



Los Angeles
Department
of City Planning

DO REAL PLANNING

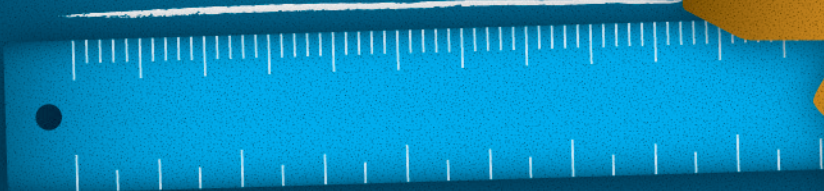


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Background

In fall 2005, Mayor Antonio Villaraigosa appointed nine new commissioners to the City Planning Commission (CPC). Mayor Villaraigosa expressed that his goal for the new CPC was to have great energy and embrace a spirit of collaboration to tackle the City's planning and development issues. The Commission quickly identified a need to better frame the planning policy dialogue and establish the context by which the Commission would conduct their decision-making. In response, the CPC launched an effort which ultimately changed the culture of planning both within the organization and citywide. The Commission created a series of planning principles to frame the way policies, programs and projects would be considered. The "Do Real Planning" mantra became the Commission's document title. Instead of the Commission simply responding and reacting to the projects and programs brought before them, they were now in a position to proactively guide and more effectively influence the outcomes. The "Do Real Planning" document provided 14 guiding principles to set the tone for civic discussions about planning issues and quality of life for communities and neighborhoods.

Over the last eight years, these principles have served as a policy roadmap for the City and have resulted in a thoughtful discourse and tangible results, as highlighted in the review of accomplishments incorporated in this document. Thanks to Mayor Villaraigosa and the CPC's leadership, the City family was empowered to advance various objectives including enhancing neighborhood protection, elevating design quality, repurposing streets, achieving community equity, and promoting sustainability and mobility. The Department of City Planning moved in a new direction and began to look at re-engineering the planning processes and playing an active leadership role in shaping the livability of our city.

Today Los Angeles is undergoing a significant urban transformation. Each principle in the Do Real Planning initiative addresses the different yet related elements of building a more livable city and has brought the human scale into the planning, designing and remaking of the urban environment. In short, the CPC's leadership in developing these principles has elevated the value of planning citywide. This document celebrates the achievements by Mayor Villaraigosa, the City Council, the CPC and the Department of City Planning over the last eight years, and provides a foundation upon which future elected and appointed officials can build.

The Department of City Planning has taken these concepts to the next level in its long-range planning efforts. Several of these projects have been funded and are currently in development. The creation of the City's first Mobility Element, a new Health & Wellness Chapter of the General Plan Framework Element, transit-oriented land use planning programs along the City's future rail lines, the new community plan program, and the comprehensive overhaul of the City's 67-year-old zoning code are just a few of the catalytic projects that will continue to influence the culture of our City and how Angelenos experience the built environment.

1 DEMAND a walkable city The answer to one question, more than any other, will tell us whether a project has it right: Does the proposal actively welcome its own users, its neighbors, its passersby? The planning history of Los Angeles exposes our failure to analyze buildings in context. Smitten by the automobile, we trivialized our daily role as pedestrian, our need for inviting storefronts, broad sidewalks, plentiful benches, graceful lighting. We must prioritize the human scale of our built structures and street environments. We must insist that each new project visibly knit people together.

Every movement has its moment. Its beginning. Mayor Antonio Villaraigosa and Planning Director Gail Goldberg have challenged each of us to do more. It is our privilege to follow their lead. The time for inspired, principled land use planning in Los Angeles is now.

2 OFFER basic design standards Too many rules are a bane to growth and development. But too few rules, or misguided rules, can invite shoddy product and shabby boulevards. We must strike the right balance by announcing a handful of fundamental design requirements. Our goal should be to eliminate the sea of stucco boxes, blank walls, street-front parking lots, and other inhospitable streetscapes.

Do Real

4 ELIMINATE department bottlenecks The volume of permit applications, our caseloads, and processing time have risen exponentially. Yes, these increases have occurred during years of hiring freezes and unaddressed attrition. But, this Mayor and City Council have pledged to strengthen our numbers. We must respond by ferreting out our systemic slowdowns. Our delayed responses abet inferior projects and kill quality development.

3 REQUIRE density around transit We need more jobs and housing for our current residents and for those whose arrival is imminent. At the same time, we must foster our fledgling rail system and its bus partner, to untangle our worsening traffic. The planning solution is elementary: congregate additional density at train and rapid bus stops, and discourage new density where we anticipate no mass transit relief valve.

5 ADVANCE homes for every income We own a prized commodity: the power to increase the value of land by making its zoning more lucrative. The property owner need not be the exclusive beneficiary of our pen stroke. In this time of housing crisis, let's unabashedly exploit this asset for the common good. Every upzoning should carry with it an obligation to provide, preferably through on-site units but at least via monetary contribution, housing for the poor and middle class. We can all win.

6 LOCATE jobs near housing The time for segregating jobs from housing in Los Angeles has passed. The age of unrelenting sprawl has met its match in intolerable commute times. Fortunately, we have several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, we must include both jobs and housing in the new mix.

7 PRODUCE green buildings

We are late to the party. The City's codes must be overhauled to require, or at the very least incentivize, building materials, systems, and methods that are health conscious and environmentally friendly. We planners should not wait for such new rules to hit the books. Let's announce today a menu of **benefits** that any developer who will commit **to building a LEED certified project** can expect in return from our department.

9 **ARREST visual blight** Amidst the clutter of power lines, slapdash signage, and the demolition of our historic gems, it is difficult to find visual calm on our streets. The Planning Department has a key role to play in reducing the built intrusions into the lives of our residents. We must seek phased **elimination of above-ground wires, controlled limitation of signage** to appropriate districts, numbers, and sizes, and **preservation of our historic resources**.

8 **LANDSCAPE in abundance** The Mayor has challenged us to plant a million trees. But most development proposals still only offer to meet the minimum requirements for landscaping; many do not even rise to that level. We must **rewrite our project submission requirements and our landscaping mitigation measures** to show our seriousness and solidarity of purpose on adding shrubs, vines, and trees to **create an urban forest**.

Planning!

10 NEUTRALIZE mansionization

Neighborhoods zoned single family deserve our protection. The most pervasive threat they face is the replacement of existing homes with residences whose bulk and mass is significantly larger than the street's current character—sacrificing greenery, breathing room, light, and air. Let's be the champions of a city-wide solution to **prevent out-of-scale residences**.

11 **NURTURE planning leadership** Professional planning advice has been supplanted in this City with politically engineered compromise. Decades of this behavior have produced a reticent Planning Department that bends freely to both elected officials and fellow departments. We must alter this culture by standing strong for one thing at all times: advocacy of sound planning. **Courageous and cogent planning must be rewarded** and its practitioners promoted to positions of leadership.

12 **IDENTIFY smart parking requirements** Our long-standing love affair with the automobile has led us to mandate acres of parking spaces and parking lots that often occupy prime street frontage. We must revisit our "one size fits all" suburban parking standards, and replace them with project and location-specific tools such as **parking maximums, pooled parking, automated stacked parking, and other emerging techniques**.

13 **NARROW road widenings** The most overused mitigation measure in the City is the requirement that the road adjacent to a project be widened to appease the introduction of additional people. **This rarely solves, and often invites, more passenger car congestion, and typically undermines our walkability goals. We must categorically reject nonsensical road widenings.**

14 **GIVE project input early** A hallmark of our passivity has been to offer our advice so late in the development process as to be irrelevant. We routinely hear "the plans have been finished for months" or "the cost of making that change would be prohibitive." The Planning Department must reorganize its case intake process and **provide preliminary guidance, or outright rejection of the case as incomplete, within sixty days after an application is filed.**

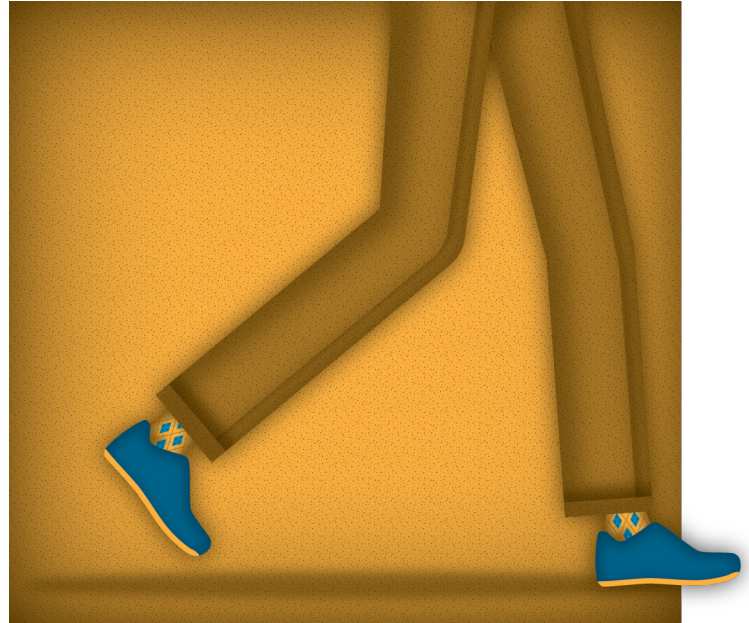
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1. DEMAND

a walkable city.

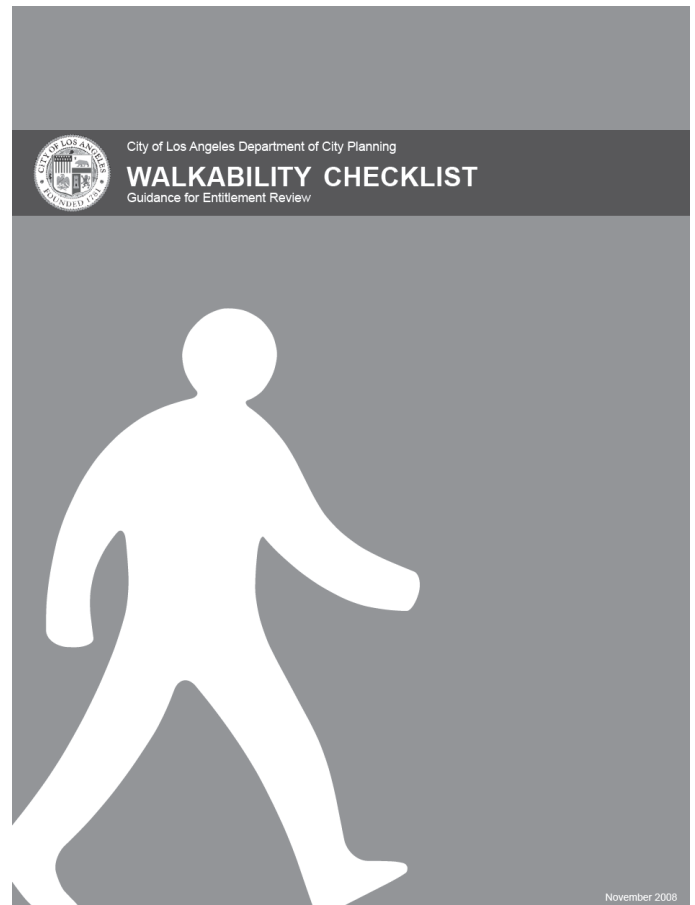
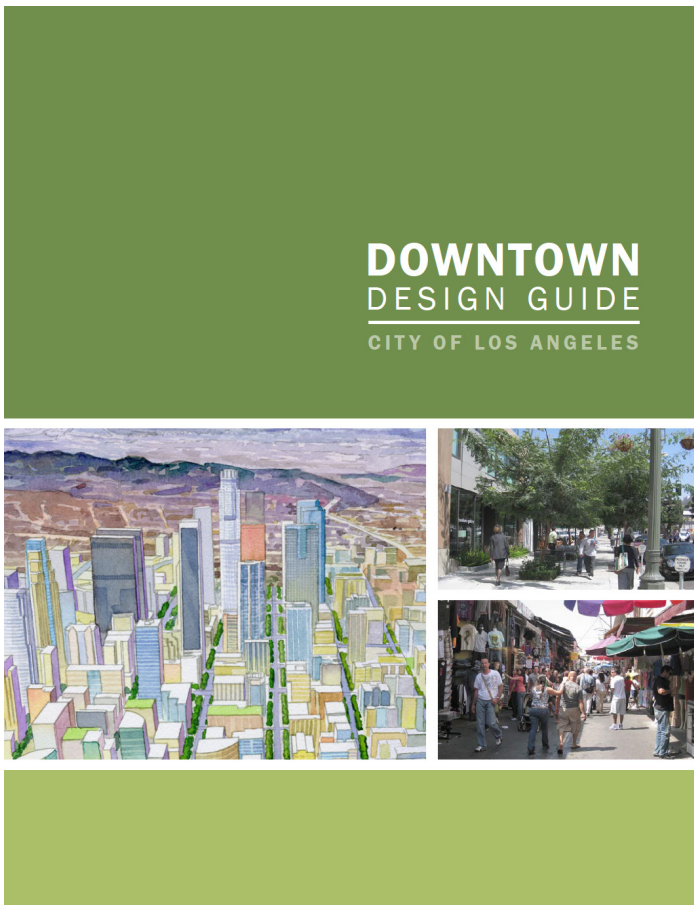
ACCOMPLISHMENTS

- Created the City's first Urban Design Principles to assist in the development of the City, a Walkability Checklist to make projects more pedestrian-friendly, and new pedestrian-friendly Street Standards for downtown Los Angeles, while "raising the bar" for design quality in key, catalytic projects throughout the City.
- Played a leadership role in developing "Streets 4 People," a pilot program to create small parks, bicycle facilities or pedestrian amenities using excess right-of-way.
- Played a leadership role in reinventing Los Angeles' major commercial centers as pedestrian-friendly districts, including the "Greening of Century City" initiative, and a significant overhaul to make the Warner Center Specific Plan more transit-oriented and human-scaled.
- Led a new emphasis on the intersection of land use planning and public health, creating collaborations with the L.A. County Department of Public Health that is now resulting in preparation of a Health and Wellness Chapter of the General Plan Framework.
- Created a new Supplemental Use District (SUD) through a zoning code amendment to tailor parking needs on a local community level, providing opportunities for pedestrian enhancements.
- Approved numerous Residential Accessory Service (RAS) zone changes to properties throughout the City, facilitating mixed use projects in commercial areas.



“The answer to one question, more than any other, will tell us whether a project has it right: **Does the proposal actively welcome its own users, its neighbors, its passersby?** The planning history of Los Angeles exposes our failure to analyze buildings in context. Smitten by the automobile, we trivialized our daily role as pedestrians, our need for inviting storefronts, broad sidewalks, plentiful benches, and graceful lighting. We must prioritize the human scale of our built structures and street environments. We must insist that each new project **visibly knit people together.**”

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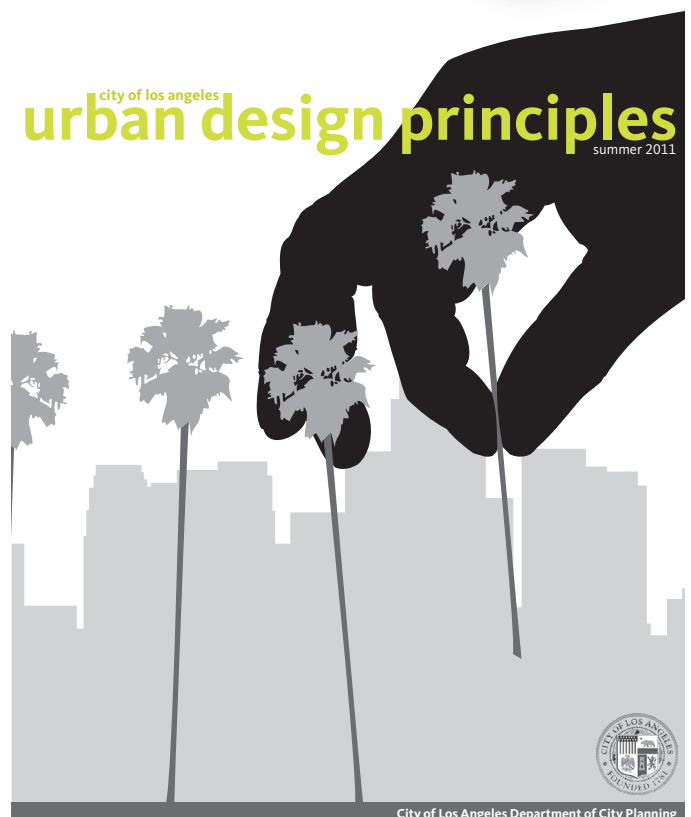


2. OFFER

basic design standards.

ACCOMPLISHMENTS

- Achieved final City Planning Commission adoption of Los Angeles' first Citywide Design Guidelines, creating an accessible and engaging document that is now shaping higher-quality residential, commercial, mixed-use, and industrial development.
- Developed and steered to final approval the first design guidelines shaping new development and historic rehabilitation of downtown's Broadway Historic Theater and Commercial District, one of the City's most significant historic corridors.
- Through the leadership of Commission President Bill Roschen and the Urban Design Studio, created the Professional Volunteer Program (PVP), in coordination with the American Institute of Architects, L.A. Chapter, to provide professional design expertise to Planning staff on key proposed projects.
- Adopted creative "Community Design Overlay" zones to promote high quality development and pedestrian-friendly improvements, along with an expedited, staff-level review of development projects, in numerous communities throughout the City, including Venice's Lincoln Boulevard, downtown Westchester, Echo Park, Reseda Central Business District, and Cypress Park/Glassell Park.
- Approved a Zoning Code Amendment requiring design standards for bicycle parking spaces for all land uses and created the Bicycle Design Toolkit for Bike-Friendly Development to assist applicants, designers, and community members.
- Created the citywide Urban Design Principles as a set of values to be expressed in the built environment.
- Created Small Lot Design Guidelines to provide guidance and best practices that address the complexities of planning for small lot developments.



“Too many rules are a bane to growth and development. But too few rules, or misguided rules, can invite shoddy product and shabby boulevards. We must strike the right balance by announcing a handful of **fundamental design requirements**. Our goal should be to eliminate the sea of stucco boxes, blank walls, street-front parking lots, and other inhospitable streetscapes.”

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**COMMERCIAL
CITYWIDE DESIGN GUIDELINES**
Pedestrian-Oriented/Commercial & Mixed-Use Projects



3. REQUIRE

density around transit.

ACCOMPLISHMENTS

- Adopted the new Hollywood Community Plan, which guides future growth in Hollywood toward a Regional Center well-served by transit, including Red Line stations.
- Adopted New Community Plans for West Adams-Baldwin Hills-Leimert, which will be accompanied by Community Plan Implementation Overlays (CPIOs) that implement Transit-Oriented District (TOD) vision plans and principles.
- Through Project RENEW, brought to conceptual City Planning Commission approval 10 TODs along the Blue and Green Lines, completing community visioning, and a template CPIO for incorporation into the South and Southeast Community Plans.
- Successfully applied for over \$7.5 million in grant funds from Metro for TOD plans at 24 transit stations serving five major transit corridors: Exposition and Crenshaw light rail lines, the Orange Line Bus Rapid Transit, Westside Subway Extension, and Downtown Los Angeles rail stations.
- Created TOD “vision” plans along several additional transit corridors, including the Expo Line - Phase 1, the Gold Line Extension in Boyle Heights, and the Orange Line stations, including “Tarzana Crossing” at Reseda Blvd.
- Assisted the Mayor’s Office in convening an inter-departmental TOD Cabinet, co-chaired by Commission President Bill Roschen.



“We need more jobs and housing, for our current residents and for those whose arrival is imminent. At the same time, we must foster our fledgling rail system and its bus partner, to untangle our worsening traffic. The planning solution is elementary: **congregate additional density at train and rapid bus stops**, and discourage new density where we anticipate no mass transit relief valve.”

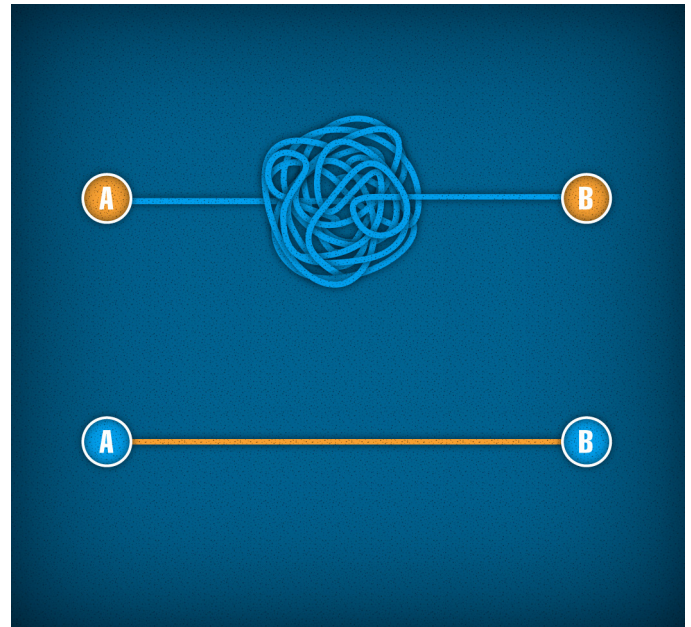
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4. **E**ELIMINATE department bottlenecks.

ACCOMPLISHMENTS

- Completed a significant reorganization of the Department of City Planning to “do more with less” and implemented the principle of “one project, one planner” to avoid duplicate reviews and ensure continuity. One planner now manages the review and analysis of all cases connected to a single project for improved quality and enhanced service to the public by providing a single point of contact.
- Played a leadership role in the City’s Development Reform Strategic Plan Task Force, led by the Mayor’s Office.
- Completed reorganization of staffing for the Historic Preservation Overlay Zones (HPOZ) and integrated disjointed and scattered HPOZ Planning staff into the Office of Historic Resources.
- At a single City Planning Commission meeting in December 2010, adopted 16 new HPOZ Preservation Plans developed through a unified work program with plans including detailed design guidelines, ensuring that all HPOZs have adopted plans to provide up-front guidance to applicants, and a streamlined review process for applicants proposing minor projects or maintenance and repair.
- Standardized the Department’s adherence to the Permit Streamlining Act, regardless of the case type. Cases are reviewed for completeness within 30 days from the time of filing, with a 75-day period to advance project to the initial decisionmaker for consideration.
- Initiated effort to transform Planning Case Tracking System (PCTS) from a case-tracking to a case management tool that can be used to centralize the Department’s scheduling systems, measure various processing times, monitor staff workloads and assignments, and give a snapshot in time of caseloads to better manage staff resources and predict crunch times.

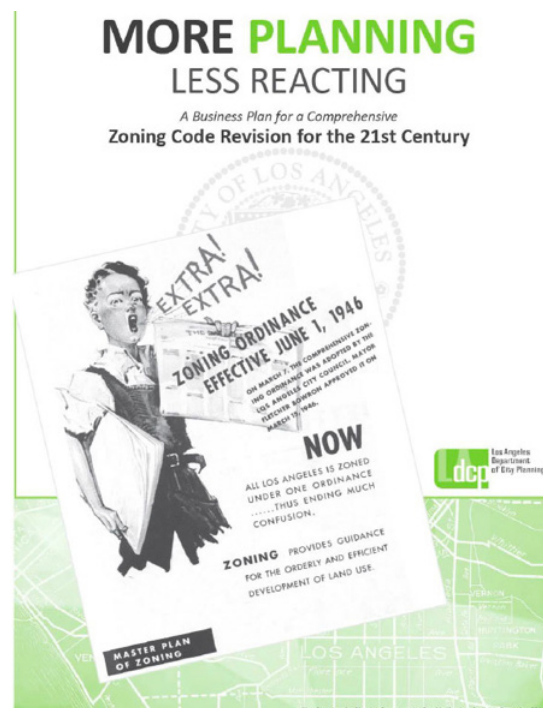
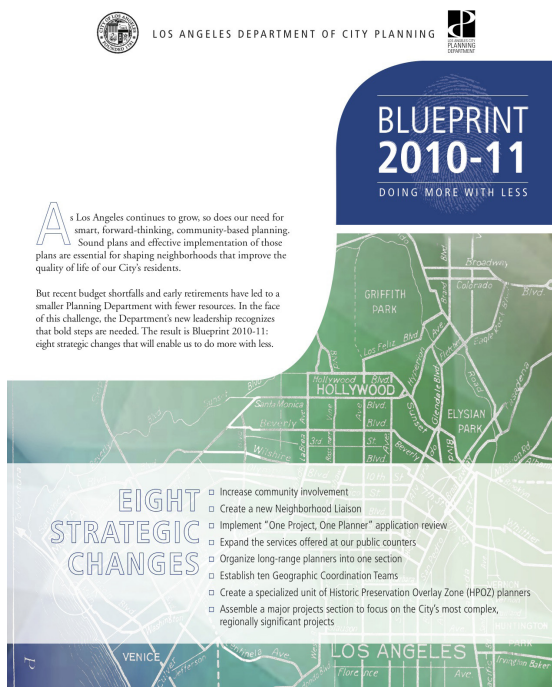


- Approved the Core Findings Ordinance that eliminates redundancy and updates findings to provide a better framework for analyzing the merits of proposed development projects.
- Approved an ordinance expanding the Conditional Use Permit (CUP) for Floor Area Ratio averaging to include the transfer of residential density in addition to commercial density.
- Approved the Multiple Approvals Ordinance to synchronize the expiration periods and appeal routes for projects with two or more discretionary land use approvals and extend the life of projects approved during the recession.
- Initiated the creation of a new zoning code. This is a multiple year project to update, standardize and enhance the zoning code resulting in standardization of processes, design requirements and new zones.

“The volume of permit applications, our caseloads, and processing time have risen exponentially. Yes, these increases have occurred during years of hiring freezes and unaddressed attrition. But, this Mayor and City Council have pledged to **strengthen our numbers**. We must respond by **ferreting out our systemic slowdowns**. Our delayed responses abet inferior projects and kill quality development.”


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SIMPLIFIED PROCESSES



5. **ADVANCE** homes for every income.

ACCOMPLISHMENTS

- Completed a comprehensive overhaul of citywide housing policies in the Housing Element of the General Plan, adopted in 2009; initiated an update of the Housing Element, for final adoption by September 2013.
 - Participated, with L.A. Housing Department (LAHD), in the preparation and completion of the City's Affordable Housing Benefit Fee Study, providing the justification for a permanent source of revenue to support the City's Housing Trust Fund.
 - Created more housing and affordable housing by adopting key housing ordinances (Transfer of Floor Area Ratio in downtown and portions of South L.A.; implementation of State density bonus law; and the elimination of density cap and other suburban requirements that previously governed downtown development).
 - Achieved City Planning Commission approval of the Jordan Downs Specific Plan, ensuring full replacement of affordable public housing units while also creating a more livable and vibrant mixed-income community.
 - Approved the Mello Act Implementation Ordinance to preserve affordable housing in the coastal zone.
 - Adopted the Residential Hotel Demolition or Conversion Interim Control Ordinance to prohibit the loss of affordable housing alternatives, including single-room occupancy (SRO) hotels citywide.
 - Implemented the Small Lot Ordinance allowing the subdivision of multi-family lots into small, separated single-family dwellings.
- 
- Implemented Assembly Bill 1866 allowing a second dwelling unit on residential lots.
 - Achieved City Council adoption of the University of Southern California (USC) Specific Plan and Development Agreement, facilitating a \$1 billion, 20-year project and spearheading a complex agreement on affordable housing and public benefits.

“We own a prized commodity: the power to increase the value of land by making its zoning more lucrative. The property owner need not be the exclusive beneficiary of our pen stroke. In this time of housing crisis, let’s unabashedly exploit this asset for the common good. Every upzoning should carry with it an obligation to provide, preferably through on-site units but at least via monetary contribution, **housing for the poor and middle class. We can all win.”**

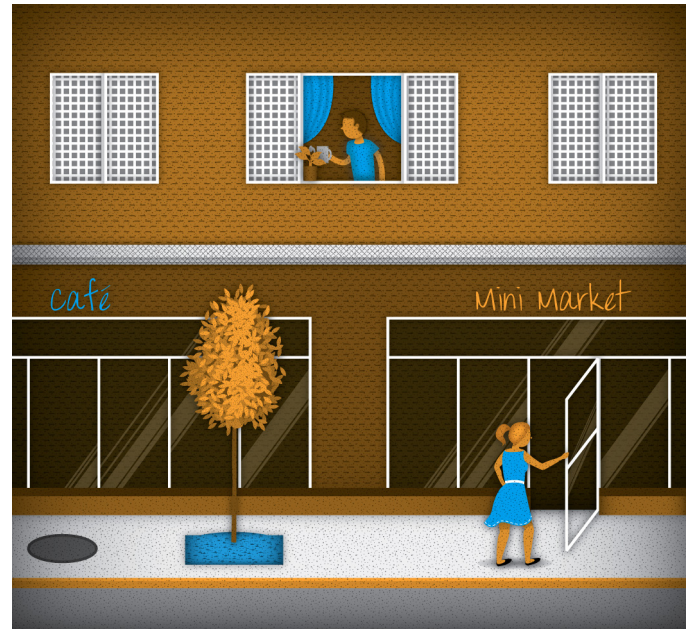
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6. LOCATE jobs near housing.

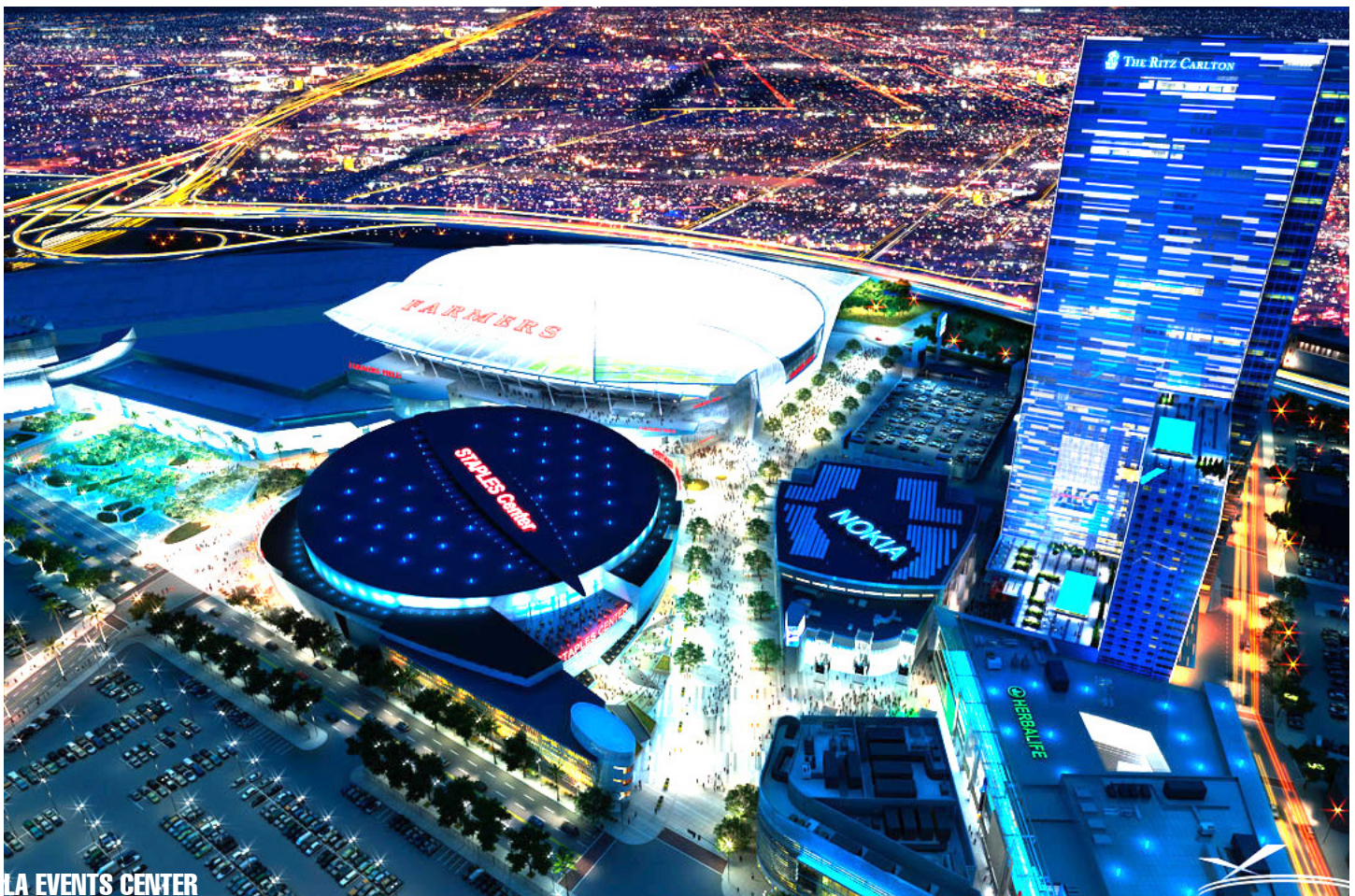
ACCOMPLISHMENTS

- Approved the new Warner Center Regional Core Comprehensive Specific Plan, reinventing Warner Center as a Transit-Oriented District that will provide new housing and employment opportunities.
- Approved the Cornfield-Arroyo Seco Specific Plan (CASP), creating a vibrant urban community with creative industrial uses near new residential communities.
- Positioned Los Angeles to lead the way in economic recovery and the development of “Clean Tech” employment by strengthening the City’s policies to protect and enhance property that is zoned for jobs.
- Approved the Mixed Use Technical Correction Ordinance to continue incentivizing mixed-use projects that would have been lost because of the expiration of Downtown’s Community Redevelopment Agency (CRA) areas.
- Achieved City Council adoption of the Convention Center Modernization and Event Center Specific Plan and Development Agreement, facilitating a multi billion dollar enhancement to the City and complex agreement on affordable housing and public benefits.



“The time for segregating jobs from housing in Los Angeles has passed. The age of unrelenting sprawl has met its match in intolerable commute times. Fortunately, we have several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, **we must include both jobs and housing in the new mix.**”

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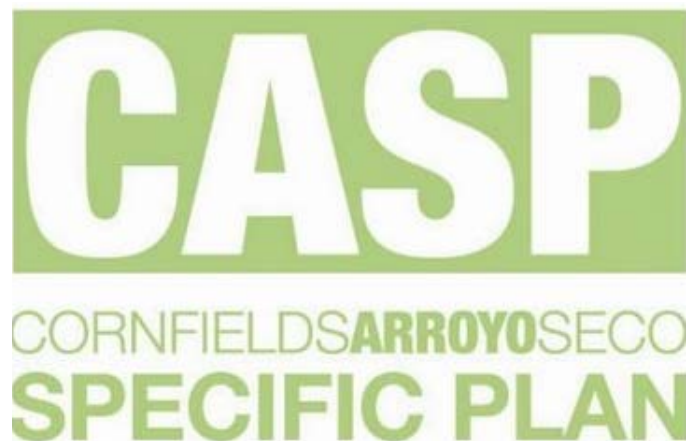
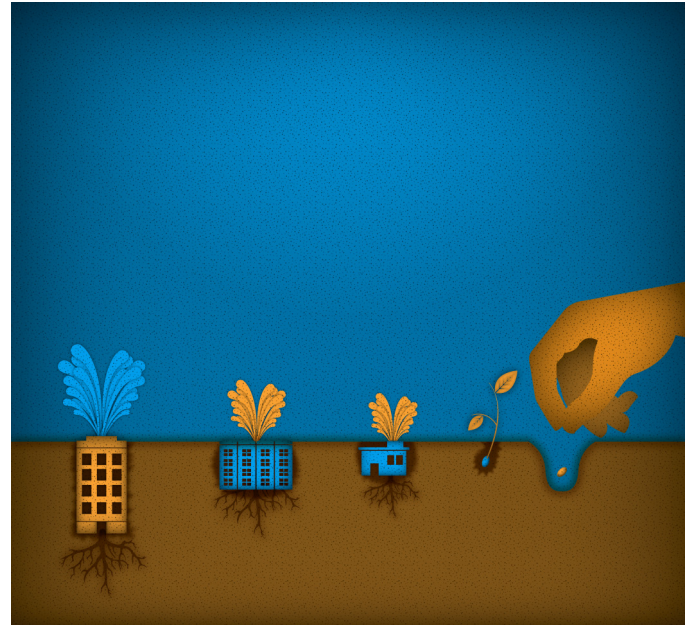


7. **P**RODUCE

green buildings.

ACCOMPLISHMENTS

- Developed and steered through Council approval of one of the most aggressive green building ordinances of any large city in the nation.
- Achieved approval of the River Improvement Overlay (RIO) enabling ordinance, creating the first RIO for the Los Angeles River (LARIO), encouraging buildings and design that relate to the context of the river.
- Approved the Cornfield Arroyo Seco Specific Plan (CASP), which has already been named as one of the nation's first Leadership of Energy and Environmental Design in Neighborhood Development (LEED-ND) projects with multiple owners. The Plan provides for conservation measures, water management tools, and reduced parking requirements to encourage green building and sustainable communities around two Gold Line stations.
- Achieved final City Council adoption of a Zoning Code Amendment to provide increased flexibility for solar structures.
- Approved the Green Building Maintenance Ordinance facilitating the new statewide CALGREEN building code by replacing references to LEED with L.A. Green.
- Achieved final City Council adoption of the Permeable Paving Ordinance, in accordance with the Low Impact Development Ordinance, to clarify which permeable paving materials can be used in parking lots and driveways.
- Achieved final City Council adoption of the Solar Zoning Ordinance that provides increased flexibility for incorporating solar structures into all types of projects.



“We are late to the party. The City’s codes must be overhauled to require, or at the very least incentivize, building materials, systems, and methods that are health conscious and environmentally friendly. We planners should not wait for such new rules to hit the books. Let’s announce today a menu of **benefits** that any developer who will commit **to building a LEED certified project** can expect in return from our department.”

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8. **LANDSCAPE** in abundance.

ACCOMPLISHMENTS

- Developed detailed landscape requirements in numerous Specific Plans, Community Design Overlays (CDOs), and Community Plan Implementation Ordinances (CPIOs).
- Created the River Improvement Overlay (RIO) supplemental use district, forward-looking requirements, and guidelines for native and low-water plants in the LA-RIO, aimed at encouraging a distinct “sense-of-place” along the Los Angeles River.
- Helped shape and spearhead a Council motion to initiate the creation of “Parklets”, extending sidewalks for public seating, gardens, bike parking, and amenities.
- Achieved final City Council adoption of the Truck Gardening Ordinance to define “Truck Gardening,” “Farming,” and update the Home Occupation Ordinance to allow truck gardening outside a main dwelling.
- Achieved final City Council adoption of new community plan language supporting the capping of freeways to create parks and open space in Hollywood and Downtown Los Angeles.



“The Mayor has challenged us to plant a million trees. But most development proposals still only offer to meet the minimum requirements for landscaping; many do not even rise to that level. We must rewrite our project submission requirements and our landscaping mitigation measures to show our seriousness and solidarity of purpose on adding shrubs, vines, and trees **to create an urban forest.”**

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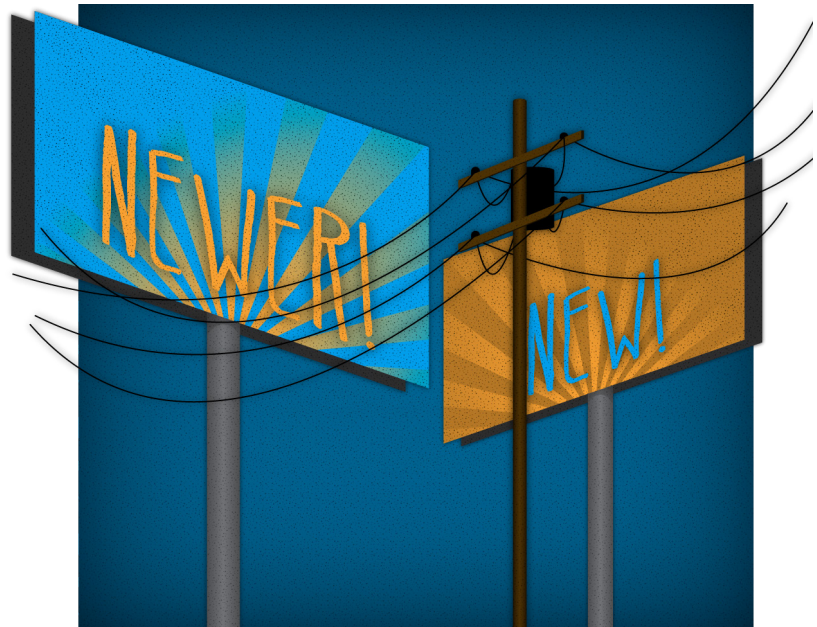


VILLAGE AT WESTFIELD TOPANGA PUBLIC SIDEWALK AND LANDSCAPE AREA

9. **ARREST** visual blight.

ACCOMPLISHMENTS

- Approved the first comprehensive overhaul of the City's 1962 Cultural Heritage Ordinance.
- Completed comprehensive historic resource surveys for 12 Community Plan Areas (approximately one-third of the City) for "SurveyLA," the Los Angeles Historic Resources Survey Project, in partnership with the J. Paul Getty Trust.
- Approved a citywide Sign Ordinance to address visual blight, sign clutter, digital displays and other signage issues (pending final adoption by the City Council).
- Achieved final City Council adoption of the Mural Ordinance that regulates new and existing Original Art Murals (pending final adoption by the City Council).
- Achieved final City Council adoption of the Shopping Carts Ordinance to reduce the proliferation of abandoned shopping carts in neighborhoods.



“Amidst the clutter of power lines, slapdash signage, and the demolition of our historic gems, it is difficult to find visual calm on our streets. The Planning Department has a key role to play in reducing the built intrusions into the lives of our residents. We must seek phased **elimination of above-ground wires, controlled limitation of signage** to appropriate districts, numbers, and sizes, and **preservation of our historic resources.**”

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10. **N**EUTRALIZE mansionization.

ACCOMPLISHMENTS

- Created and steered through Council approval two new ordinances to prevent the citywide mansionization of the single-family neighborhoods in the City's flatlands and hillsides.
- Achieved final Council adoption of Residential Floor Area (RFA) Ordinances for Studio City and Sunland Tujunga, providing additional, tailored protection to residential neighborhoods.
- Adopted specific mansionization and hillside development controls for the Hollywood Hills and the Northeast Hillsides areas.



SIGNING OF THE BASELINE HILLSIDE ORDINANCE

Los Angeles Mayor Antonio Villaraigosa signs the Baseline Hillside Ordinance, flanked by Councilmembers Reyes, Koretz, and LaBonge, as well as community members at a City Hall ceremony.

“Neighborhoods zoned single family deserve our protection. The most pervasive threat they face is the replacement of existing homes with residences whose bulk and mass is significantly larger than the street’s current character, sacrificing greenery, breathing room, light, and air. Let’s be the champions of a city-wide solution to **prevent out-of-scale residences.**”

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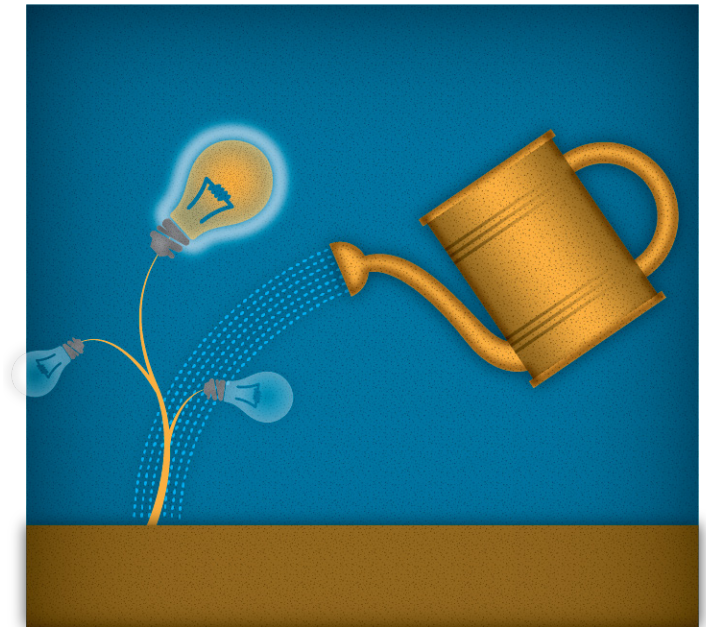


HOLLYWOOD HILLS

11. **N**URTURE planning leadership.

ACCOMPLISHMENTS

- Reasserted the value of planning by emphasizing the creation and passage of New Community Plans, creating a clearer planning vision and direction for the communities of San Pedro, Hollywood, West Adams, Sylmar, and Granada Hills, enstiling greater certainty for both developers and community members.
- The Office of Historic Resources was honored with the 2011 National American Planning Association (APA) Award for Public Outreach, recognizing the innovative outreach and engagement strategies for “SurveyLA,” the citywide historic resources survey.
- Won the Los Angeles Conservancy Preservation Award and an American Planning Association, Los Angeles Chapter Award, recognizing the success of the HPOZ Preservation Plan Program in clarifying the approval process within the City’s 29 historic districts.
- Recruited high quality staff members to the Department of City Planning, creating a culture of change to entice talented and highly educated urban planners to work for the City of Los Angeles.
- Invested in professional development through APA, Planning Day, and hosted the 2008 APA California Conference and the 2012 APA National Conference.
- Created and implemented a comprehensive training program for urban design, walkability, and bikeability.



“Professional planning advice has been supplanted in this City with politically engineered compromise. Decades of this behavior have produced a reticent Planning Department that bends freely to both elected officials and fellow departments. We must alter this culture by standing strong for one thing at all times: advocacy of sound planning. **Courageous and cogent planning must be rewarded** and its practitioners promoted to positions of leadership.

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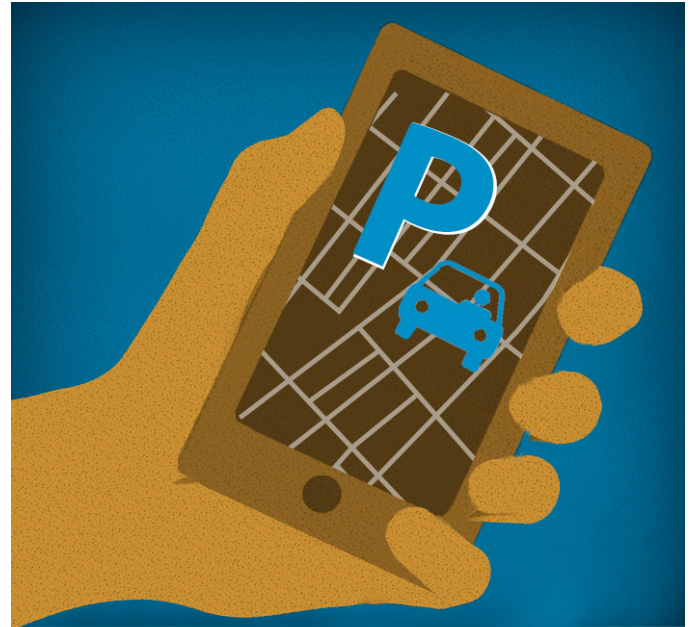


DESIGN GUIDELINES TRAINING FOR CITY PLANNING STAFF

12. IDENTIFY smart parking requirements.

ACCOMPLISHMENTS

- Achieved final City Council adoption of the Modified Parking Requirement (MPR) District Ordinance to provide greater flexibility in implementing parking requirements tailored to local context, including within TODs.
- Developed an innovative zoning tool to facilitate the redevelopment and revitalization of older commercial strips by transforming underutilized street parking spaces into “parking credits” and permitting such credits in lieu of required parking spaces for new uses.
- Recommended new minimum parking ratios for Bunker Hill that approach zero as additional transit infrastructure comes online for properties directly adjacent to transit.
- Approved the Bicycle Parking Spaces Ordinance which increases bicycle parking space requirements for commercial and residential uses.
- Approved the Medical Services Professionals Ordinance to distinguish low-density medical service uses from more intensive medical uses in relation to parking and zoning requirements.
- Approved the innovative parking policies in the Cornfield Arroyo Seco Specific Plan (CASP), removing all minimum and maximum parking requirements.



PARKING METER

“Our long-standing love affair with the automobile has led us to mandate acres of parking spaces and parking lots that often occupy prime street frontage. We must revisit our “one size fits all” suburban parking standards, and replace them with project and location-specific tools such as **parking maximums, pooled parking, automated stacked parking, and other emerging techniques.**”

Do Real Planning (2007)

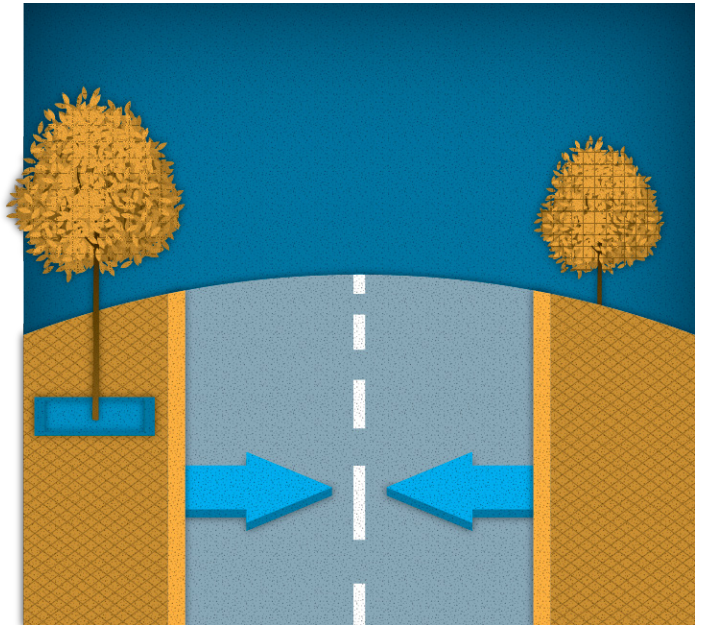
As Originally Issued by Los Angeles City Planning Commission



13. **N**ARROW road widenings.

ACCOMPLISHMENTS

- Achieved City Council adoption of the innovative 2010 Bicycle Plan, shifting Los Angeles to a more multi-modal plan by establishing three inter-related networks for 1,680 miles of bicycle facilities; created and staffed the new inter-agency Bicycle Plan Implementation Team to carry out the new plan.
- Completed a “Street Classification and Benchmarking Study,” in coordination with LADOT, to provide recommendations for new transit-priority, bicycle-priority and pedestrian-priority street classifications, as well as “smart mobility” alternatives to traditional level of service-based performance measures used in project review.
- Launched the General Plan’s Mobility Element (formerly the Transportation Element) including an innovative public outreach campaign through MindMixer at: ideas.LA2B.org, which will be moving Los Angeles away from road widening as a primary transportation strategy.
- Adopted new street standards for all major boulevards in Downtown L.A. and Hollywood that limit future road widening along pedestrian areas.



LA STREET CLASSIFICATION AND BENCHMARKING SYSTEM



Submitted by:

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Revised October 2010

Do Real Planning (2007)

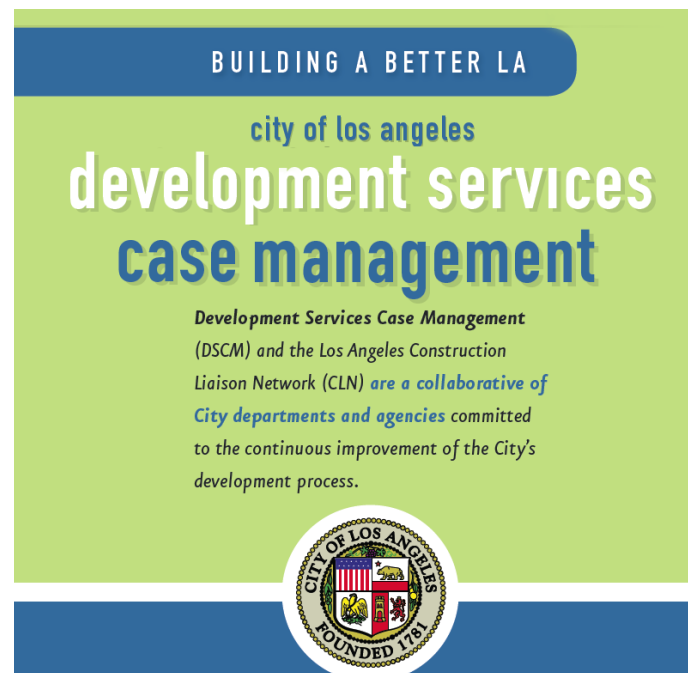
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14. **GIVE** project input early.

ACCOMPLISHMENTS

- Launched the formation and consolidation of the City's Development Services Center. Applications for all discretionary land use approvals, including subdivisions, are now accepted at the Center's offices in Downtown Los Angeles and in the San Fernando Valley. Center staff also now clear conditions related to applications for building permits, providing an extra level of service.
- Created the Development Services Case Management (DSCM) Office at Figueroa Plaza. Planning staff collaborate with their colleagues from Building and Safety, the Bureau of Engineering, Department of Transportation, Department of Water and Power, Street Lighting and Urban Forestry to give project input early and proactively resolve conflicting issues. Trained to "cut the red tape and roll out the red carpet," DSCM staff is adept at advising applicants on the intricacies of the City's planning and permitting processes.
- Updated and significantly improved the pioneering Zoning Information and Map Access System (ZIMAS) Geographic Information System (GIS) to provide detailed information on every property in the City. This is an invaluable tool for City staff, developers, property owners, and the public in shaping proposed projects.
- Adopted the HPOZ Preservation Plans in December 2010, which ensure that all applicants within Los Angeles' 29 historic districts may evaluate their project needs through clear and detailed design guidelines, and can receive up-front input from staff and HPOZ Boards.
- Received numerous awards for its "Historic Homeowner Education Program", which includes multi-lingual outreach materials to assist applicants within the City's HPOZs.



“A hallmark of our passivity has been to offer our advice so late in the development process as to be irrelevant. We routinely hear “the plans have been finished for months” or “the cost of making that change would be prohibitive.” The Planning Department must reorganize its case intake process and **provide preliminary guidance**, or outright rejection of the case as incomplete, **within sixty days after an application is filed.**”

Do Real Planning (2007)
As Originally Issued by Los Angeles City Planning Commission

Caring for your Historic Home



Preserving L.A.'s Legacy

Fences & Gates

Basic Tips on Fencing

Front yard fences are not appropriate for lots that were originally open. Use hedges, shrubs, and trees for more attractive screening. Instead of fencing the entire yard for privacy, screen a sitting or patio area. If a fence is added to the front yard, make sure it is see-through and does not block the view of the building.

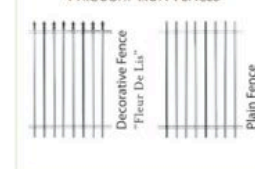
Some fence types should not be built in the front yard. These include natural wood basket weave, open concrete block walls, chain link, and split rail fences. Iron fences with brick or stone may not look good on small lots, but can be considered for larger lots.

FENCE STYLES

Picket – Wood picket fences were used with Colonial, Victorian or Craftsman styles.

Wrought Iron – Simple, dark colored wrought iron fences were used with Revival Period styles, Craftsman, and sometimes Victorian styles.

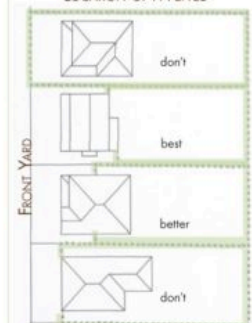
TYPES OF WROUGHT IRON FENCES



ZONING CODE REQUIREMENTS

Front yard fences must be less than 42 inches in height. If the fence is over this height, you will need to apply for a Fence Height Variance from the Department of City Planning in addition to any HPOZ review. For questions about fence height and the zoning code contact the Department of Building and Safety at (888) 524-2845.

LOCATION OF A FENCE

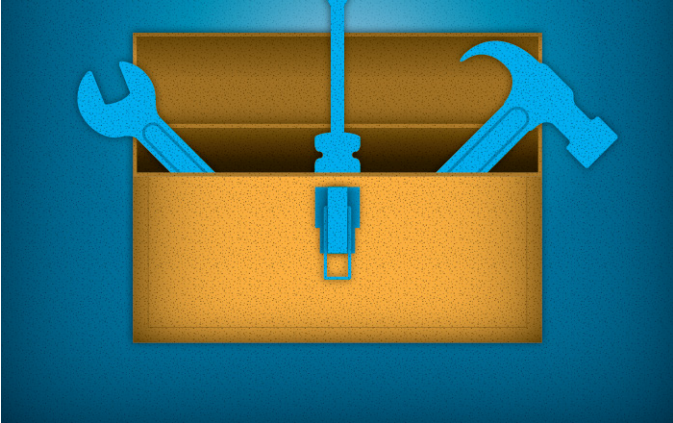


PROBLEMS WITH FENCES

Many people build fences for security. A fence can make you feel boxed in and make your yard feel small. Fences can cost a lot to build and maintain. A tall fence can cut out light and breezes to your house. If you feel you need a fence for safety reasons, consider securing the rear and side yards first.

METHODS

TOOLBOX OF IMPLEMENTATION STRATEGIES

- **Develop Guidelines:** A recommended practice to provide direction and guidance and allow some discretion and flexibility in their interpretation and implementation.
 - **Create Standard Conditions of Approval:** A tool to provide early input by promoting clear requirements and standard conditions of operation on specific permits or types of uses, such as schools.
 - **Outreach to Professional Organizations:** Seek the expertise of professional organizations and gain their input on specific issues to make informed decisions and create better policies.
 - **Expand Collaborations with other Commissions, Departments and Agencies:** Reach out to other City and regional agencies that are dealing with similar issues and projects to gain shared understanding and consistent direction.
 - **Champion Pilot Projects:** Create and support ideas for pilot projects to discover how to generate citywide programs and craft new ordinances, such as the Streets4people public plaza program.
 - **Issue Advisory Notices:** Create and adopt an early notification to applicants of policies, special criteria, and potential design modifications for specific types of projects. An example is the Freeway-Adjacent Residential Housing Advisory.
 - **Host Topical Study Sessions:** The Commission holds a public meeting to bring in experts on an issue of special concern such as parking, affordable housing, or air pollution. The sessions are to gather information to help inform the discussion on a citywide planning issue.
- 
- **Create Ad Hoc Commission Committees:** Small committees of 3 to 4 members focused around a significant city project, citywide issue or commission report.
 - **Utilize Planning Department Staff Expertise:** Draw upon the expertise of planning staff for shaping policy direction, addressing community needs and employing implementation tools.
 - **Give Project Input Early:** Provide clear and consistent guidance early in the development of legislation or project review for staff, community members, elected officials, and applicants. Utilize some of the above tools such as guidelines, standard conditions, advisory notices, and study sessions to create effective early input.



The 14 guiding principles included in the City Planning Commission’s “Do Real Planning” need to be evaluated periodically. The Commission has raised these issues to give them focus. Today, when looking back at these principles, some have been addressed, some are ongoing, and others need continued attention. Looking forward, the City Planning Commission has identified new issues to explore, as follows:

Public Health: Urban planning and public health share common missions and perspectives. Both aim to improve human well-being, emphasize needs assessment and service delivery, manage complex social systems, focus at the population level, and rely on community-based participatory methods. Both fields focus on the needs of vulnerable populations. They share the goal of creating good quality public spaces that promote communication, human interaction, exercise and help to prevent violence, isolation, breakdown or segregation of communities.

Civic & Community Engagement: Civic engagement is about engaging the people to define the public good, determine the policies to create good neighborhoods, and give opportunities to shape policy to build a better city. Individual and collective participation in the planning processes should be designed to identify and address issues of public concern in a meaningful way that influences the built environment.

Social Equity: The National Academy of Public Administration defines social equity as “the fair, just and equitable management of all institutions serving the public directly or by contract; the fair, just and equitable distribution of public services and implementation of public policy; and the commitment to promote fairness, justice, and equity in the formation of public policy.” Social equity and environmental justice in the planning process may result in the prioritization of transit service to address gaps in mobility. It may also work to avoid or mitigate disproportionately high and adverse social, economic, or human health impacts for historically disadvantaged populations. In addition to considering origins, priority should be given to destinations for employment, education, healthcare, social services, and civic and cultural engagement.

**DO
REAL
PLANNING**