and Witmer Street, Union Avenue and Albany Street to the east. The CRA, at the request of the City Council is assisting in the redevelopment and revitalization of the Westlake Community as a result of the civil disturbance which occurred during the Spring of 1992. The CRA through the adoption of the Recovery Plan must determine ways to alleviate the impacts of the disturbance on the community and alleviate other pre-existing conditions requiring revitalization which may have contributed to the unrest. The Recovery Plan must comply with the Westlake Community Plan and the General Plan and will assist both residential and commercial development.

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

COMMUNITY ISSUES AND OPPORTUNITIES

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

RESIDENTIAL

The plan encourages the preservation and enhancement of the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.

Issues

- Need to preserve single family neighborhoods.
- Lack of open space in apartment projects.
- Cumulative effects of development exceeding infrastructure capacity.
- Need to preserve and enhance historic residences.

- Need for more affordable housing.
- Displacement of residents by gentrification or demolition of housing units.
- Appropriate buffering between residential and industrial uses.

Opportunities

- Access and proximity to employment for community residents.
- Potential for residential and mixed use development along Commercial Corridors.
- Potential for appropriately scaled new housing in proximity to transit facilities.
- Initiate programs to promote home ownership.
- Develop implementation guidelines which promote community making by encouraging the design of neighborhoods rather than isolated buildings.
- Provide for a variety of housing opportunities by income, with an emphasis on the creation of middle-income neighborhoods especially targeted for downtown workers.

COMMERCIAL

The Plan seeks to improve the function, design and economic vitality of the commercial corridors.

Issues

- Lack of continuity and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to physical constraints.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- Active support for efforts to preserve and rehabilitate historic structures.
- New development should complement existing developments/uses.
- Ensure appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create user friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining commercial frontage at ground level.

TRANSPORTATION

The plan seeks to maximize the development opportunities of the subway transit system while minimizing any adverse impacts.

Issues

The Metro Rail Red Line Subway runs through the Westlake area, with a station at MacArthur Park. Development around the station stop should be compatible with existing character.

Opportunities

- Potential for joint development between private and public funds to integrate, optimize and coordinate new construction.
- Potential to manage the intensity and density of development in proximity to the station stops.
- Potential to incorporate needed facilities conveniently near the station stop such as child care, senior housing, vendors district.

MAJOR DEVELOPMENT

The Central City West Specific Plan Area and the Metropolitan Transit Authority (MTA) holdings surrounding the Red Line station are two major

OPPORTUNITY SITES

opportunity development sites in the Westlake Plan area. All new development or changes should be planned for needed jobs producing uses that improves the economic and physical condition of the area.

Issues

- Costs to remove any hazardous wastes.
- Costs associated with tenant relocation.
- Inconsistent incremental development.
- Proximity to nearby residential uses.

Opportunities

- Business that generate employment for the local work force.
- Location and access to downtown.
- Access to the Metro Rail Red Line and to major freeways.

NEIGHBORHOOD CHARACTER

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

Issues

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

- Impact on street parking from new high density apartments.
- Effects of residential development on commercial corridors.
- The need to preserve and rehabilitate historic areas with sensitivity to the character of established neighborhoods.
- New development that complements significant historic structures.

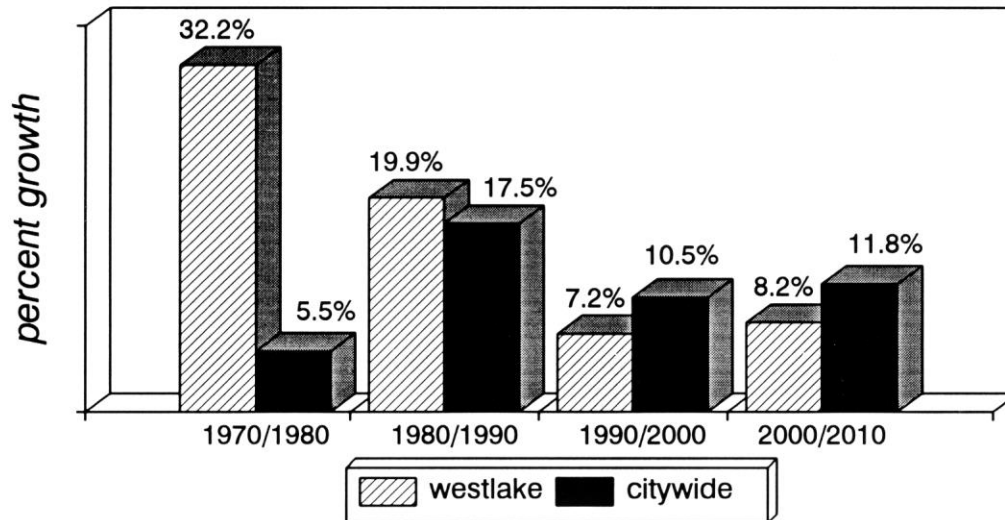
Opportunities

- Clusters of historic structures could form a district providing numerous examples for new projects to complement existing structures.
- Potential development of large parcels provide opportunities to reflect, enhance community identity.

WESTLAKE COMMUNITY PROFILE

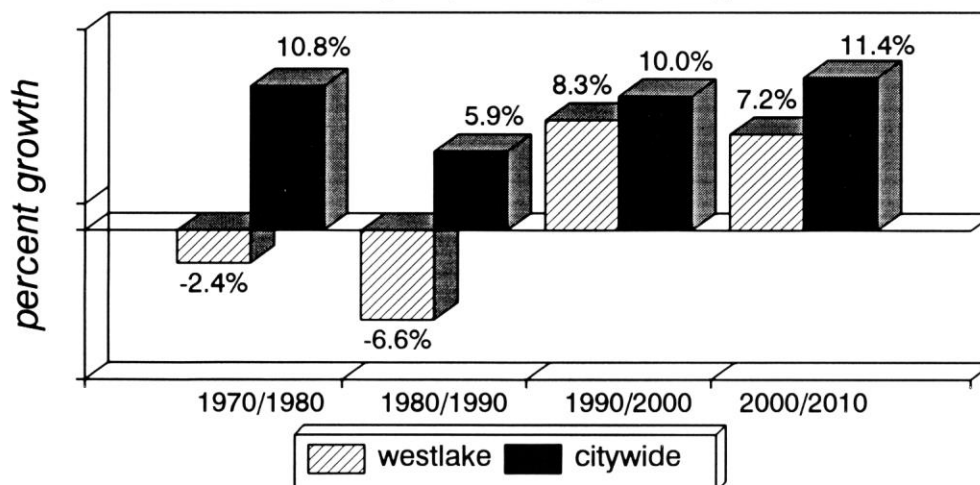
	estimated data (from U.S. Census)			projections (from SCAG) *	
<u>total population</u>	1970	1980	1990	2000	2010
westlake	67473	89224	106972	114640	124040
citywide	2811801	2966850	3485398	3852993	4306564
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
westlake	32.2%		19.9%	7.2%	8.2%
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
westlake	34931	34083	31840	34474	36973
citywide	1024873	1135491	1203052	1323882	1474514
<u>growth rate</u>	1970 to 1980		1980 to 1990	1990 to 2000	2000 to 2010
westlake	-2.4%		-6.6%	8.3%	7.2%
citywide	10.8%		5.9%	10.0%	11.4%

household growth rate comparison (occupied dwelling units only)



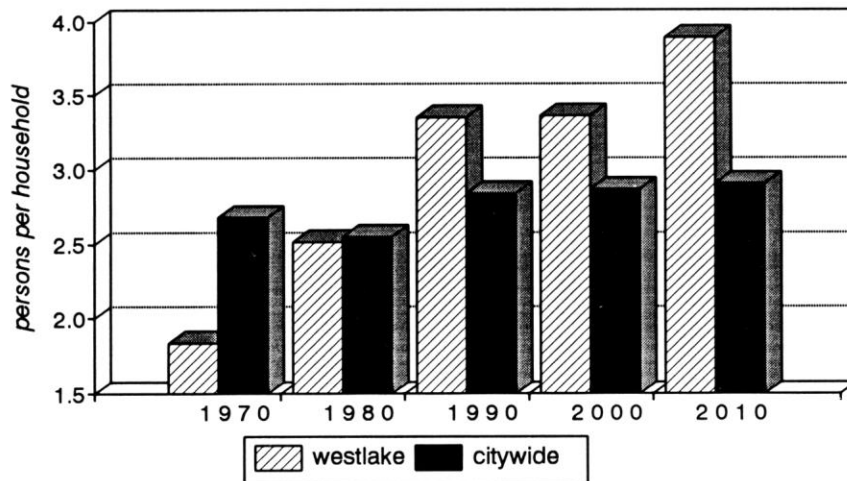
* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** 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.

WESTLAKE – COMMUNITY PROFILE

	estimated data (from U.S. Census)			projections (from SCAG)	
household size (persons per dwelling unit) *	1970	1980	1990	2000	2010
westlake	1.84	2.52	3.35	3.36	3.89
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

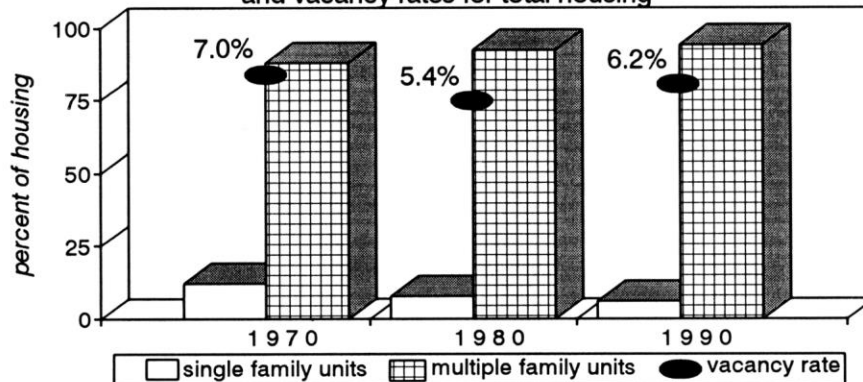


housing splits / vacancy factors **

(westlake only)

	1970	1980	1990
single family dwellings	12%	8%	6%
multiple family dwellings	88%	92%	94%
vacancy rate (total housing)	7.0%	5.4%	6.2%

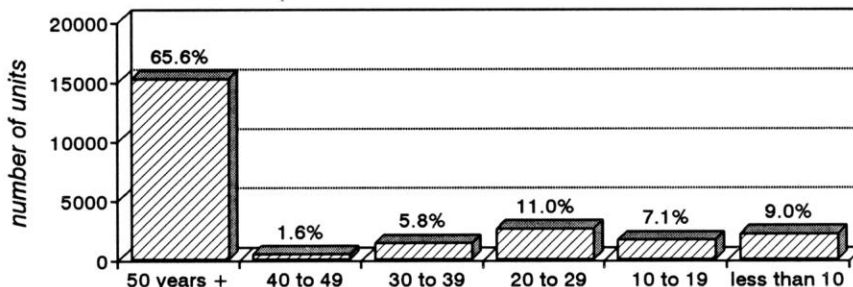
single family dwelling units, multiple family dwelling units,
and vacancy rates for total housing



age of housing as of 1994 ***

total dwellings in
westlake
(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.

WESTLAKE – COMMUNITY PROFILE

HOUSING and OCCUPANCY FACTORS

1990 census data;

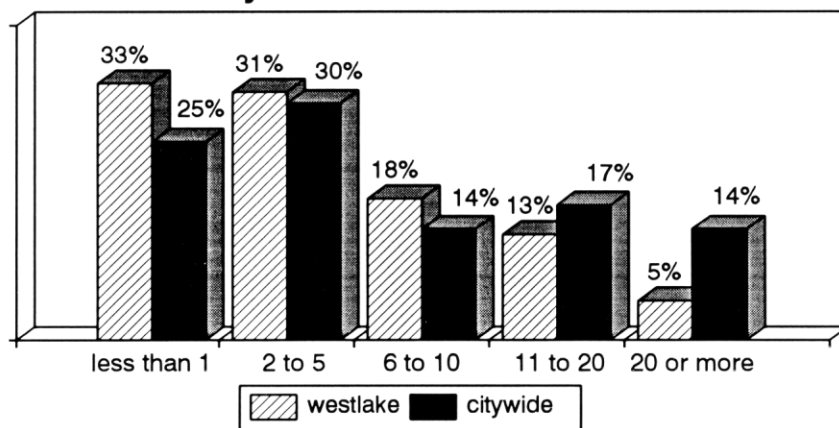
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	49.2%	17.7%	33.1%
renter occupied housing units	23.3%	24.0%	52.7%

<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
westlake	15.0%	42.5%	30.0%	9.8%	2.7%
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
westlake	20.0%	52.8%	23.8%	2.9%	0.4%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

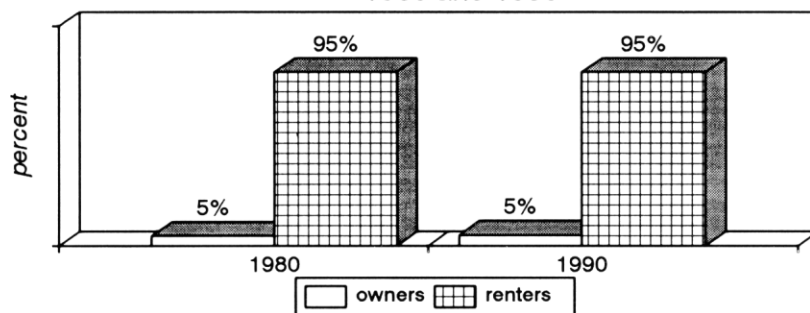
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
westlake	32.6%	31.4%	17.8%	13.3%	4.9%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

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.

WESTLAKE – COMMUNITY PROFILE

SOCIO/DEMOGRAPHICS

1990 census data;

employment (percent) *

females employed	38.3%
males employed	61.7%
employment participation rate	68.4%
(citywide rate)	67.3%

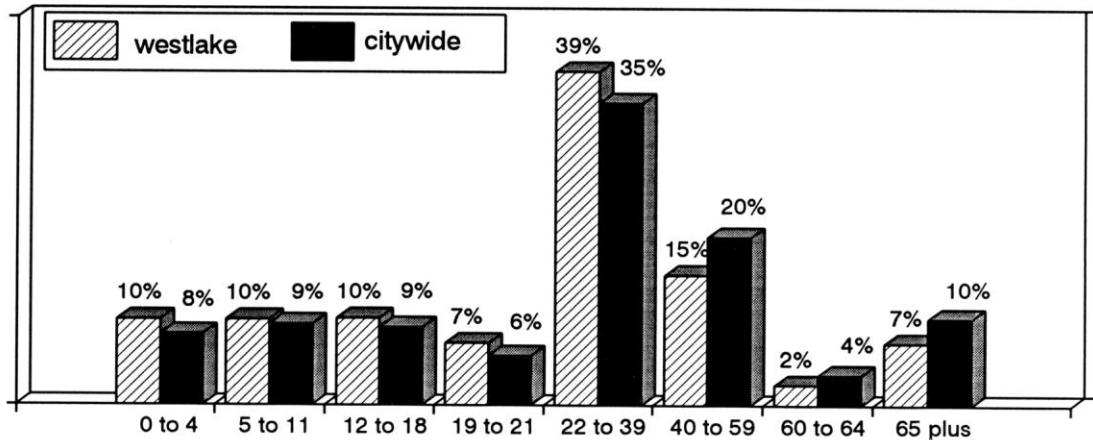
household income (1989) **

average	\$21,179
(citywide)	\$45,701
poverty (percent)	36.5%
(citywide)	18.9%

education (percent) ***

	high school	beyond high school	college graduate
westlake	35.9%	21.8%	8.8%
citywide	67.0%	47.8%	23.0%

age of the general population



language and citizenship (percent) ****

	spanish	asian	other language	foreign born
westlake	71.7%	12.3%	1.5%	85.3%
citywide	24.3%	6.0%	5.6%	44.9%

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

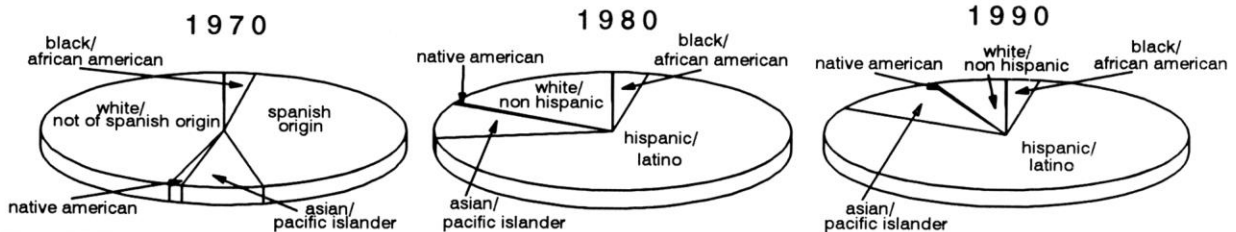
	drive alone	vanpool/ carpool	public transit	other means
westlake	30.8%	17.4%	39.6%	12.2%
citywide	65.2%	15.4%	10.5%	10.5%

head of household *****

	live alone	married with children	married no children	single parent	single non family
westlake	29.4%	27.1%	12.8%	20.6%	10.1%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

race/ethnicity (percent) *****

	1970	1980	1990
asian/pacific islander	7.1%	9.5%	10.7%
black/african american	2.7%	3.2%	2.9%
hispanic/latino	43.9%	69.8%	79.7%
native american	1.1%	0.6%	0.3%
white-non hispanic	45.2%	17.0%	6.5%



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

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

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

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

The Westlake Community Plan consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies and programs. The Community Plan Map outlines the arrangement and intensities of land uses, the street system, and the locations and

characteristics of public service facilities.

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

ROLE OF THE COMMUNITY PLAN

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

spaces, conservation of existing and provision of new housing provision of supporting infrastructure and public and human services, protection of environmental resources, protection of residents from natural and man-caused hazards, and allocation of fiscal resources are guided by the Plan.

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

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

PURPOSE OF THE COMMUNITY PLAN

The last update of the Westlake Community Plan was the AB283 Plan Consistency Program completed in 1988. 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.

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

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

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

ORGANIZATION AND CONTENT OF COMMUNITY PLAN

The Plan sets forth goals, objectives, policies, and implementation programs that pertain to Westlake. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

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

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map 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 Westlake Community Plan (which is a portion of the City's Land Use Element) is consistent with the other Elements and components of the General Plan.

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

The General Plan Framework provides the following projections to the year 2010 for the Westlake Plan area:

<i>Population:</i>	121,987
<i>Employment:</i>	66,780
<i>Housing:</i>	38,860

The above population, employment and housing numbers are provided as reference during the Community Plan revision. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and the community level. Population, jobs and housing could grow more quickly, or slowly, than anticipated depending on economic trends. Regional forecasts do not always reflect the adopted community plan land use capacity or buildout 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 mandate elements, the City's General Plan includes a service system element, a cultural element and a major public facilities areas elements. All the provisions and requirements of the General Plan elements apply to the Westlake Community Plan.

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

Neighborhood Plans involve the preparation of special plans which blend both policy and implementation functions for unique neighborhoods within

a community or district plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions for unique neighborhoods within a community or district plan area. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

PLAN MONITORING AND PLAN PROJECTIONS

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

Each Plan category indicates the corresponding zones permitted by the Plan unless further restricted by the Plan text, footnotes, adopted Specific Plans or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities and the commercial and industrial intensities

depicted on the Plan Map will not occur due to Plan restrictions and economic limitations.

PLAN CONSISTENCY

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

Chapter III

LAND USE PLAN POLICIES AND PROGRAMS

RESIDENTIAL

The Westlake community has the highest population density, the lowest percentages of owner occupied units, and one of the largest percentage of multiple-family residential units in the city. According to the 1990 census data, Westlake has 85 persons per acre compared to the citywide average of 14 persons per acre. In addition, over 94 percent of the area is improved with multiple-family residential development averaging a net density of 71 units per acre. Concentrations of single-family homes can be found between First and Temple Streets and for a few blocks north of Pico Boulevard and east of Alvarado Street. Mixed residential areas occur in scattered locations south of Pico Boulevard and west of Alvarado Street. Multi-family housing is concentrated between Wilshire Boulevard and First Street and can be found in scattered locations elsewhere in the plan area.

The housing objectives and policies are based on an analysis of existing zoning, housing characteristics, and the socio-economic makeup of the community. Westlake like many of the older communities of Los Angeles could benefit greatly from housing rehabilitation. Many homeowners would require financial assistance to rehabilitate their homes. The physical decay of housing is a complex problem not unique to Westlake. The community has a variety of housing styles although multi-family housing is most dominant. The overall density in Westlake is high compared to the rest of the city, built on small parcels with insufficient parking.

The type and degree of assistance needed will vary with the age of the housing and the complexity of the problem. Until an alternative means of providing new housing for lower income families is developed, conservation and improvement of existing housing stock is the only feasible alternative.

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint (Range)	Number of Dwelling Units	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population
Low Medium	19 (9-29)	1,881	99	4.23	7,957
Medium	42 (29-55)	10,500	250	3.33	34,965
High Medium	82 (55-109)	16,974	207	3.32	56,354
High	163.5 (109-218)	10,464	64	3.32	34,740
TOTALS		39,819	620		134,016

Objectives

1. To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.
2. To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.
3. To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.

Policies

1. That the existing Low and Low Medium density housing be preserved where such housing is in relatively good condition or can be made so with moderate improvements.
2. That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.
3. That housing for the elderly have convenient access to public transportation, commercial services, recreational and health facilities.
4. That the City shall support continued affordability of units subject to termination of Federal mortgage or rent subsidies and expiring bond projects.
5. That the City shall discourage the demolition of affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.

Programs

1. Initiation of residential zone redesignations to conform with the land use policies of this plan as indicated on the Plan Map.
2. Formulate an Affordable Housing Ordinance to encourage the production of affordable housing, to preserve existing housing capacity in the city, and to reduce potential for the overconcentration of affordable housing units in particular parts of the city.
3. Provide housing assistance payments to private landlords on behalf of eligible families, senior citizens, homeless, and disabled/handicapped through the Housing and Urban Developments (HUD) Section 8 Housing Assistance Program.
4. Encourage HUD through the Residential Rehabilitation Loan Program, to make funds available for the rehabilitation of low income multi-family rental housing.

COMMERCIAL

The Westlake Community Plan Area has very broad corridors of commercial uses connecting the residential areas with the higher intensities grouped around commercial areas at primary intersections.

Commercial uses dominate the central portion of the plan area with Fifth Street, Wilshire Boulevard, Seventh Street, and Olympic Boulevard being the major east-west commercial corridors. Wilshire Boulevard consists of a mix of mid-rise and low-rise buildings with some pedestrian oriented areas. It is also one of the most famous of the City's boulevards and was one of the prime streets for many of the City's large department stores. Alvarado Street is the major north-south commercial corridor and is also one of the busiest streets in Los Angeles. It is the spine of the planning area, with the intersection at Wilshire serving as the main crossroad of the Westlake area.

Major commercial development opportunities exist around the MTA subway station at MacArthur Park and the Central City West Specific Plan area adjacent to the Harbor Freeway and downtown. Less intense community commercial uses currently exist and can be accommodated along Temple Street, Beverly Boulevard, Third Street, Pico Boulevard, Venice Boulevard, and Washington Boulevard.

In some instances commercially zoned areas have been developed with residential uses or public facilities. Consequently these streets contain mixtures of uses creating in certain situations conflicting needs and service requirements. The pattern of zoning and smaller parcel sizes has hampered the expansion or consolidation of businesses.

Objectives

1. To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services
2. To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.
3. To improve the compatibility between commercial and residential uses.
4. To encourage all new large scale commercial development to provide adequate parking and access to public transportation.

Policies

1. That commercial facilities be located on existing traffic arteries and commercial corridors.
2. That the pedestrian oriented commercial centers around MacArthur Park continue to serve as a focal point for shopping, social, and entertainment activities.
3. That the neighborhood commercial areas along Temple Street, Beverly Boulevard, and Third Street continue to serve the everyday shopping

needs of residents providing supermarkets, drugstores, retail shops, and other neighborhood oriented services.

4. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.
5. That Highway-Oriented commercial uses such as drive-thru establishments, auto-repair, and other similar uses be located away from pedestrian oriented areas.
6. That development of new high intensity uses activities be designed to emphasize service or employment of local residents.
7. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.
8. That adequate parking be provided for all types of retail and office commercial development, and that all parking areas adjacent to residential lands be appropriately buffered by a wall and/or landscaped setback.

Programs

1. A study to initiate commercial zone designations to zones that conform with the land use policies of this plan.
2. A study to determine where one stop, auto-oriented uses such as auto repair shops and drive-thru establishments can be located in order to preserve the existing pedestrian oriented areas and the existing streetscape.
3. A study to determine the opportunities and feasibility of public improvements at neighborhood and community shopping areas.

INDUSTRIAL

Existing industrial uses are concentrated in the southern section of Westlake along the Harbor Freeway and Venice Boulevard. Industrial zoning accounts

for less than three percent of Westlake's total plan area. Because of Westlake's high concentration of residential units and its lack of access to the major railroad lines, industrial uses have never been a major land use issue. However, since the existing industrial uses are in an older area, there are some unique problems and disadvantages. Many industrial buildings lack the design and amenities of newer developments. The industrial sector is characterized by smaller parcels, piecemeal development and substandard streets, restricting the potential for site expansions to increase storage or production space. New industrial development is further discouraged by the absence of vacant land.

In spite of these disadvantages, the industrial sector needs to be encouraged and protected. Attempts should be made to attract new employment generating industries.

Objectives

1. To preserve designated industrial lands for industrial uses.
2. To conserve the existing industrial uses in order to contribute to the tax base for the City and as a potential employment resource for community residents.
3. To encourage and provide opportunities for new industrial uses that generate intensive employment.
4. To improve the quality of industrial developments and to protect the amenities of adjacent areas.

Policies

1. That the City encourage the use of public and private resources designed to stimulate industrial rehabilitation, intensification, and new development.
2. That the existing industrial areas be maintained and improved as a means of providing revenue to the City and employment opportunities for its residents.

Program

A study to determine the feasibility of providing an efficient and adaptive reuse of existing industrial areas containing vacant land or abandoned buildings, and along freeway rights-of-way and marginal industrial uses.

PUBLIC AND INSTITUTIONAL SERVICE SYSTEMS

The City of Los Angeles provides and administers a number of public services and facilities such as parks, libraries, police, fire protection, and paramedic ambulance service. Other services such as health care, welfare, and education, are administered by County or State agencies and consequently are not under City control. However, in determining needed services, setting priorities, and allocating resources, the City Council makes the city's concerns known to these higher level jurisdictions through the adoption of appropriate policies.

The demand for new or improved public facilities has grown far beyond available City resources. Land for new sites or the expansion of existing sites requires the acquisition of residential properties thereby decreasing the housing stock in the community. Given this constraint, the improvement of existing facilities should be given prime consideration. Whenever possible, concepts of intensification, rehabilitation, reuse, and multiple use of facilities and sites should be utilized.

RECREATION AND PARKS FACILITIES/OPEN SPACE

In the Westlake Plan Area, public parks and recreation areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks' regional, community, and neighborhood parks. There are no regional parks serving Westlake. MacArthur Park is the only community park with approximately 32 acres. Two neighborhood parks serve the Pico-Union areas; they are Terrace Park and Toberman Recreation Center.

There are two classification of Open Space, publicly owned and privately owned open space. Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:

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

Objectives

1. To provide adequate recreation and park facilities which meet the needs of the residents in the community.
2. To conserve, maintain, and better utilize existing recreation and park facilities which promote the recreational experience.

Policy

Preserve and improve the existing recreation and park facilities and park space.

Program

The Plan assists in preserving recreation and park space by designating such sites as Open Space Zones which provides protection from other land uses. In addition, the Plan amends to the Open Space designation and zone, certain lands which are existing park land but which were previously planned and zoned for other unrelated uses.

SCHOOLS

In the Westlake Plan area the public schools are administered by the Los Angeles Unified School District (LAUSD). There are currently five elementary schools; Union, Betty Plasencia, Belmont #5, and 10th Street. Belmont High School is the only high school in Westlake although the LAUSD is currently

looking into the possibility of expanding Belmont High School onto a site in Central City West. There are two continuation high schools in the area, Downtown Business Magnet High and the McAlister Continuation High, a special purpose facility for school aged mothers. In addition, there are two privately operated colleges, Loyola Law School and the Otis Parsons Art Institute.

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

Objectives

1. To secure appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.
2. To site schools in locations complementary to existing land uses and in locations which will enhance community identity.

Policy

Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character, and as appropriate, use schools to create a logical transition and buffer between different uses.

Program

The City Department of Recreation and Parks shall work with the Los Angeles Unified School District to develop a program for shared use of school and park sites for recreation, and to encourage siting of new schools adjacent to parks.

LIBRARIES

The Westlake plan area is served by two public libraries. They are the Pio Pico-Koreatown Library just outside the plan area on Olympic Street, and the Felipe De Neve Library on Rampart Street in MacArthur Park. The Echo Park Branch Library is currently under construction in Central City West on Temple Street and when completed will serve the Westlake community in the eastern section of the plan area.

Objectives

1. To ensure adequate library facilities are provided to the area's residents.
2. To encourage the City Library Department to provide adequate library service which responds to the needs of the community.

Policies

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

2. Encourage flexibility in siting libraries in mixed use projects, pedestrian oriented areas, transit oriented districts, and similarly accessible facilities.

Program

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

POLICE PROTECTION

Police protection services are provided by the Los Angeles Police Department (LAPD). There is one police station in Westlake, the Rampart Station, located on Temple Street at Benton Street.

Objectives

1. To protect the community's residents from criminal activity, reduce the incidence of crime and provide other necessary services.
2. To provide adequate police facilities and personnel to correspond with population and service demands.

Policy

To consult with Police Department staff as part of the review of significant development projects and major land use plan changes to determine service demands.

Program

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

FIRE PROTECTION

The Fire Protection and Preservation Plan of the City of Los Angeles provides an official guide to City departments, other governmental agencies, developers, and interested citizens for the construction, maintenance, and operation of fire facilities. It is intended to promote fire preservation by maximizing fire safety education and minimizing loss of life through fire prevention programs.

Objectives

1. To protect the community through a comprehensive fire and life safety program.
2. To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

Policy

To consult with the Fire Department as part of the review of significant development projects and major land use plan changes to determine service demands.

Programs

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

CIRCULATION

The Westlake Community Plan Area is bounded by three major freeways, the Hollywood, Harbor, and a brief segment of the Santa Monica Freeway. Routes designated as Boulevards in the east-west direction are Beverly Boulevard, Olympic Boulevard, and Washington Boulevard. Hoover Street and Glendale Boulevard are north-south boulevards.

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

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

As many of the problems of the Westlake community are directly related to automobile traffic with both origin and destination located outside the community, the plan encourages citywide as well as local solutions to traffic problems.

The City of Los Angeles does not administer the public transportation system but can lend support and assistance to the Metropolitan Transit Authority (MTA) by evaluating travel needs of residents and making recommendations for modifications and improvements to public transportation service. Generally, the level of bus service in an east-west direction has been adequate, mainly as a result of the community's proximity to the downtown area.

The Metro-Red Line subway system will eventually link Union Station to North Hollywood with stops in the mid-City and Hollywood areas. In Westlake, a subway station is currently operating on the eastside of MacArthur Park on Alvarado Street. Since many of the residents of Westlake rely on mass transit as their only means of transportation, the location of the subway station is crucial to the mobility of the residents.

Objectives

1. To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.
2. To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.
3. To minimize the conflict between vehicular and pedestrian traffic.
4. To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.
5. To encourage the creation of a local auxiliary transit system which would link the residential areas of Westlake to the high and medium intensity commercial areas and with the Red-Line subway station.
6. To encourage new businesses and companies to provide carpooling as a means of providing access to Westlake.
7. To continue development of the street system in conformance with the city's five year capital program.
8. To cooperate with the State and Federal Governments to work toward improved access to the freeways, particularly the Harbor Freeway.

Policies

1. That no residential, commercial, or industrial zone changes be approved unless it is determined that transportation facilities, existing or assured, are adequate to accommodate the traffic generated.
2. That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.
3. That the city continue to encourage and assist the MTA in analyzing the community's transit needs in order to increase bus service and improve its efficiency and comfort.
4. That public transportation, including rapid transit be accessible to transit dependent residents.

Programs

1. Formulate and periodically update the Citywide Transportation Element addressing the needs of the city's transportation and circulation system.
2. Develop Transportation Improvement and Mitigation Plans (TIMP) for selected growth areas that will expedite approvals of new development procedures.

3. Cooperate with regional agencies such as the Metropolitan Transit Authority and others to establish transportation control measures and other transportation demand management strategies, since many of the most effective measures to reduce vehicle trips require regional implementation.

CULTURAL AND ARCHITECTURAL HISTORY

COMMUNITY HISTORY

Westlake was developed during the real estate boom of the 1880's when Los Angeles experienced a substantial increase in population as people began to respond to claims of superior climate, cheap land, and advantageous job opportunities in the growing city. By 1894, large portions of Westlake had been subdivided and whole neighborhoods were under construction.

Prominent local families built large homes in the area and by the mid-1880's neighborhoods in Westlake were dotted with Victorian homes from two- and three-story mansions to small exquisitely detailed cottages.

In 1892, oil was discovered by E.L. Doheny and Charles A. Canfield on a residential lot near present day Second Street and Glendale Boulevard. The resulting Los Angeles City Oil Field had over 500 wells by 1897. The area became a curious mixture of residential and industrial uses. There was no limit to the number of wells a property owner could drill, and derricks competed with Victorian towers as elements of the built environment.

In the early years of the twentieth century, fashionable multi-family housing was added to the Westlake neighborhoods especially south of First Street. Some of these complexes were courts, which might house several families in individual units clustered together on a double lot; others were "fireproof" brick apartment buildings. These multi-family units remain part of the areas streetscape to this day. Institutions such as the Evangeline residence, a Salvation Army owned residence for women built in 1923; the Los Angeles Nurses Residences and Apartments, a residential facility designed for the Good Samaritan Hospital; and the Mary Andrews Clark YWCA facility dedicated in 1913, were also built at this time. By the 1940's, the Westlake area began to lose its exclusiveness as residents continued to move westward.

Objective

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

Policy

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

Program

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

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family						
Multiple Family					649	33.4
	Low Medium	RD1.5, RD2, RD3, RD4, RD5, RU, RZ2.5, RZ3, RZ4, RZ5	199.06	30.7		
	Medium	R3	195.30	30.1		
	High Medium	R4	219.22	33.8		
	High	R5	35.58	5.5		
COMMERCIAL					532	27.4
	Limited	C1, CR, P	20.55	3.9		
	Limited mixed	CW	3.71	0.7		
	Highway	C2, C1, CR, P	232.24	43.7		
	Highway mixed	CW	4.84	0.9		
	Community	C4, C2, C1, CR, P, PB	126.95	23.9		
	Community	CW	17.52	3.3		
	Regional Center	C2, C4, C5, P, PB	126.09	23.7		
INDUSTRIAL					57	2.9
	Commercial	CM, P	44.02	77.8		
	Limited	M1, MR1, P	12.55	22.2		
OPEN SPACE/PUBLIC FACILITIES					130	6.7
	Open Space	OS	37.11	28.6		
	Public Facilities	PF	92.68	71.4		
STREETS					575	29.6
	Public Street		575.28	100.0		
TOTAL					1,943	100.0

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COMMUNITY PLAN UPDATE**DEPARTMENT OF CITY PLANNING**

Con Howe, Director of Planning

Franklin Eberhard, Deputy Director

Gordon B. Hamilton, Deputy Director

Robert H. Sutton, Deputy Director

COMMUNITY PLANNING

Bob Rogers, Principal City Planner

Alta Shigeta, Senior City Planner

Dan Scott, City Planner

Jim Tokunaga, City Planning Associate

Roque Nino, Planning Assistant

GEOGRAPHIC INFORMATION SYSTEMS

John Butcher, GIS Supervisor II

Paul Burns, GIS Supervisor I

Carmen Miraflor, GIS Supervisor I

Daniel Garcia, GIS Specialist

John Lewis, GIS Specialist

Bien Bermudez, GIS Specialist

PUBLICATION

Irene Parsley, Principal Clerk Typist

Edna Roxas Zafra, Clerk Typist

Gary Booher, City Planner

Jae H. Kim, City Planning Associate

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

MABEL CHANG
PRESIDENT
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GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



JAMES K. HAHN
MAYOR

EXECUTIVE OFFICES

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

April 21, 2005

All Interested Parties:

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

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

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

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

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 of myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

A handwritten signature in black ink, appearing to be 'CH' or similar, written over a horizontal line.

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.