

## Chapter 1

# The General Plan System

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This chapter describes the Citywide General Plan Framework Element, an element of the City of Los Angeles General Plan, and the General Plan System for the City of Los Angeles, which includes the Framework Element, a Land Use Element comprised of 35 community plans, twelve citywide elements which address various citywide topics, a Monitoring System, and an Annual Report on Growth and Infrastructure.

The General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It is the product of numerous public workshops and events, advisory committee meetings, and economic, land use, and environmental studies conducted by a team of city planners, engineers, and consultants.

It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Framework Element strategies build upon the historic physical form and character of Los Angeles in a manner that enhances, rather than degrades, the City's and region's environmental resources and quality of life for residents. The Framework Element's strategies are based on the following principles:

### **Economic Opportunity**

*Economic opportunity in all communities is essential to improve social equity and maintain the quality of life. A business-friendly environment is a requirement for protecting current jobs and developing new ones.*

### **Equity**

*Equity means that public resources are invested on the basis of priority community needs. Decisions concerning the location and level of public investment necessary to meet citywide needs should be made in ways that do not unfairly impact any one single community.*

### **Environmental Quality**

*Environmental quality means cleaner air, enhanced mobility, and accessible open space, and is a foundation for attracting and retaining economic investment and improving neighborhood liveability. Limited resources should be used wisely so that the needs of today can be met without compromising the ability of future generations to meet the needs of tomorrow.*

### **Strategic Investment**

*Strategic investment in infrastructure systems and public facilities and services is important to ensure mobility and access to jobs, and to maintain environmental quality. Public resources should be invested in ways that leverage private capital to produce the greatest economic benefit for all residents of the City.*

### **Clear and Consistent Rules**

*Clear and consistent rules governing both public and private sector development are necessary to expand economic opportunity and protect the character of residential neighborhoods. These rules should provide predictability to anyone who develops property, including small businesses*

*and individual homeowners.*

### **Effective Implementation**

*Effective implementation is comprehensive, continuing, and responsive to changing circumstances and needs. Communities and neighborhoods must be engaged in a participatory process of planning for their futures within a citywide context.*

These principles shape and form the Framework Element's goals, objectives, policies, and implementation programs in the following chapters: Land Use, Housing, Urban Form and Neighborhood Design, Open Space and Conservation, Transportation, and Infrastructure and Public Services.

*Economic opportunity* is addressed by the Framework Element's Economic Development Chapter, which sets forth policies intended to help generate 200,000 jobs over forecast levels by the year 2010. Permit streamlining programs and transportation construction and other public works projects all stimulate economic opportunity, while the Framework Element's land use policies help ensure that there is an adequate supply of land and entitlement capacity available for new development.

*Equity* is broadly addressed throughout the Framework Element. The Economic Development Chapter calls for targeting infrastructure and public service investments in economically disinvested communities. The Land Use Chapter identifies districts, centers, and boulevards throughout the City. The Open Space and Conservation Chapter addresses the critical lack of recreational opportunities in the City's urban cores and its older residential neighborhoods through establishment of a citywide greenways network and development of smaller parks and plazas.

The Housing Chapter calls for implementation of the City's regional fair share housing needs. Permit streamlining and other development regulatory reforms can reduce the cost of housing, making it more affordable for lower income groups. The Land Use Chapter includes policies which encourage mixed commercial and residential development in districts and centers and along some of the City's many boulevards. An adequate supply of housing that meets market demands, augmented through mixed-use development, can help stabilize prices and maintain affordability.

The Transportation Chapter calls for development of a multimodal approach to mobility, providing a variety of choices--including shuttles and light rail systems as well as the more traditional fixed route busses--that will ensure access to jobs for those who do not own a car. The Infrastructure and Public Services Chapter calls for provision of fire protection, police, library, recreational, and other services at adequate levels in every neighborhood of the City.

*Environmental quality* is addressed by the Land Use and Transportation Chapters, which include development and mobility strategies for reducing air emissions. By encouraging growth that occurs to locate in centers and along boulevards served by transit, traffic congestion is reduced and air quality is improved. The Open Space and Conservation Chapter sets forth policies for the protection of the City's natural environmental resources.

The Infrastructure and Public Services Chapter continues current City policies concerning waste product recycling and water and electric power conservation. The compact development encouraged by the Land Use Chapter is more energy efficient than current patterns of

development. The Urban Form and Neighborhood Design Chapter's residential development standards and citywide greenways network both enhance the quality of life by making neighborhoods more liveable.

*Strategic public investment* is advocated in both the Transportation and Infrastructure and Public Services Chapters as methods to stimulate economic development as well as maintain environmental quality. Coordinated street lights, functioning utilities, and adequate sewage capacity, while seemingly mundane, provide the essential foundations that make cities work. To the extent that Los Angeles is perceived as having a good quality of life and sound public services, the City's economic base is strengthened.

*Clear and consistent rules* are advanced through the Land Use Chapter's standard land use categories and definitions, thus bringing a measure of clarity and certainty to community plans. The Implementation Chapter calls for the completion of regulatory reforms that will "cut the red tape," making it easier for the City to attract jobs and private investment.

*Implementation* is made more effective through citywide monitoring of growth trends and infrastructure capacity. Public participation will ensure the responsiveness and relevance of the community plans that, over time, will be updated as a strategy for implementing the Framework Element. An annual report to the City will provide an opportunity to make policy adjustments as necessary in light of changing circumstances.

## **COMMUNITY INVOLVEMENT**

Community involvement in the preparation of the Framework Element consisted of 60 neighborhood and two citywide public workshops. Over 3,000 persons participated in these events.

These workshops were advertised via special mailings, public service announcements, videos, and press releases to general and special interest newspapers, including publications oriented towards particular ethnic communities. In addition, a dedicated toll-free telephone line enabled the general public to call for "more information" about the project as publications became available or workshop dates were announced.

The community participation effort also included interviews and "focus group" discussions with community leaders, homeowners, property owners, and others.

## **STEERING COMMITTEE**

A Steering Committee consisting of representatives from the Planning, Transportation, and Public Works Departments provided management direction to the project.

## **TECHNICAL ADVISORY COMMITTEE**

A Technical Advisory Committee (TAC) provided review, technical assistance, and input on policy development. Membership on the TAC included representatives from the following City departments and outside agencies:

- Airports
- Building and Safety
- California Regional Water Control Board

Chief Legislative Analyst  
City Administrative Officer  
City Attorney  
Community Development  
Community Redevelopment Agency  
Councilman Hal Bernson's Office  
Cultural Affairs  
Environmental Affairs  
Fire  
Harbor  
Housing  
Housing Authority  
Los Angeles Unified School District  
Mayor's Office  
Metropolitan Transportation Authority  
Police  
Public Works  
Recreation and Parks  
Southern California Association of Governments (SCAG)  
South Coast Air Quality Management  
District (SCAQMD)  
Transportation  
Water and Power

## **STATUTORY REQUIREMENTS**

California State Government Code Section 65300 requires each county and city, including charter cities, to adopt a comprehensive general plan. The general plan may be adopted either as a single document or as a group of related documents organized either by subject matter or by geographic section within the planning area [Government Code Section 65301 (b)]. The general plan must be periodically updated to assure its relevance and usefulness.

Changes to the law over the past twenty years have vastly boosted the importance of the general plan to land use decision-making. A general plan may not be a "wish list" or a vague view of the future but rather must provide a concrete direction. In essence, the general plan is a "constitution for development," the foundation upon which all land use decisions in a city or county are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private.

The general plan must include the following seven mandated elements (Government Code Section 65320):

1. Land Use
2. Circulation
3. Housing
4. Conservation
5. Noise
6. Open Space
7. Safety

In addition, State law permits the inclusion of optional elements which address needs, objectives, or requirements particular to that city or county (Government Code Section 65303).

Counties and cities have flexibility in organizing their general plans. This is permissible as long as all of the requirements specified for each of the seven mandated elements are addressed. For example, it is permissible to combine the Open Space and Conservation Elements into a single element (Government Code Section 65301 (a)).

The State law recognizes that the diversity of the State's communities and their residents and, thus, requires them to implement the general plan law in ways to accommodate local conditions while meeting its minimum requirements (Gov't Code § 65300.7). Further, State law recognizes that cities' and counties' capacity to respond to State planning law will vary due to the differences between them in size, characteristics, population, density, fiscal and administrative capabilities, land use and development issues and human needs (Gov't Code § 65300.9).

As a result, State law has given a city with the diversity and size of Los Angeles latitude in formatting, adopting and implementing its general plan, as long as it adheres to the minimum requirements of State law.

**ORGANIZATION OF THE LOS ANGELES CITY GENERAL PLAN**

The City of Los Angeles has reorganized the elements which comprise its general plan. Some mandatory elements have been combined. Others have been organized into separate elements. Optional elements have been added.

These changes are necessary to better address the particular issues facing the City of Los Angeles. The twelve elements which will comprise the Los Angeles City General Plan are listed below:

- A. CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT
- B. LAND USE ELEMENT

The Land Use Element is divided into the following community plans:

<p><b>Metropolitan Geographic Area</b></p> <ul style="list-style-type: none"> <li>1. Boyle Heights</li> <li>2. Central City</li> <li>3. Central City North</li> <li>4. Hollywood</li> <li>5. Northeast Los Angeles</li> <li>6. Silver Lake - Echo Park</li> <li>7. Westlake</li> <li>8. Wilshire</li> </ul>	<p><b>South Geographic Area</b></p> <ul style="list-style-type: none"> <li>9. South Central Los Angeles</li> <li>10. Southeast Los Angeles</li> <li>11. West Adams - Baldwin Hills - Leimert Park</li> </ul>
<p><b>San Fernando Valley Geographic Area</b></p> <ul style="list-style-type: none"> <li>12. Arleta - Pacoima</li> <li>13. Canoga Park - Winnetka - Woodland Hills</li> </ul>	<p><b>West/Coastal Geographic Area</b></p> <ul style="list-style-type: none"> <li>26. Bel Air</li> <li>27. Brentwood - Pacific</li> </ul>

14. Chatsworth - Porter Ranch	Palisades
15. Encino - Tarzana	28. Harbor Gateway
16. Granada Hills - Knollwood	29. Palms
17. Mission Hills - Panorama City - North Hills	30. San Pedro
18. North Hollywood	31. Venice
19. Northridge	32. West Los Angeles
20. Reseda - West Van Nuys	33. Westchester
21. Sherman Oaks - Studio City - Toluca Lake	34. Westwood
22. Sun Valley	35. Wilmington
23. Sunland / Tujunga - Shadow Hills - Lakeview Terrace	
24. Sylmar	
25. Van Nuys - North Sherman Oaks	

[Click Here to View Figure 4-1 City Subregions](#)

C. AIR QUALITY ELEMENT

D. TRANSPORTATION ELEMENT

E. HOUSING ELEMENT

F. INFRASTRUCTURE SYSTEMS ELEMENT

G. OPEN SPACE AND CONSERVATION ELEMENT

H. NOISE ELEMENT

I. PUBLIC FACILITIES AND SERVICES ELEMENT

J. HISTORIC PRESERVATION AND CULTURAL RESOURCES ELEMENT

K. SAFETY ELEMENT

L. URBAN FORM AND NEIGHBORHOOD DESIGN ELEMENT

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The following chart identifies the relationship between the existing general plan structure and the new general plan structure. The chart explains which existing elements have been superseded by or incorporated into new elements. Completion of all general plan elements, including necessary comprehensive updates, is dependent upon adequate funding.

## Comparison of the Existing General Plan Structure with the New General Plan System

†Mandatory Elements under State Law

\*Revision required when 1994 South Coast Air Quality Management Plan adopted

<b>Existing General Plan Structur</b>	<b>New General Plan System</b>
<b>CONCEPT LOS ANGELES</b> (long-range citywide policy)	To be superseded by the FRAMEWORK ELEMENT
<b>CITYWIDE ELEMENT</b>	To be superseded by the FRAMEWORK ELEMENT
<b>LAND USE ELEMENT</b> (Made up of 35 community plans)	No change
<b>CIRCULATION ELEMENT</b>	To be superseded by the TRANSPORTATION ELEMENT
Bicycle Plan	To be incorporated into the TRANSPORTATION ELEMENT
Central City Elevated Pedway	To be deleted as obsolete
Highways and Freeways	To be incorporated into the TRANSPORTATION (included in community plans) ELEMENT
<b>SERVICE SYSTEMS ELEMENT</b>	
City-Owned Power Transmission Right-of-Way	To be incorporated into the INFRASTRUCTURE SYSTEMS ELEMENT
Drainage	To be incorporated into the SAFETY ELEMENT
Major Equestrian and Hiking Trails	To be incorporated into the PUBLIC FACILITIES AND SERVICES ELEMENT
Power System	To be incorporated into the INFRASTRUCTURE SYSTEMS ELEMENT
Public Libraries	To be incorporated into the PUBLIC FACILITIES AND SERVICES ELEMENT
Public Recreation	To be incorporated into the PUBLIC FACILITIES AND SERVICES ELEMENT
Public Schools	To be incorporated into the PUBLIC FACILITIES AND SERVICES ELEMENT
Sewerage	To be incorporated into the

	<b>INFRASTRUCTURE SYSTEMS ELEMENT</b>
Water System	To be incorporated into the INFRASTRUCTURE SYSTEMS ELEMENT
<b>ENVIRONMENTAL ELEMENT</b>	
*Air Quality	Adopted as new AIR QUALITY ELEMENT in 1992
City-Collected Refuse Disposal	To be incorporated into the INFRASTRUCTURE SYSTEMS ELEMENT
†Conservation	To be superseded by the OPEN SPACE AND CONSERVATION ELEMENT
†Noise	To be updated as the NOISE ELEMENT
†Open Space	To be updated as the OPEN SPACE AND CONSERVATION ELEMENT
Scenic Highways	To be incorporated into the TRANSPORTATION ELEMENT
<b>CULTURAL ELEMENT</b>	
Cultural and Historic Monuments	To be superseded by the HISTORIC PRESERVATION AND CULTURAL RESOURCES ELEMENT
<b>†HOUSING ELEMENT</b>	Adopted as new HOUSING ELEMENT in 1993 Revision required by July, 1996
<b>†SAFETY ELEMENT</b>	
Fire Protection	To be included in the SAFETY ELEMENT
Safety	To be updated as the SAFETY ELEMENT
Seismic Safety	To be included in the SAFETY ELEMENT

## PURPOSE OF THE CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT

The Framework Element establishes the broad overall policy and direction for the entire general



plan. It is a discretionary element of the general plan which looks to the future and replaces Concept Los Angeles and the Citywide Plan (adopted in 1974). It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the general plan's other elements -- including the community plans which collectively comprise the Land Use Element. The Framework Element also provides guidance for the preparation of related general plan implementation measures including Specific Plans, ordinances, or programs, including the Capital Improvements Program.

The Framework Element is not sufficiently detailed to impact requests for entitlements on individual parcels. Community plans will be more specific and will be the major documents to be looked to for consistency with the general plan for land use entitlements.

The Framework Element sets forth a conceptual relationship between land use and transportation on a citywide basis and defines new land use categories which better describe the character and function of the City as it has evolved over time. In addition, it sets forth an estimate of population and employment growth for a 15 to 20 year time period that can be used to guide the planning of infrastructure and public services. This, however, does not represent a limit on growth or a mandated level of growth in the City or its community plan areas. Traditionally, such "end-state" limits have proven ineffective in guiding growth and public infrastructure and service investments and in responding to the changing needs of a city's residents and its economy. In its place, the Framework Element establishes a program to annually monitor growth, its impacts, and infrastructure and service needs that will be documented in a report to the City Council and pertinent service departments and agencies. This will provide decision makers and planners with the information that is essential in shaping growth in a manner that can mitigate its impacts, minimize development costs, conserve natural resources, and enhance the quality of life in the City.

## **REGIONAL CONTEXT AND CONFORMITY WITH OTHER REGIONAL PLANS**

The Framework Element serves as subregional input to the Southern California Association of Governments Regional Comprehensive Plan and Guide and provides a context for cooperative planning efforts between the City of Los Angeles, adjacent cities, and the County of Los Angeles. The Framework Element, along with the Air Quality Element and the Transportation Element, ensures conformity between the Los Angeles City General Plan and the Regional Comprehensive Plan and Guide and the Regional Air Quality Management Plan. The Regional Comprehensive Plan and Guide includes Growth Management and Mobility components.

## **MONITORING AND REPORTING**

The Department of City Planning will develop and implement a growth Monitoring System and annually prepare a Report on Growth and Infrastructure to the Mayor, City Council, and the City Planning Commission. The Annual Report on Growth and Infrastructure will include policy and program recommendations and summary information generated by the Monitoring System on the City's changing circumstances, needs, and trends.

## **ORGANIZATION OF THE FRAMEWORK ELEMENT**

The Framework Element consists of ten chapters that provide guidance to the comprehensive update of general plan elements and related implementation measures, as follows:

### **Chapter 1: General Plan System**

This chapter defines the elements of the City of Los Angeles General Plan, how the City of Los Angeles addresses the issues required by the seven elements mandated by the State of California, and the role of the General Plan Framework Element in

the comprehensive update of the other elements that comprise the City of Los Angeles General Plan.

### **Chapter 2: Growth and Capacity**

This chapter establishes a consistent set of baseline and forecasted growth levels for population, employment, and housing citywide and for each community planning area and City subregion. It defines the planning assumptions that shall be used to ensure consistency in the comprehensive update of the other elements that comprise the City of Los Angeles General Plan.

### **Chapter 3: Land Use**

This chapter provides guidance for the comprehensive update of the community plans that collectively comprise the Land Use Element and related implementation measures.

### **Chapter 4: Housing**

This chapter provides guidance for the comprehensive update of the Housing Element and related implementation measures.

### **Chapter 5: Urban Form and Neighborhood Design**

This chapter provides guidance for the amendment of the Land Use Element and the preparation of an Urban Form and Neighborhood Design Element and related implementation measures.

### **Chapter 6: Open Space and Conservation**

This chapter provides guidance for the comprehensive updates of the Land Use and the Open Space and Conservation Elements and related implementation measures.

### **Chapter 7: Economic Development**

This chapter provides guidance for the preparation of an Economic Development strategy, and related implementation measures.

### **Chapter 8: Transportation**

This chapter provides guidance for the comprehensive update of a Transportation Element and related implementation measures.

### **Chapter 9: Infrastructure and Public Facilities**

This chapter provides guidance for the preparation of the Infrastructure Systems and the Public Facilities and Services Elements, and related implementation measures, including financing strategies.

### **Chapter 10: Implementation Programs**

This chapter is a synopsis of measures that implement the General Plan Framework Element policies and standards, and makes clear how the plan policies are to be applied.

## **INTERNAL GENERAL PLAN CONSISTENCY**

According to California State Government Code Section 65300.5, a general plan must be integrated and internally consistent, both among the elements and within each element. This requirement applies to any optional Elements adopted by the City as well as the mandatory elements.

The internal consistency requirement also applies to the community plans which collectively comprise the City's Land Use Element. All principles, goals, objectives, policies, and plan proposals set forth in the general plan must be internally consistent.

All adopted elements have equal status and no element may be made subordinate to another.

### **1. The General Plan Framework Element and Its Relationship to the General Plan**

The Framework Element is a special purpose element of the City of Los Angeles General Plan that establishes the vision for the future of the City of Los Angeles and the direction by which the citywide elements and the community plans shall be comprehensively updated in harmony with that vision. The Framework Element establishes development policy at a citywide level and within a citywide context, so that both the benefits and challenges of growth are shared.

Given the size and complexity of the City, the process of updating the community plans and the citywide elements takes time. The Framework Element's Long-Range Land Use Diagram and associated land use policies take effect incrementally, as each comprehensive community plan update is adopted.

The Framework Element replaces *Concept Los Angeles* and the *Citywide Plan*. This element enables a citywide perspective, to determine the most effective distribution of growth in relationship to environmental and economic goals, to enhance the environment and protect the quality of life, and to determine citywide policies and standards that can be implemented at the local level through a community planning process.

The citywide elements address functional topics that cut across community boundaries, such as transportation or public services. The citywide elements address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan.

The community plans are oriented towards specific geographic areas of the City, defining locally the more general citywide policies and programs set forth in the Framework Element and the citywide elements with more specificity than is appropriate at the citywide level. This differentiation is necessary because of Los Angeles' varied topography, development patterns, diverse cultural and ethnic communities, and other variations which require that policies, standards, and programs developed at the citywide level be tailored to meet community and neighborhood needs.

### **2. The General Plan Framework Element and Its Relationship to Other Elements**

The Citywide General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans.

While the Long-Range Land Use Diagram in the Framework Element generally describes the centers, districts, and mixed-use boulevards to give a citywide

perspective, the community plans will contain specific land use designations, intensities, and standards.

### **3. The General Plan Framework Element and its Relationship to Community Plans**

Community plans apply the growth and development policies defined in the Framework Element and the other citywide elements as they relate to a smaller geographic area. Community plans are more detailed and specific than citywide elements and are necessary due to the size, complexity, and diversity of the City of Los Angeles. The community plans are tailored to local conditions and needs. Adoption of the Framework Element neither overrides nor mandates changes to the community plans. The community plans reflect appropriate levels of development at the time of the General Plan Framework Element's adoption. As community plans are updated utilizing future population forecasts and employment goals, the Framework Element is to be used as a guide -- its generalized recommendations to be more precisely determined for the individual needs and opportunities of each community plan area. Nothing in the Framework Element suggests that during the Community Plan Update process, the areas depicted as districts, centers, or mixed-use boulevards in the community plan must be amended to the higher intensities or heights within the ranges described in the Framework Element. The final determination about what is appropriate locally will be made through the community plans -- and that determination may fall anywhere within the ranges described.

As the City evolves over time, it is expected that areas not now recommended as neighborhood districts, community and regional centers, and mixed-use boulevards may be in the future appropriately so designated; and areas now so designated may not be appropriate. Therefore, the Framework Element long-range diagram may be amended to reflect the final determination made through the Community Plan Update process should those determinations be different from the adopted Framework Element.

### **4. The General Plan Framework Element and Its Relationship to Specific Plans**

The City has a number of adopted specific plans which set detailed development regulations for local areas and include various types of regulatory limitations. Examples of these limitations include "trip caps," design review boards, density/intensity limits, maximum heights, landscape, lot coverage, etc. The General Plan Framework Element is consistent with and does not supersede nor override these local requirements.

### **5. Zoning Approvals and Zoning Consistency**

The community plans and their implementing zoning set forth how property may be used and form the basis for decisions on discretionary permits. The community plans are the primary point of reference for determining compliance with Government Code Section 65860 (d).

Zoning, specific plans and other discretionary approvals and designations are implementing tools of the general plan as reflected in the community plans. The City Charter and the Los Angeles Municipal Code provide for variances, specific plan exceptions, exceptions and other tools to provide a means for relieving hardships

from strict adherence to the zoning regulations or dealing with special situations.

## **6. Highways and Freeways**

The Transportation Element contain general policies and definitions concerning highways and freeways. Community plans shall identify highway and freeway designations consistent with the policies and standards provided by the Transportation Element.

## **7. Comprehensive Community Plan Updates**

The Framework Element provides the citywide perspective often lacking from locally produced land use planning efforts to establish overall guidelines for the community planning process. Individual community plans establish the specific guidelines within each community to implement the citywide Framework Element. The community plans comprise the Land Use Element of the City's general plan and are, therefore, the final determination of land use categories, zoning, development requirements, and consistency findings. Like all general plan elements, community plans are comprehensively updated on a periodic basis through a city-initiated process. However, given the size and complexity of the City, the process of updating all of them takes time.

The Framework Element itself may be amended to reflect changes and address issues which arise through the public participation and detailed parcel-by-parcel analysis that occurs when the community plans are updated. Care must be taken in revising the Framework Element to assure that citywide issues are not compromised in the process.

## **8. Annual Review**

The Department of City Planning shall annually review the need to comprehensively update the citywide elements, including the Framework Element and the community plans. The results of this annual review shall be reported to the City Planning Commission, the City Council, and the Mayor through the Annual Report on Growth and Infrastructure. This report shall recommend which citywide element or community plan should be updated and why. These recommendations shall be based on an evaluation of changing circumstances, trends, and other information provided by the Monitoring System.

## **9. General Plan Preparation, Revision, and Update Program**

The Department of City Planning has established a program to comprehensively update general plan elements and community plans to implement the goals, policies, and objectives established in the Citywide General Plan Framework Element. Subject to availability of funding, all comprehensive updates of the citywide elements and the community plans for the purpose of implementing the Framework Element shall be initiated within five years of adoption of the Framework Element. Phasing of such updates may be made in accordance with Objective 3.3. and Policies 3.3.1 and 3.3.2 based on the monitoring of population, development, and infrastructure and service capacities as recommended through the Annual Report on Growth and Infrastructure.

## **10. Periodic Plan Review**

Periodic Plan Review is an on-going procedure of the Department of City Planning

which permits private applicants to request plan amendments and associated zone changes. Requests are subject to an established public review and approval process.

### **11. Pending Development Projects**

Development projects pending in the City review process which had already completed circulation of a Notice of Preparation (under CEQA) at the time of adoption of the Framework Element, shall not be required to demonstrate consistency with the Framework Element for a period of two years (24 months) after that Element's adoption.

### **12. Redevelopment Plans**

The community plans are the point of reference for determining compliance of Redevelopment Plans with State of California State Government Code Section 65860 (d).

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